FINAL
ENVIRONMENTAL ASSESSMENT/
FINDING OF NO SIGNIFICANT IMPACT

RECAPITALIZATION PROJECT
USCG STATION MANASQUAN INLET
NEW JERSEY

CONTRACT NUMBER: HSCG83-07-D-3WF170
TASK ORDER NUMBER: HSCG47-13-J-A17010

Responsible Agency:

U.S. Department of Homeland Security
United States Coast Guard

U.S. Coast Guard
Facilities Design and Construction Center
5505 Robin Hood Road, Suite K
Norfolk, Virginia 23513

Prepared by:

URS

12420 Milestone Center Drive, Suite 150
Germantown, Maryland 20876

August 2014

US COAST GUARD
FINDING OF NO SIGNIFICANT IMPACT
FOR
RECAPITALIZATION PROJECT USCG STATION MANASQUAN INLET
OCEAN COUNTY, NEW JERSEY

The US Coast Guard (USCG) is proposing to recapitalize facilities at USCG Station Manasquan Inlet, Ocean County, New Jersey, to include constructing a new Multi-Mission Building (MMB) that combines operations of the existing Station Building and Boathouse and includes duty section berthing space, as well as reconstructing portions of the waterfront. In accordance with the National Environmental Policy Act (NEPA) of 1969, the Council on Environmental Quality regulations implementing NEPA, and Department of Homeland Security Management Directive 023-01 and USCG Commandant Instruction M16475.1D, the USCG prepared an Environmental Assessment (EA) for the proposed action. The EA evaluated the Proposed Action and No Action (status quo) alternatives; no other feasible alternatives that met the purpose and need were identified.

No significant adverse impacts were identified for the Proposed Action Alternative the EA analysis. Pursuant to Section 106 of the National Historic Preservation Act of 1966 (36 CFR Part 800), the USCG consulted with the New Jersey State Historic Preservation Officer and negotiated a memorandum of agreement that provides stipulations to avoid and/or mitigate adverse effects on historic properties at the station. Permits and approvals would be required for Proposed Action, which would be secured by the Design-Build Contractor, in accordance with contract specifications, and may be subject to additional conditions for the protection of the environment.

This action has been thoroughly reviewed by the USCG and it has been determined, by the undersigned, that this project will have no significant effect on the human environment. This Finding of No Significant Impact (FONSI) is based on the attached USCG-prepared EA which has been determined to adequately and accurately discuss the environmental issues and impacts of the proposed action and provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required.

POLAND.JOHN.R.1049774717
Digitally signed by POLAND.JOHN.R.1049774717
DN: c=US, o=U.S. Government, ou=DoD, ou=PKI, ou=USCG, cn=POLAND.JOHN.R.1049774717
Date: 2014.08.29 06:01:08 -04'00'

Date	JOHN R. POLAND Environmental Reviewer	Chief USCG SILC Environmental Management Division

I have considered the information contained in the EA, which is the basis for this FONSI. Based on the information in the EA and this FONSI document, I agree that the proposed action as described above, and in the EA, will have no significant impact on the environment.

HEALY.JOHN.A.1087634961
Digitally signed by HEALY.JOHN.A.1087634961
DN: c=US, o=U.S. Government, ou=DoD, ou=PKI, ou=USCG, cn=HEALY.JOHN.A.1087634961
Date: 2014.08.29 08:03:04 -04'00'

Date	JOHN A. HEALY, P.E. Captain, USCG Responsible Official	Commanding Officer USCG Facilities Design and Construction Center

US COAST GUARD
ENVIRONMENTAL ASSESSMENT
FOR
RECAPITALIZATION PROJECT USCG STATION ATLANTIC CITY
ATLANTIC COUNTY, NEW JERSEY

This U.S. Coast Guard Environmental Assessment (EA) was prepared in accordance with Commandant's Manual Instruction M16475.1D and is in compliance with the National Environmental Policy Act of 1969 (P.L. 91-190) and the Council of Environmental Quality Regulations dated 28 November 1978 (40 CFR Parts 1500-1508).

This EA serves as a concise public document to briefly provide sufficient evidence and analysis for determining the need to prepare an Environmental Impact Statement or a Finding of No Significant Impact.

This EA concisely describes the proposed action, the need for the proposal, the alternatives, and the environmental impacts of the proposal and alternatives. This EA also contains a comparative analysis of the action and alternatives, a statement of the environmental significance of the preferred alternative, and a list of the agencies and persons consulted during EA preparation.

KELLER.LYNN.M.1271010733 Digitally signed by KELLER.LYNN.M.1271010733
DN: c=US, o=U.S. Government, ou=DoD, ou=PKI, ou=USCG, cn=KELLER.LYNN.M.1271010733
Date: 2014.07.30 12:48:27 -07'00'

Date	LYNN M. KELLER Environmental Preparer	Environmental Protection Specialist USCG SILC Environmental Management Division

7/30/14 POLAND.JOHN.R.1049774717 Digitally signed by POLAND.JOHN.R.1049774717
DN: c=US, o=U.S. Government, ou=DoD, ou=PKI, ou=USCG, cn=POLAND.JOHN.R.1049774717
Date: 2014.07.30 06:50:51 -04'00'

Date	JOHN R. POLAND Environmental Reviewer	Chief USCG SILC Environmental Management Division

In reaching my decision/recommendation on the US Coast Guard's proposed action, I have considered the information contained in this EA on the potential for environmental impacts.

07/31/2014 HEALY.JOHN.A.1087634961 Digitally signed by HEALY.JOHN.A.1087634961
DN: c=US, o=U.S. Government, ou=DoD, ou=PKI, ou=USCG, cn=HEALY.JOHN.A.1087634961
Date: 2014.07.31 16:13:07 -04'00'

Date	JOHN A. HEALY, P.E. Captain, USCG Responsible Official	Commanding Officer USCG Facilities Design and Construction Center

Table of Contents

Table of Contents

List of Tables

Appendices

ACHP	Advisory Council on Historic Preservation
BFE	Base Flood Elevation
BMP	Best Management Practice
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CMP	Coastal Management Program
CWA	Clean Water Act
dB	decibel
D-B	Design-Build
DLUR	Division of Land Use Regulation
DNL	Day-Night Average Sound Level
DPS	Distinct Population Segment
EA	Environmental Assessment
EFH	Essential Fish Habitat
EO	Executive Order
EPA	Environmental Protection Agency
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
FONSI	Finding of No Significant Impact
FPPA	Farmland Protection Policy Act
GHG	Greenhouse Gas
HAPC	Habitat Area of Particular Concern
MOA	Memorandum of Agreement
MMB	Multi-Mission Building
MSFCMA	Magnuson-Stevens Fishery Conservation and Management Act
NAAQS	National Ambient Air Quality Standards
NAVD88	North American Vertical Datum of 1988
NEPA	National Environmental Policy Act
NHP	Natural Heritage Program
NHPA	National Historic Preservation Act
NJDEP	New Jersey Department of Environmental Protection
NJ HPO	New Jersey Historic Preservation Office
NJPDES	New Jersey Pollutant Discharge Elimination System
NJRHP	New Jersey Register of Historic Places
NMFS	National Marine Fisheries Service
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System

NRHP	National Register of Historic Places
NWP	Nationwide Permit
OPCER	Office of Permit Coordination and Environmental Review
SAV	submerged aquatic vegetation
SHPO	State Historic Preservation Office
THPO	Tribal Historic Preservation Office
UPH	Unaccompanied Personnel Housing
URS	URS Group, Inc.
USACE	U.S. Army Corps of Engineers
USCB	U.S. Census Bureau
USCG	U.S. Coast Guard
USFWS	U.S. Fish and Wildlife Service
WOUS	Waters of the U.S.
WQC	Water Quality Certificate

1. BACKGROUND

The 2013 Disaster Assistance Supplemental Act (P.L. 113-2) appropriated funds to rebuild U.S. Coast Guard (USCG) shore facilities damaged by Hurricane Sandy in October 2012 and to reduce damage from future storms by replacing damaged facilities with those that are hurricane and flood resilient.

Hurricane Sandy recapitalization fund requirements state that new structures shall be built to withstand the 500-year flood and that structures be storm-resilient and meet or exceed facility construction requirements from Hurricanes Katrina and Ike. Executive Order (EO) 11988 (Floodplain Management) requires Federal agencies funding "critical facilities" to construct them to withstand a 500-year flood level. Non-critical facilities must be constructed to withstand the 100-year flood level. The Coast Guard also has a mandate to reduce the overall Federal footprint and right-size all facilities.

USCG Station Manasquan Inlet, New Jersey, is located on Loughran Point in Point Pleasant Beach (Appendix A, Figure 1) and occupies two parcels of land separated by a public road. The Station contains a Station Building, an Unaccompanied Personnel Housing (UPH) building, and a Boathouse. The Station provides search and rescue, law enforcement, and environmental protection along 20 nautical miles of the New Jersey coastline between Long Shore and Seaside Heights. The Station operates six rescue craft, including two B-0 boats, two Response Boat-Smalls, and two 47-foot Motor Life Boats.

The Coast Guard is currently operating out of a Station Building, UPH, and Boathouse that were damaged by Hurricane Sandy and has determined that these buildings cannot reasonably be retrofitted to resist wind and flood conditions from future storm events.

This Environmental Assessment (EA) has been prepared in accordance with the National Environmental Policy Act (NEPA) of 1969, the President's Council on Environmental Quality (CEQ) Regulations (40 CFR parts 1500-1508), and the Coast Guard's NEPA implementing procedures (COMDTINST M16475.1D) to evaluate the environmental impacts of the Proposed Action and the No Action Alternative.

2. PURPOSE AND NEED

Station Manasquan Inlet plays a vital role in ensuring public safety and providing port/waterway security and environmental protection along the New Jersey coastline. The existing buildings and waterfront at the Station were damaged by Hurricane Sandy and required immediate repairs after the storm to allow Station operations to continue. However, the existing Station Building, UPH, and Boathouse are not designed for nor can reasonably be retrofitted to resist anticipated future storm and flood conditions. In addition to incurring damage as a result of Hurricane Sandy, the Station Building, Boathouse, and UPH are functionally obsolete, and are no longer suitable for continued use by the Coast Guard for operations, maintenance, or storage.

The purpose of the project is to improve the Station's resilience to future storms and reduce down time for mission-critical facilities after storm events by constructing a new, hurricane-resistant Multi-Mission Building (MMB) and make repairs/improvements to the waterfront along Point Pleasant Harbor.

3. ALTERNATIVES

Two alternatives are evaluated in this EA: the No Action Alternative (status quo) and the Proposed Action. As described below in Section 3.3, Alternatives Considered and Dismissed, no other feasible alternatives that meet the purpose and need were identified.

3.1 No Action Alternative

Under the No Action Alternative, the Coast Guard would continue to operate from non-hardened operational facilities situated below the base flood elevations for both the 100-year and 500-year storms. The existing facilities would continue to sustain flooding from future storm events, which would require the Coast Guard to spend significant funding on a recurring basis to repair damages. The down time after storms for these mission-critical facilities would reduce operational efficiency, negatively affecting the Coast Guard's ability to fulfill its mission.

3.2 Proposed Action

The Station Building and Boathouse are considered critical facilities eligible for Hurricane Sandy recapitalization funds. Under the Proposed Action, the Coast Guard proposes to construct a 19,500-square-foot new MMB and make repairs and improvements to the waterfront. Figure 2 in Appendix A shows existing facilities and the components of the Proposed Action; elevation renderings of the new MMB are also included in Appendix A.

The new MMB would combine operations of the existing Station Building and the Boathouse and would include housing units to replace the duty section berthing provided by the existing UPH. The existing Boathouse would be demolished and the new MMB would be constructed within the footprint of the Boathouse and its adjacent parking lot and would be built to hurricane resistant building codes to withstand the 500-year flood. The new MMB shall have architectural design elements that allow the new structure to be more compatible with the Roosevelt-era architectural style of the historic Station Building. The UPH building would be demolished and replaced with parking. The Station Building and the 85-foot by 95-foot parcel on which it sits would be declared excess property and would be divested.

Proposed waterfront work would include:

- Installing a new sheet pile bulkhead within 18 inches seaward of the existing wood/steel/concrete bulkhead, between the boat ramp and adjacent property lines. The existing wood and steel sheet pile bulkhead is deteriorated and earth behind the bulkhead is washing out into the water, creating sinkholes in areas. A new, approximately 219-foot long sheet pile bulkhead will be constructed along the sides adjacent to the boat ramp, extending the entire length of the Coast Guard property. The new sheeting will be installed using impact hammers. Any new whalers or tiebacks will be installed as required to support the new bulkhead; existing utilities will be installed, replaced, or relocated as needed. Any utilities and other elements, such as mooring cleats, currently supported on the existing bulkhead will be replaced on the new bulkhead. The existing sinkholes behind the existing bulkhead and the space between the new and existing bulkheads will be filled with clean structural fill.
- Replacing the boat ramp's wooden decking with a concrete deck. The existing wooden decking is slippery when wet, making boat maintenance activities on the ramp difficult. The wood decking and steel rails and rail supports (used to remove and launch boats

using the railcar) will be removed. The underlying concrete support slab and timber piles supporting the decking will be left in place and a new concrete topping slab extending to a depth of 1 foot below the water line will be constructed on top of and tapered down to the support slab. The concrete deck will have a non-slip finish with a color and finish to replicate the appearance of wood. Railcar rails and rail supports will be reinstalled (or replaced if needed). All construction materials will be free of contaminants (no creosote-coated or pressure-treated wood will be used).

- Replacing the guide piles of the three floating docks on the west side of the Station so that storm surges cannot lift the docks above the guide piles. The twelve existing guide piles will be removed and replaced with new, taller piles. The new piles should be able to provide 2 feet of freeboard above the dock guides during a 500-year flood event. Piles will be driven using pile drivers or impact hammers. New piles will be free of toxic materials (no creosote-coated or pressure-treated timber will be used).

Station operations would continue uninterrupted during construction of the new MMB because the Coast Guard would operate out of temporary trailers and existing facilities both at Station Manasquan Inlet and other nearby USCG stations as needed (e.g., for vessel maintenance) until construction is complete.

3.3 Alternatives Considered and Dismissed

The Coast Guard considered relocating the entire Station or leasing space in a nearby facility; however, there is little available undeveloped land nearby and no adequate local facilities available for lease.

The Coast Guard also considered modifying the existing Station Building and Boathouse to meet modern USCG mission needs and the Hurricane Sandy recapitalization fund requirements to withstand the 500-year flood event. Rehabilitation of the historic Station Building to meet mission needs would most likely not be consistent with the *Secretary of the Interior's Standards for the Treatment of Historic Properties* (NPS 1995). Significant alterations to both structures would be required to meet mission requirements for boats, operations, and security. It is not structurally possible to renovate or elevate the Boathouse to accommodate modern larger size vessels due to the age and deteriorated condition of the building.

The Coast Guard considered constructing a new MMB on the Station without demolishing the existing Boathouse. The existing Boathouse is located at the optimal location for a modern MMB at Station Manasquan Inlet, but the location is constrained by the water's edge and adjacent commercial buildings that surround the USCG property. There is no other suitable location on the Station Manasquan Inlet property that has waterfront access and enough space to construct a modern MMB that meets USCG mission requirements.

Finally, the Coast Guard considered retaining the existing Station Building as-is instead of divesting it. However, the Coast Guard is mandated to reduce the Federal footprint and right-size all facilities, and there is no viable use for the existing Station Building since it does not meet mission requirements and cannot be reasonably retrofitted to do so.

Therefore, these alternatives do not meet the purpose and need for the project and are not considered to be feasible; therefore, they were dismissed from further consideration.

4. AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

This section describes the existing physical, socioeconomic, transportation, natural, and cultural resources in the project area and the effects the Alternatives are expected to have on these resources.

4.1 Socioeconomic Environment

4.1.1 Land Use and Zoning

Station Manasquan Inlet is located at the tip of Loughran Point, which is zoned as Marine Commercial, and is surrounded on three sides by water. Land adjacent to the Station consists of medium density commercial and residential use, and is also zoned as Marine Commercial (Borough of Point Pleasant Beach 2007). The Station consists of two separate parcels, divided by Inlet Drive (a public road), and includes three buildings, three docks, two parking lots, and areas of mowed lawn.

No Action Alternative – Under the No Action Alternative, land use on and around the Station would remain the same; therefore, there would be no impacts on land use.

Proposed Action – Under the Proposed Action, although building configurations and footprints would change slightly, the land uses on and around the Station would not change and there would be no impacts on land use.

4.1.2 Local Economy

There are 35 full-time active personnel and 15 reserve duty personnel assigned to the Station. Personnel work 48-hour duty rotation shifts and are housed in the UPH building while on duty; there are typically 12 personnel staying in the UPH building at any given time. All USCG personnel assigned to the Station live in the surrounding communities; there is no permanent housing on the Station (Baynor, personal communication).

No Action Alternative – Under the No Action Alternative, USCG personnel would continue to live near the Station and contribute to the local economy.

Proposed Action – Because the Proposed Action would necessitate the demolition of two buildings where Station personnel currently work, the Coast Guard would set up temporary trailers and use nearby USCG stations as needed to allow operations to proceed uninterrupted during construction of the new MMB. USCG personnel would continue to live near the Station and contribute to the local economy. The Proposed Action would have no adverse impact on the local economy. The Proposed Action would create a minor, temporary beneficial impact on the local economy associated with construction jobs that may available to the local community and non-local construction workers contributing to the local economy by dining at restaurants, shopping at local businesses, and staying at hotels/motels. The transferal of the Station Building to another entity could also potentially have a small beneficial long-term impact on the local economy, particularly if it is converted to a museum or other public facility.

4.1.3 Environmental Justice

On February 11, 1994, President Clinton signed EO 12898, entitled “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations.” This EO requires that “each Federal agency shall make achieving environmental justice part of its mission by

identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations…" (Subsection 1-101). If such effects are identified, appropriate mitigation measures must be implemented.

In Point Pleasant Beach, 11 percent of individuals live below the poverty level, compared to 9.5 percent in Ocean County. The percentage of minority individuals in Point Pleasant Beach is 7.7 percent, compared to 9 percent in Ocean County (USCB 2013). Because the impoverished and minority percentages of the Point Pleasant Beach population are each less than 50 percent overall, and are not meaningfully higher than the relevant reference populations of Ocean County, Point Pleasant Beach is not considered a low-income or minority population as defined by CEQ regulations (CEQ 1997).

No Action Alternative – Under the No Action Alternative, there would be no impact on low-income or minority populations.

Proposed Action – There would be no disproportionately adverse impacts to low-income or minority populations under the Proposed Action. No individuals, including those from low-income or minority communities, would be displaced by the Proposed Action, nor will traffic, noise, and air quality impacts disproportionately affect low-income or minority communities. All populations would benefit from improved efficiency and resilience of USCG operations after storm events.

4.1.4 Transportation

Station Manasquan Inlet is located on Inlet Drive, which is a one-way street curving around the edge of Loughran Point; Broadway and Ocean Avenue both provide access to Inlet Drive. Inlet Drive is classified by the New Jersey Department of Transportation as an Urban Local road, while Ocean Avenue and Broadway are both classified as Urban Minor Arterials. The Station is approximately 0.5 mile away from Hawthorne Avenue/Route 35, which is classified as an Urban Principal Arterial (NJDOT 2004).

No Action Alternative – Under the No Action Alternative, there would be no impact on traffic on or near the Station because no construction would occur.

Proposed Action – Under the Proposed Action, there would be minor temporary adverse impacts to traffic flow in and around the Station, especially on Inlet Drive, Ocean Avenue, and Broadway, due to additional vehicles accessing the construction area (e.g., haul trucks, construction worker vehicles, and heavy equipment transport trucks). The Proposed Action would have no long-term impacts on traffic flow.

4.2 Physical Environment

4.2.1 Geology and Soils

The Station lies in the Outer Lowland portion of the Atlantic Coastal Plain physiographic province (USGS 2013). The region is underlain by layers of sand and gravels that gently dip seaward. The general topography of the site is relatively flat, with surface elevations varying slightly between 7 and 8 feet North American Vertical Datum of 1988 (NAVD 88) in the northern half of the site containing the Station Building and the UPH. The surface elevations in the southern half of the site range between 5.5 and 6.5 feet (NAVD 88) with an average elevation

of 6 feet (NAVD 88). The geologic formation on the project site is the Belleplain Member of the Kirkwood formation, which consists of hard claystone bedrock at the base and medium-grained quartz sandstone at the top, sometimes containing substantial acid-producing deposits (NJDEP, 2013a). The surficial geology of the site is listed as Salt-Marsh and Estuarine deposits, generally found to consist of silt, sand, organic muck and peat, clay and minor pebble gravel.

Soils at the Station are mapped as Urban land-Hooksan complex; the Hooksan soil type is a sandy, poorly developed soil (NRCS 2013). All soils at the Station have been previously disturbed and may contain a layer of fill at the surface.

Subsurface exploration at the site included seven geotechnical borings to analyze conditions and support foundation design for the project. Five deep borings were advanced to an estimated depth of 77 feet below ground surface and two shallow borings to 12 feet. No bedrock was encountered in any of the borings. Geotechnical borings were 8 inches in diameter, and were backfilled with controlled, clean, engineered fill. General soil properties of soil layers encountered consisted of (in order of descending elevation): surficial materials, fill materials, upper granular deposit, clay deposit, and lower granular deposit (USCG 2014).

The Farmland Protection Policy Act (FPPA) states that federal agencies must "minimize the extent to which federal programs contribute to the unnecessary conversion of farmland to nonagricultural uses…" Soils that are already committed to urban development are not considered prime or unique farmland (7 CFR Part 658.2); therefore, because the Station is within the city limits of Point Pleasant Beach, the FPPA does not apply.

No Action Alternative – Under the No Action Alternative, no construction would occur and there would be no impacts to geology or soils.

Proposed Action – Under the Proposed Action, no impacts to geology would occur because construction activities would not be deep enough to affect bedrock. Construction activities would disturb 1.14 acres of soils at the Station. Stormwater runoff from construction activities is regulated under Section 402 of the Clean Water Act (CWA), with implementation by authorized States through the National Pollutant Discharge Elimination System (NPDES) permit program.

Because the land-based construction limits meet the NPDES permit requirement threshold of 1 acre, a New Jersey Pollutant Discharge Elimination System (NJPDES) general permit for construction activity from the New Jersey Department of Environmental Protection (NJDEP) Division of Water Quality, Bureau of Nonpoint Pollution Control would be required. The Design-Build (D-B) contractor specifications state that the contractor must obtain a NJPDES permit prior to construction. The D-B specifications also require implementation of appropriate erosion and sediment control best management practices (BMPs) during construction.

4.2.2 Air Quality

The Environmental Protection Agency (EPA), in accordance with the Clean Air Act, as amended in 1990, has set National Ambient Air Quality Standards (NAAQS). The NAAQS are the primary guidelines used to measure air quality in regions or basins with respect to ozone, carbon monoxide, particulate matter less than 10 microns and less than 2.5 microns, nitrogen oxides, sulfur dioxide, and lead (EPA 2012). Areas that cannot attain compliance with the NAAQS are designated as non-attainment, while those areas that meet the NAAQS are designated as attainment. Areas that were previously in non-attainment and are redesignated to attainment are known as maintenance areas (EPA 2013). According to the EPA, Ocean County is in a marginal

non-attainment area for ozone (NJDEP 2013b). The New Jersey Department of Environmental Protection (NJDEP) has its own State Implementation Plan for air quality and has been delegated the authority to implement and enforce emission standards for criteria and hazardous air pollutants (NJDEP 2013c).

There is scientific consensus that some human activities, such as fuel combustion, are causing changes in Earth's weather patterns, climate, and the atmosphere chemical composition through the creation of greenhouse gases (GHGs). GHGs include water vapor, carbon dioxide, methane, nitrous oxide, and hydrofluorocarbons. In 2007, New Jersey enacted the *Global Warming Response Act* which requires a statewide reduction in GHG emissions to 1990 levels by 2020 and a further reduction of 80 percent below 2006 levels by 2050 (NJDEP 2012a).

The Coast Guard requested project review from NJDEP in a letter dated October 21, 2013.

No Action Alternative – Current operation of vehicles, vessels, and stationary fuel burning equipment on the Station would continue under the No Action Alternative and there would be no impacts to existing air quality.

Proposed Action – Under the Proposed Action, operation of construction equipment may cause temporary additional short-term and localized adverse impacts on air quality from point and fugitive emission sources. Because the number of vehicles and vessels operated at the Station post-construction will not change, there would be no changes to air quality from mobile sources.

The Coast Guard anticipates that comfort heat and cooling in the proposed MMB would likely be provided by electric or natural gas-fired units, similar to the existing heating and cooling systems currently in use. Electric units would not affect air quality on site. New or modified stationary combustion equipment, such as gas-fired boilers, may be subject to permit issuance by NJDEP, depending on the size of the new or modified unit. It is anticipated that overall emission contributions from new or modified natural gas-fired equipment would be negligible.

Because the number of vehicles and vessels operated on site post-construction would not change and minimal changes to stationary sources are anticipated, climate change contributions from the Proposed Action would be minimal.

In a letter dated December 18, 2013 (Appendix C), the NJDEP Office of Permit Coordination and Environmental Review (OPCER) stated that a general conformity applicability analysis and possibly a conformity determination will be required in accordance with the EPA's Federal General Conformity regulation at 40 CFR Part 93, Subpart B, *Determining Conformity of General Federal Actions to State or Federal Implementation Plans*. For Federal or federally funded actions proposed in a non-attainment or maintenance area, the General Conformity Rule requires a determination of whether the action interferes with State plans to meet or maintain the NAAQs.

Because the proposed project is a Federal action in a non-attainment area, the Coast Guard will require the construction contractor to complete a general conformity applicability analysis prior to beginning construction to ensure that the project meets the NAAQS; this requirement has been included in the D-B contractor specifications. If the conformity applicability analysis determines that the emissions are not exempt or above the minimum conformity thresholds (specified in 40 CFR 93.153 or NJDEP regulations), then the construction contractor would be required to complete a conformity determination.

In a letter dated August 21, 2014, the NJDEP Bureau of Air Quality Planning stated that it would not be submitting any comments on the draft EA (Appendix F).

4.2.3 Noise

Noise is generally defined as unwanted sound. Sound is most commonly measured in decibels (dB) on the A-weighted scale, which is the scale most similar to the range of sounds that the human ear can hear. The Day-Night Average Sound Level (DNL) is an average measure of sound. The DNL descriptor is accepted by Federal agencies as a standard for estimating sound impacts and establishing guidelines for compatible land uses. EPA guidelines, and those of many other Federal agencies, state that outdoor sound levels in excess of 55 dB DNL are "normally unacceptable" for noise-sensitive land uses including residences, schools, or hospitals (EPA 1974).

Sounds at the Station are typical of an urban environment (e.g., vehicles, vessels, voices, heating, ventilation, and air conditioning units). Boat noise is common not only from USCG vessels but from boats accessing nearby marinas and traveling along the inlet. A restaurant, stores, and residences are located within 500 feet of the Station. There is no permanent housing on the Station, but USCG personnel stay overnight at the UPH while on duty

No Action Alternative – Under the No Action Alternative, no construction would occur and there would be no impacts on noise levels at or near the Station.

Proposed Action – Under the Proposed Action, short-term increases in noise levels would occur during the construction period. Constructing a new bulkhead and replacing the floating dock piles would require pile driving that produces loud noise and may be heard up to 0.5 mile away; however, the noise would be intermittent and short-term. To reduce noise level impacts, especially to personnel staying at the Station overnight, nearby housing, stores, and the restaurant, construction activities would take place during normal business hours. Equipment and machinery used for the project would meet all local, State, and Federal noise regulations. The Proposed Action would not cause long-term increases in noise levels.

4.2.4 Hazardous Materials/Hazardous Waste

The Station has a Spill Prevention, Control and Countermeasures Plan that includes procedures for hazardous materials management and outlines emergency procedures in the event of a hazardous waste spill or incident. All hazardous materials and waste generated by the Coast Guard are transported to and disposed of at a permitted facility.

No Action Alternative – Under the No Action Alternative, no changes in the use or disposal of hazardous materials related to Station operations would occur.

Proposed Action – No changes in the use or disposal of hazardous materials related to Station operations would occur as a result of the Proposed Action. Construction activities would include the use and generation of hazardous materials (e.g., solvents, hydraulic fluid, oil, and antifreeze). The Coast Guard will determine specific hazardous materials (e.g., lead-based paint, asbestos-containing materials, solvents, degreasers) that may be present or stored in the buildings to be demolished and whether any above-ground or underground storage tanks are present within the areas affected by the Proposed Action. Any hazardous materials discovered, generated, or used during demolition and construction would be handled and disposed of in accordance with applicable local, State, and Federal regulations. With implementation of safety measures and

proper procedures for the handling, storage, and disposal of hazardous materials and wastes during demolition and construction, no adverse impacts are anticipated.

4.3 Natural Environment

4.3.1 Flora and Fauna

The Station has no plant communities other than mowed grasses and provides minimal habitat for wildlife, although birds and small mammals typical of urban areas may be present. Aquatic biota such as barnacles and a variety of fish species are found in the marine environment surrounding the Station. The existing underwater environment in the vicinity of the Station experiences frequent noise and physical disturbance from boat traffic associated with the USCG vessels and other vessels in the surrounding area.

On October 21, 2013, the Coast Guard submitted a letter requesting project review to NJDEP.

No Action Alternative – Under the No Action Alternative, there would be no impacts on flora and fauna because no construction would occur.

Proposed Action – Activities under the Proposed Action would occur in developed areas and there would be no impacts to terrestrial plants or wildlife, although any wildlife present would be subject to construction noise. Construction of the new bulkhead and replacement of the floating dock piles would cause temporary impacts to the marine environment, including increases in turbidity and waves created by pile drivers, and noise from construction activities. Since there is already a human presence in the area and post-construction Station operations would be the same as existing conditions, no long-term impacts on aquatic biota would result from the Proposed Action. The Coast Guard would also implement erosion and sediment controls on land to minimize sediment reaching the water. The Proposed Action would have no long-term impacts on terrestrial or aquatic flora and fauna.

4.3.2 Floodplains

EO 11988 (Floodplain Management) requires that Federal agencies avoid direct or indirect support of development in the 100-year floodplain whenever there is a practicable alternative. The Federal Emergency Management Agency (FEMA) has developed Flood Insurance Rate Maps (FIRMs) to identify special flood hazard areas and risk zones for communities.

According to the FIRM for this area, the entire Station is located within the 500-year floodplain (subject to inundation by the 0.2% or greater annual chance flood event) and the 100-year floodplain, specifically zone AE, an area of high flood risk subject to inundation by the 1% annual chance flood event. The waterfront areas are within zone VE of the 100-year floodplain, with additional hazards due to storm-induced velocity wave action (a 3-foot or higher breaking wave) (FEMA 2006). After Hurricane Sandy, FEMA updated flood maps for several counties in New Jersey including Ocean County; the updated map for the Station shows the 100-year base flood elevation (BFE) as 11 feet (NAVD 88) and the 500-year BFE as 16 feet (NAVD 88) (FEMA 2013).

No Action Alternative – There would be no impacts on floodplains under the No Action Alternative. The UPH, Station Building, and Boathouse would continue to be flooded during major storms because the first floor elevations of both buildings are below the 100-year and 500-year BFEs.

Proposed Action – Because Station Manasquan Inlet is located entirely within the 100-year and 500-year floodplains, no practicable alternatives to work in the floodplain exist. The new MMB would be constructed to withstand up to the 500-year flood event. The functionality of the floodplain at the Station would not be changed or reduced by the Proposed Action. The Proposed Action would have no impact on the 100- or 500-year floodplain.

EO 11988 requires public review and completion of the Eight-Step Planning Process for Floodplains and Wetlands to identify, minimize, and mitigate floodplain impacts for federally funded and authorized construction in the 100-year floodplain. This EA serves as the Coast Guard's means of public review and includes the Eight-Step Planning Process (Appendix B) as required by EO 11988.

4.3.3 Coastal Zone

The Coastal Zone Management Act enables coastal states to designate state coastal zone boundaries and develop coastal management programs to improve protection of sensitive shoreline resources and guide sustainable use of coastal areas. The New Jersey Coastal Management Program (CMP) is administered by NJDEP. Station Manasquan Inlet is in the CMP-designated coastal zone (NJDEP 2013d).

The USCG requested project review from NJDEP in a letter dated October 21, 2013.

No Action Alternative – Under the No Action Alternative, there would be no impacts on coastal zone resources managed under the New Jersey CMP because no construction would occur.

Proposed Action –In a letter dated December 18, 2013 (Appendix C), the NJDEP OPCER stated that the project activities would require a Waterfront Development Permit (for in-water activities) and a CAFRA permit (for upland activities), or a Federal Consistency Determination.

The Coast Guard has determined that the Proposed Action, with implementation of avoidance measures and appropriate agency coordination, is consistent with NJDEP CMP regulations. On January 10, 2014, the Coast Guard submitted a consistency determination to the NJDEP Division of Land Use Regulation (DLUR) (Appendix C). NJDEP issued its concurrence with the consistency determination for the project in a letter dated March 13, 2014, and issued a revised determination which included the Water Quality Certificate (WQC) in a letter dated April 16, 2014 (Appendix C).

The Proposed Action would have no impact on coastal zone resources.

4.3.4 Waters of the U.S., including Wetlands

The U.S. Army Corps of Engineers (USACE) regulates the discharge of dredged and fill material into waters of the U.S. (WOUS), including wetlands, pursuant to Section 404 of the CWA. Projects that require a Federal Section 404 permit also require a State WQC under Section 401 of the CWA. EO 11990 (Protection of Wetlands) requires Federal agencies to avoid, to the extent possible, adverse impacts to wetlands. Discharges to surface water, including stormwater runoff from construction activities, is regulated under the NPDES permit program for construction projects that disturb more than 1 acre of soils.

The Station’s waterfront along the Point Pleasant Harbor consists of a boat ramp, floating docks, and a wood/steel/concrete bulkhead wall. Point Pleasant Harbor waters are considered WOUS

and are classified as estuarine and marine deepwater wetlands (USFWS 2013a). Water depths adjacent to the Station vary from approximately 5 to 15 feet deep.

On October 21, 2013, the Coast Guard submitted a letter requesting project review to the USACE Philadelphia District. No response has been received to date.

No Action Alternative – The No Action Alternative would not affect WOUS because no construction would occur.

Proposed Action – Under the Proposed Action, construction activities occurring in the water would result in increased localized turbidity, minor and temporary adverse impacts on water quality, and minor impacts to WOUS for construction of the new bulkhead. The Coast Guard would implement erosion and sediment control measures to minimize sediment transport into marine waters; implement spill prevention and control BMPs to minimize potential for and impacts of a spill of pollutants such as fuel into marine waters; and minimize the duration of work in the water as much as possible.

Permits required for work in WOUS include a CWA Section 401 Water Quality Certificate from the NJDEP Division of Land Use Regulation (DLUR), and a CWA Section 404 permit from the USACE. The work would likely be authorized under the USACE Nationwide Permit (NWP) program, specifically NWP#3 for repair of existing structures. A CWA Section 401 WQC from the NJDEP DLUR would also be required.

Because the land-based construction limits meet the NPDES permit requirement threshold of 1 acre, a NJPDES general permit for construction activity would be required (see Section 4.2.1, Geology and Soils). Implementation of appropriate erosion and sediment control BMPs would be required during construction.

No response from the USACE has been received to date. A WQC was issued by NJDEP DLUR in a letter dated April 16, 2014 (Appendix C).

4.3.5 Essential Fish Habitat and Other NOAA Trust Resources

The Magnuson-Stevens Fishery Conservation and Management Act (MSFCMA), as amended by the Sustainable Fisheries Act of 1996 (Public Law 104-267), established procedures designed to identify, conserve, and enhance Essential Fish Habitat (EFH), those waters and substrate necessary to fish for spawning, breeding, feeding or growth to maturity, for those species regulated under a Federal Fisheries Management Plan. EFH guidelines require Federal agencies to prepare EFH Assessments to evaluate the effects of proposed actions on EFH and federally managed fish species and offer ways to minimize adverse effects of a proposed action.

On October 21, 2013, the Coast Guard requested project review from the National Oceanic and Atmospheric Administration (NOAA) National Marine Fisheries Service (NMFS). The NMFS Habitat Conservation Division responded in an electronic mail message dated December 2, 2013; the Protected Resources Division responded in a letter dated December 19, 2013 (Appendix C). As requested by NMFS, the EFH Assessment has been incorporated as a section of this EA. The EFH Assessment also addresses other NOAA Trust Resources and has been prepared pursuant to the MSFCMA implementing regulations (50 CFR Part 600) and consists of three sections – Summary of EFH Designations, EFH Assessment Worksheet for Federal Agencies, and EFH Assessment Impact Determination.

Summary of Essential Fish Habitat Designation

10' x 10' Square Coordinates:

Boundary	North	East	South	West
Coordinate	40° 10.0'	74° 00.0'	40° 00.0'	74° 10.0'

Square Description (i.e., habitat, landmarks, coastline markers): The waters within the square within the Atlantic Ocean affecting the following: from east of Lake Como, Lake Como, NJ, and Belmar, NJ, on the north, southwest past Spring Lake, NJ, Wreck Pond, Sea Girt, NJ, Brielle, NJ, Manasquan, NJ, Manasquan River, Manasquan Inlet (east of Riviera Beach, NJ), Point Pleasant Beach, NJ, Bay Head, NJ, Mantoloking, NJ, and the northern part of Island Beach, south to Normandy Beach, NJ. Also the waters within the northern part of Barnegat Bay affecting the Metedeconk River southwest of Laurelton, NJ, south of Beaverdam Creek and Wardells Neck, and east of Breton Woods, NJ, and affecting Metedeconk Neck, Kettle Creek, Herring I, Havens Cove, Green I, Silver Pt., Andrew Pt., and Swan Pt.

Life History Stages for Managed Species with EFH Designations at Station Manasquan Inlet				
Species	**Eggs**	**Larvae**	**Juveniles**	**Adults**
Atlantic cod *(Gadus morhua)*				X
haddock *(Melanogrammus aeglefinus)*				
pollock *(Pollachius virens)*				
whiting *(Merluccius bilinearis)*				X
offshore hake *(Merluccius albidus)*				
red hake *(Urophycis chuss)*	X	X	X	
white hake *(Urophycis tenuis)*				
redfish *(Sebastes fasciatus)*	N/A			
witch flounder *(Glyptocephalus cynoglossus)*	X			
winter flounder *(Pseudopleuronectes americanus)*	X	X	X	X
yellowtail flounder *(Limanda ferruginea)*		X		
windowpane flounder *(Scophthalmus aquosus)*	X	X	X	X
American plaice *(Hippoglossoides platessoides)*				
ocean pout *(Macrozoarces americanus)*	X	X		X
Atlantic halibut *(Hippoglossus hippoglossus)*				
Atlantic sea scallop *(Placopecten magellanicus)*				
Atlantic sea herring *(Clupea harengus)*				X

Life History Stages for Managed Species with EFH Designations at Station Manasquan Inlet				
Species	**Eggs**	**Larvae**	**Juveniles**	**Adults**
monkfish *(Lophius americanus)*	X	X		
bluefish *(Pomatomus saltatrix)*			X	X
long finned squid *(Loligo pealeii)*	N/A	N/A		
short finned squid *(Illex illecebrosus)*	N/A	N/A		
Atlantic butterfish *(Peprilus triacanthus)*				
Atlantic mackerel *(Scomber scombrus)*				
summer flounder *(Paralichthys dentatus)*			X	X
scup *(Stenotomus chrysops)*	N/A	N/A	X	X
black sea bass *(Centropristis striata)*	N/A		X	X
surf clam *(Spisula solidissima)*	N/A	N/A	X	X
ocean quahog *(Artica islandica)*	N/A	N/A		
spiny dogfish *(Squalus acanthias)*	N/A	N/A		
tilefish *(Lopholatilus chamaeleonticeps)*				
king mackerel *(Scomberomorus cavalla)*	X	X	X	X
Spanish mackerel *(Scomberomorus maculatus)*	X	X	X	X
cobia *(Rachycentron canadum)*	X	X	X	X
dusky shark *(Carcharhinus obscurus)*		X		
sandbar shark *(Carcharhinus plumbeus)*		X	X	X
tiger shark (*Galeocerdo cuvieri*)		X	X	
Clearnose skate (*Raja eglanteria)*		X	X	X
Littlenose skate (*Raja erinacea*)			X	X
Winter skate (*Leucoraja ocellata*)			X	X

Summary of EFH designation obtained from http://www.nero.noaa.gov/hcd/index2a.htm

- X = EFH has been designated within the square for a given species and life stage
- N/A = Either there is no data available on the designated life stages for that species or those life stages are not present in the species' reproductive cycle
- HAPC= Habitat Area of Particular Concern. An EFH that is judged to be particularly important to the long-term productivity of populations of one or more managed species, or partially vulnerable to degradation, and should be provided additional focus for conservation efforts
- In a letter dated August 21, 2014, the NJDEP Bureau of Marine Fisheries noted that other species which could be adversely affected by the project include alewife herring (*Alosa pseudoharengus*), American shad (*Alosa sapidissima*), and American eel (*Anguilla rostrata*).

EFH Assessment Worksheet for Federal Agencies (Modified 08/04)

Project Name: Station Manasquan Inlet Recapitalization Project

Date: August 2014

Project No.: 5090

Location: Station Manasquan Inlet is located on Loughran Point in Point Pleasant Beach Borough, Ocean County, New Jersey, and occupies two parcels of land separated by a public road (Inlet Drive). Station coordinates are: N 40° 6' W 74° 2'.

Preparer: URS Group, Inc. (on behalf of USCG)

Activities: Much of the Station improvements consist of building demolition and construction activities which will be conducted in upland areas and will not affect fisheries habitat (Appendix A, Figure 2). The aspects of the planned improvements at the Station that involve in-water/waterfront work include:

- Installing a new sheet pile bulkhead within 18 inches seaward of the existing wood/steel/concrete bulkhead, between the boat ramp and adjacent property lines. The existing wood and steel sheet pile bulkhead is deteriorated and earth behind the bulkhead is washing out into the water, creating sinkholes in areas. A new, approximately 219-foot long sheet pile bulkhead will be constructed along the sides adjacent to the boat ramp, extending the entire length of the Coast Guard property. The new sheeting will be installed using impact hammers. Any new whalers or tiebacks will be installed as required to support the new bulkhead; existing utilities will be installed, replaced, or relocated as needed. Any utilities and other elements, such as mooring cleats, currently supported on the existing bulkhead will be replaced on the new bulkhead. The existing sinkholes behind the existing bulkhead and the space between the new and existing bulkheads will be filled with clean structural fill.

- Replacing the boat ramp's wooden decking with a concrete deck. The existing wooden decking is slippery when wet, making boat maintenance activities on the ramp difficult. The wood decking and steel rails and rail supports (used to remove and launch boats using the railcar) will be removed. The underlying concrete support slab and timber piles supporting the decking will be left in place and a new concrete topping slab extending to a depth of 1 foot below the water line will be constructed on top of and tapered down to the support slab. The concrete deck will have a non-slip finish with a color and finish to replicate the appearance of wood. Railcar rails and rail supports will be reinstalled (or replaced if needed). All construction materials will be free of contaminants (no creosote-coated or pressure-treated wood will be used).

- Replacing the guide piles of the three floating docks on the west side of the Station so that storm surges cannot lift the docks above the guide piles. The twelve existing guide piles will be removed and replaced with new, taller piles. The new piles should be able to provide 2 feet of freeboard above the dock guides during a 500-year flood event. Piles will be driven using pile drivers or impact hammers. All construction materials which may come into contact with the water, including new piles will be free of toxic materials (no creosote-coated or pressure-treated timber will be used).

The work will be phased to allow one large and one small boat to remain in service at the site at all times. All construction activities will be within the existing basin footprint.

Appropriate best management practices, including soil erosion and sediment control measures (e.g., silt fences), will be used at all times to minimize sedimentation and maintain water quality during all construction activities. Unset concrete will not come into contact with surface waters. Vibratory hammers will not be used for driving of foundation piles due to the presence of loose granular deposits and high water table, which may increase the likelihood of sediment liquefaction.

Existing Project Area Environment: Station Manasquan Inlet, New Jersey is located on Loughran Point in Point Pleasant Beach Borough, Ocean County, NJ, and occupies two parcels of land separated by a public road (Inlet Drive). The site is bounded by Manasquan Inlet to the north and Point Pleasant Harbor to the south.

The Station's waterfront along Point Pleasant Harbor consists of a boat ramp, floating docks, and a wood/steel/concrete bulkhead wall. Waters surrounding the Station are considered waters of the U.S. and are classified as estuarine and marine deepwater wetlands (USFWS 2013a).Water depths adjacent to the Station vary from approximately 5 to 15 feet deep. The navigation chart (NOAA Chart No. 12324 Intracoastal Waterway Sandy Hook to Little Egg Harbor) shows the maintained water depths at approximately 10 to 11 feet in the vicinity of the Station. The depths of these waters are not deep enough for the majority of managed fish species to regularly inhabit. Also, populations of the fish species listed in the EFH Assessment Worksheet generally do not occur this close to shore or around and below the docks. Salinity along this reach of the Atlantic Coast ranges from approximately 21 to 33 parts per thousand (USACE 2001).

Waters from Manasquan Inlet and upstream along the Manasquan River are classified by NJDEP as Special Restricted Areas for shellfish harvesting. Based on this designation, shellfish harvesting at the Station is prohibited except under special permit from the NJDEP (NJDEP 2012b).

Station Manasquan Inlet is located just landward of Manasquan Inlet along a highly developed section of the Atlantic Coast. The south bank of the Manasquan River and adjoining Point Pleasant Harbor are almost entirely hardened in the vicinity of the Station, with bulkheads, marinas, and private docks lining the entire shore. With the exception of Gull Island west of the Inlet and the Atlantic Ocean beaches, there are essentially no natural shorelines in the vicinity.

A description of the Station's geology and soils is provided in Section 4.2.1.

1. INITIAL CONSIDERATIONS		
EFH Designations	**Yes**	**No**
Is the action located in or adjacent to EFH designated for eggs?	X	
Is the action located in or adjacent to EFH designated for larvae?	X	
Is the action located in or adjacent to EFH designated for juveniles?	X	
Is the action located in or adjacent to EFH designated for adults?	X	

1. INITIAL CONSIDERATIONS		
EFH Designations	**Yes**	**No**
Is the action located in or adjacent to EFH designated for spawning adults?	X	
If you answered no to all questions above, then EFH consultation is not required - go to Section 5. If you answered yes to any of the above questions proceed to Section 2 and complete remainder of the worksheet.		

2. SITE CHARACTERISTICS	
Site Characteristics	**Description**
Is the site intertidal, sub-tidal, or water column?	Subtidal waters are present at the site. Manasquan Inlet is a maintained navigation channel that provides entrance to the Manasquan River and is the northern terminus of the Intracoastal Waterway in NJ. Point Pleasant Harbor is located to the south of the Station and the Atlantic Ocean is to the east.
What are the sediment characteristics?	The Station lies in the Outer Lowland portion of the Atlantic Coastal Plain physiographic province (USGS 2013), and geologic formation on the project site is the Belleplain Member of the Kirkwood Formation. The region is underlain by layers of sand and gravels that gently dip seaward. Geotechnical borings confirmed the mapped formations. Consistent with sandy soils common to the region and the findings of the geological borings, sandy sediments with some fines are expected in the boat basin.
Is Habitat Area of Particular Concern (HAPC) designated at or near the site? If so what type, size, characteristics?	No, there are no HAPCs designated at or near the site.
Is there submerged aquatic vegetation (SAV) at or adjacent to project site? If so describe the spatial extent.	No, there is no SAV at or adjacent to the project site.
What is typical salinity and temperature regime/range?	Manasquan Inlet is within the seawater salinity zone, with salinity generally above 25 parts per thousand (NOAA 1985). Approximate temperature range: 35.6°F (January 2013) to 78.3°F (August 2013)
What is the normal frequency of site disturbance, both natural and man-made?	The existing underwater environment in the vicinity of the Station experiences frequent noise and physical disturbance from boat traffic associated with USCG vessels and the Point Pleasant Harbor adjacent to the south of the Station. Due to the high density of shoreline development, including residential boat docks and marinas, human activity is common, particularly from late spring to early fall. There is a high volume of recreational boat traffic through Manasquan Inlet. Natural disturbances are infrequent, in the form of periodic extreme storm events.

2. SITE CHARACTERISTICS	
Site Characteristics	**Description**
What is the area of proposed impact (work footprint & far afield)?	Work will be limited to construction of an approximately 219-foot long sheet pile bulkhead wall, replacement of the boat ramp's wooden decking with a concrete deck, and replacement of the piles of floating docks. Constructing the new bulkhead will require driving of sheeting and pile driving with an impact hammer. These activities could produce loud noise and vibrations and may be heard up to 0.5 mile away; however, the noise would be intermittent and short-term. Work areas for construction of the new bulkhead will extend approximately 18 inches seaward of the existing bulkhead. Direct impacts from these activities will be limited to the immediate work areas.

3. DESCRIPTION OF IMPACTS			
Impacts	**Y**	**N**	**Description**
Nature and duration of activity(s)			The proposed activities include: • Replace the boat ramp's wooden decking with a concrete deck. • Construct a new bulkhead along the waterfront. Fill and compact the sinkholes behind the existing bulkhead, as well as the gap between the new and existing bulkheads. • Replacing 12 guide piles at the floating docks on the southwest corner of the Station so that storm surges cannot lift the docks above the guide piles. The proposed activities are expected to take approximately two to four months to complete.
Will benthic community be disturbed?	**X**		The benthic community within the Station boat basin is expected to be limited; however, any individuals present along the bulkhead area would be displaced, with mortality of non-motile individuals. The benthic community would be expected to reestablish within approximately 18 months. Impacts to the benthic community would be short-term and limited to the immediate area of disturbance.
Will SAV be impacted?		**X**	No, there is no SAV at this site.

3. DESCRIPTION OF IMPACTS			
Impacts	**Y**	**N**	**Description**
Will sediments be altered and/or sedimentation rates change?		**X**	No, sediments will not be altered. The project will not result in changes to sedimentation rates. In a letter dated August 21, 2014, the NJDEP Bureau of Marine Fisheries recommended restrictions on or mitigation measures for sediment deposition to protect winter flounder. The Coast Guard will implement erosion and sediment controls on land to minimize sediment reaching the water.
Will turbidity increase?	**X**		Yes, temporary and minor localized increases in turbidity are possible during in-water construction activities. Driving of sheetpiles and installing new floating dock piles may temporarily increase turbidity in the immediate vicinity. As the sediments are predominantly sand, the turbidity plume is expected to dissipate quickly and should not affect mobile aquatic species, which are expected to vacate the area.
Will water depth change?		**X**	No, water depths will not change.
Will contaminants be released into sediments or water column?		**X**	No, contaminants will not be released into sediments or the water column. In compliance with NJDEP requirements, only contaminant-free construction materials will be used; no creosote-coated or pressure-treated timbers will be used. No unset concrete will come into contact with the water column.
Will tidal flow, currents or wave patterns be altered?		**X**	No, there will be no alterations of tides, currents, or wave patterns.
Will ambient salinity or temperature regime change?		**X**	No, the work will not alter salinity or temperature.
Will water quality be altered?		**X**	No, water quality will be unaffected by the project activities. The NJDEP, Division of Land Use Regulation, issued a Section 401 WQC for the project in a letter dated April 16, 2014 (Appendix C).

4. EFH ASSESSMENT			
Functions and Values	**Y**	**N**	**Describe habitat type, species and life stages to be adversely impacted**
Will functions and values of EFH be impacted for:			
Spawning	**X**		In a letter dated August 21, 2014, NJDEP Bureau of Marine Fisheries stated that anadromous species can be expected to be adversely affected by the impact hammers. To protect the anadromous species spawning run in this area, a timing restriction from March 15 through June 30 is needed on any in-water disturbance, sediment-generating activities, and pile driving (Appendix F).
Nursery		**X**	No, the proposed activities will not have an identifiable adverse impact on the functions and values provided by the project area's habitats.
Forage		**X**	No, the proposed activities' footprint will not have an identifiable adverse impact on habitats necessary for forage.
Shelter		**X**	No, the proposed activities will not alter existing habitats that may afford shelter for aquatic species.
Will impacts be temporary or permanent?			The impacts that may occur will be negligible and temporary. No EFH will be permanently displaced or destroyed.
Will compensatory mitigation be used?		**X**	No compensatory mitigation is necessary, as there is no identifiable significant adverse impact to the designated EFHs within the project footprint.

5. DETERMINATION OF IMPACT		
		Federal Agency's EFH Determination
Overall degree of adverse effects on EFH (not including compensatory mitigation) will be: **(check the appropriate statement)**		There is no adverse effect on EFH EFH Consultation is not required
	X	The adverse effect on EFH is not substantial. This is a request for an abbreviated EFH consultation. This worksheet is being submitted to NMFS to satisfy the EFH Assessment requirement.
		The adverse effect on EFH is substantial. This is a request for an expanded EFH consultation. A detailed written EFH assessment will be submitted to NMFS expanding upon the impacts revealed in this worksheet.

There is no designated Critical Habitat for other NOAA Trust Resources within the project area (USFWS 2013d).

6. OTHER NOAA TRUST RESOURCES IMPACT ASSESSMENT	
Species known to occur at site (list others that may apply)	**Describe habitat impact type (i.e., physical, chemical, or biological disruption of spawning and/or egg development habitat, juvenile nursery and/or adult feeding or migration habitat).**
For all fish and other species, see the table/discussions presented below.	
Shortnose Sturgeon	Populations of federally endangered shortnose sturgeon (*Acipenser brevirostrum*) occur in New Jersey in the Delaware River from the lower bay upstream to at least Lambertville, New Jersey, and in the Hudson River from upper New York Harbor to the Troy Dam. In a letter dated December 19, 2013, the NMFS Protected Resources Division stated that, because the action area (defined as the water areas within which project activities will occur) at Station Manasquan Inlet has never supported a historical population of shortnose sturgeon, and to date, no shortnose sturgeon have been observed in this system, shortnose sturgeon will not occur in the project area or be affected by the project.
Atlantic Sturgeon	Populations of federally endangered Atlantic sturgeon (*Acipenser oxyrinchus oxyrinchus*) occur in the western Atlantic Ocean from Canada to northeastern Florida. NOAA Fisheries determined that the New York Bight, Chesapeake Bay, South Atlantic and Carolina Distinct Population Segments (DPSs) of Atlantic sturgeon are endangered. Individuals from these Atlantic sturgeon DPSs could occur in the project area and could experience temporary effects from the project including increases in turbidity, loss of prey, and acoustic impacts from pile driving. However, given the limited extent of in-water work proposed within an active USCG facility, the impact on Atlantic sturgeon is expected to be temporary and negligible.

6. OTHER NOAA TRUST RESOURCES IMPACT ASSESSMENT	
Species known to occur at site (list others that may apply)	**Describe habitat impact type (i.e., physical, chemical, or biological disruption of spawning and/or egg development habitat, juvenile nursery and/or adult feeding or migration habitat).**
Several listed species of whales occur seasonally in the waters off of New Jersey.	
North Atlantic right whales	Federally endangered North Atlantic right whales (*Eubalaena glacialis*) are found off the coast of New Jersey from September 1 to March 31. However, due to the shallow water depths and near shore location of the project site, these whales are extremely unlikely to occur in the action area, and therefore would not be affected by the project.
Humpback whales	Federally endangered humpback whales (*Megaptera novaeangliae*) are found off the coast of New Jersey from February to April and from September to November. However, due to the shallow water depths and near shore location of the project site, these whales are extremely unlikely to occur in the action area, and therefore would not be affected by the project.
Fin, Sei and Sperm whales	Fin (*Balaenoptera physalus*), sei (*Balaenoptera borealis*) and sperm (*Physter macrocephalus*) whales, all federally endangered, are seasonally present in waters off of New Jersey, typically in deeper offshore waters. Due to the shallow water depths and near shore location of the project site, these whales are extremely unlikely to occur in the action area, and therefore, would not be affected by the project.
Several species of threatened and endangered sea turtles occur seasonally in New Jersey waters, including many bays and harbors, during the warmer months, typically from May to mid-November. The sea turtles in nearby waters are typically small juveniles.	
Loggerhead sea turtles	The most abundant sea turtle species occurring in New Jersey waters is the federally threatened Northwest Atlantic DPS of loggerhead (*Caretta caretta*). This species is not likely to occur in the action area for this project. Therefore, the project activities are not anticipated to affect loggerhead sea turtles.
Kemp's Ridley sea turtle	The second most abundant species occurring in New Jersey waters is the federally endangered Kemp's Ridley (*Lepidochelys kempi*). This species is not likely to occur in the action area for this project. Therefore, the project activities are not anticipated to affect Kemp's Ridley sea turtles.
Green sea turtle	Although the federally threatened green sea turtle (*Chelonia mydas*) may occur in nearby waters from June through October, it is not likely to occur in the action area for this project. Therefore, the project activities are not anticipated to affect green sea turtles.
Leatherback sea turtle	The federally endangered leatherback sea turtle (*Dermochelys coriacea*) is not likely to occur in the action area. Therefore, the project activities are not anticipated to affect leatherback sea turtles.

6. OTHER NOAA TRUST RESOURCES IMPACT ASSESSMENT	
Species known to occur at site (list others that may apply)	**Describe habitat impact type (i.e., physical, chemical, or biological disruption of spawning and/or egg development habitat, juvenile nursery and/or adult feeding or migration habitat).**
Hard and soft clams	Waters adjoining Station Manasquan Inlet are classified as a Special Restricted Area for shellfish growing. These waters are condemned for shellfish harvesting, except with special permit from NJDEP; however, harvesting is prohibited in all marina and boat docking areas. Considering the small footprint of in-water work, any impact to shellfish habitat would be negligible and would not affect commercial populations. In a letter dated August 21, 2014, the NJDEP Bureau of Marine Fisheries stated that no impacts to shellfisheries are anticipated (Appendix F).

EFH Assessment Impact Determination

No Action Alternative – The No Action Alternative would not affect EFH because no construction would occur.

Proposed Action – The Coast Guard has determined that there will be no substantial adverse effect on EFH from the Proposed Action because any impacts will be temporary and negligible. Temporary impacts on EFH may include increased turbidity, loss of prey, and acoustic impacts from pile driving.

Construction activities will incorporate appropriate BMPs to comply with New Jersey's Surface Water Quality Standards, pursuant to Section 401 of the CWA. In a letter dated August 21, 2014, the NJDEP Bureau of Marine Fisheries stated that anadromous species can be expected to be adversely affected by the impact hammers used for pile driving and a timing restriction from March 15 through June 30 is needed for any in-water disturbance, sediment-generating activities, and pile driving; this restriction has been incorporated into the D-B contractor specifications. The Bureau also recommended a timing restriction of January 1 through May 31 to protect migrating and spawning winter flounder, as well as restrictions on or mitigation measures for sediment deposition or increased flow-rates (Appendix F). The Coast Guard will implement erosion and sediment controls on land to minimize sediment reaching the water. The Proposed Action will not cause increased flow-rates.

NMFS may require seasonal work restrictions from March 1 to June 30 to protect migrating alewife and blueback herring, and from December 1 to May 31 to protect migrating, spawning, and early life stages (eggs and larvae) of winter flounder.

The benthic community within the Station boat basin is expected to be limited; however, individuals present along the bulkhead would be temporarily displaced. The benthic community would be expected to reestablish within approximately 18 months. Driving of sheetpiles for the new bulkhead and new floating dock piles may temporarily increase turbidity in the immediate vicinity. As the sediments are predominantly sand, the turbidity plume is expected to dissipate quickly and should not affect mobile aquatic species, which are expected to vacate the area. The repair and rebuilding of structures at the waterfront would generate noise which could deter species from using the area; however, because this is an active marina, anthropogenic disturbance is typical and any impact to aquatic species would be negligible.

Other NOAA Trust Resources Impact Determination

No Action Alternative – The No Action Alternative would not affect other NOAA trust resources because no construction would occur.

Proposed Action – The Coast Guard has made the following determinations regarding effects to other NOAA trust resources:

Shortnose sturgeon does not occur in the project area; therefore, the Coast Guard has determined that the Proposed Action will have no effect on shortnose sturgeon.

Individuals from several Atlantic sturgeon DPSs could occur in the project area. However, given the limited extent of in-water project area within an active USCG facility, the impact to Atlantic sturgeon, if any, is expected to be negligible. Therefore, the Coast Guard has determined that the Proposed Action may affect, but is not likely to adversely affect Atlantic sturgeon.

Humpback, fin, sei, and sperm whales and loggerhead, Kemp's Ridley, green, and leatherback sea turtles are unlikely to be found in the project area due to shallow water depths and the nearshore location of the project site. Therefore, the Coast Guard has determined that the Proposed Action will have no effect on listed whales or sea turtles. However, because there is a remote possibility that a listed whale or sea turtle could enter the project area, the Coast Guard would use a spotter to watch for whales and sea turtles during in-water construction; if a whale or sea turtle is spotted, construction activities would halt until the animal swims out of the area. The requirement to use a spotter has been incorporated into the D-B contractor specifications.

In a letter dated August 27, 2014, the NMFS Protected Resources Division concurred with the Coast Guard's determination that the proposed project is not likely to adversely affect any listed species under NMFS jurisdiction (Appendix F).

Considering the small footprint of in-water work, any impact to shellfish habitat would be negligible and would not affect commercial populations. In a letter dated dated August 15, 2014, the NJDEP Bureau of Marine Fisheries stated that no impacts to shellfisheries or listed species are anticipated (Appendix F). The Coast Guard has determined that the Proposed Action will have no effect on hard and soft clams.

4.3.6 Threatened and Endangered Species

The U.S. Fish and Wildlife Service (USFWS) lists federally threatened or endangered species that may occur in Ocean County or should be included in the effects analysis for this project (Table 1; USFWS 2013b, 2013d).

Table 1. Federally Listed Species that May Occur in Ocean County

Common Name	Scientific Name	Federal Status
Piping plover	*Charadrius melodus*	Threatened
Roseate tern	*Sterna dougallii dougallii*	Endangered
Knieskern's beaked-rush	*Rhynchospora knieskernii*	Threatened
Swamp pink	*Helonias bullata*	Threatened
Seabeach amaranth	*Amaranthus pumilus*	Threatened
Shortnose sturgeon**	*Acipenser brevirostrum*	Endangered
Atlantic sturgeon**	*Acipenser oxyrinchus*	Endangered

Common Name	Scientific Name	Federal Status
	oxyrinchus	
Kemp's Ridley sea turtle**	*Lepidochelys kempi*	Endangered
Loggerhead sea turtle**	*Dermochelys coriacea*	Threatened
Leatherback sea turtle*	*Dermochelys coriacea*	Endangered
Green sea turtle*	*Chelonia mydas*	Threatened
Bog turtle	*Clemmys muhlenbergii*	Threatened
* These species are addressed in Section 4.3.5, Essential Fish Habitat Assessment and Other NOAA Trust Resources		

No critical habitat has been designated within the project area for listed species under USFWS jurisdiction (USFWS 2013d).

On October 21, 2013, the Coast Guard submitted letters requesting project review to NMFS and USFWS. This section addresses the protected terrestrial species identified in the USFWS response letter dated November 15, 2013 (Appendix C). The NMFS Protected Resources Division responded in a letter dated December 19, 2013 (Appendix C). This response and protected aquatic species under NMFS jurisdiction are addressed in Section 4.3.5, EFH Assessment.

On November 8, 2013, the Coast Guard submitted data request forms to the NJDEP Natural Heritage Program (NHP) to obtain NHP database information on protected species and ecological communities and the potential for state-listed species to occur on the Station and potentially be affected by the proposed recapitalization project. Based on the information provided in a letter from NHP dated November 19, 2013 (Appendix C), Table 2 lists state-listed species for which habitat may occur on the project site:

Table 2. State-Listed Species Habitats that May Occur on the Project Site

Common Name	Scientific Name	State Status	Habitat Type
Bald eagle	*Haliaeetus leucocephalus*	Endangered	Foraging
Black-crowned night heron	*Nycticorax nycticorax*	Threatened	Foraging
Least tern	*Sterna antillarum*	Endangered	Foraging
Osprey	*Pandion haliaetus*	Threatened	Foraging, Nesting
Yellow-crowned night heron	*Nyctanassa violacea*	Threatened	Foraging

No Action Alternative – Under the No Action Alternative, no construction would occur and there would be no impacts to federally or state-listed species.

Proposed Action – In a letter dated November 15, 2013, USFWS identified four federally protected terrestrial species which occur in the vicinity of the Station – piping plover, seabeach amaranth, and northeastern tiger beetle (*Cicindela dorsalis dorsalis*), all listed as threatened, and the red knot (*Calidris canutus rufa*) a federal candidate species protected under the Migratory Bird Treaty Act (Appendix C).

A URS biologist conducted a site visit on October 3, 2013, and observed that undeveloped areas of the Station are either maintained by mowing and do not contain suitable terrestrial habitat for any federally or state-listed species.

In letter dated August 21, 2014, the NJDEP DWF Endangered & Non-game Species Program stated that no impacts to listed species are anticipated (Appendix F).

The Coast Guard has determined that the Proposed Action would have no effect on any terrestrial federally or state-listed species.

4.4 Cultural Resources

Consideration of effects on cultural resources is mandated both by NEPA and by Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (16 U.S.C. 470-470w-6). Section 106 requires federal agencies to take into account the effects of their undertakings on historic properties and to afford the Advisory Council on Historic Preservation (ACHP) an opportunity to comment on such undertakings. The procedures for implementing Section 106 are contained in 36 CFR Part 800, *Protection of Historic Properties*.

The New Jersey Historic Preservation Office (NJ HPO) is the State Historic Preservation Office (SHPO) for the State of New Jersey. On May 8, 2013, the Coast Guard submitted a letter initiating NHPA Section 106 project consultation for the Proposed Action (undertaking) to the NJ HPO (Appendix C). On October 21, 2013, the Coast Guard also submitted a letter to NJDEP requesting project review. The NJDEP OPCER responded in a letter dated December 18, 2013, that the NJ HPO was reviewing the undertaking and would provide comments on historic properties (Appendix C).

On October 3, 2013, a site visit was conducted by a URS cultural resource specialist meeting the *Secretary of the Interior's Professional Qualification Standards* in the disciplines of archaeology and architectural history.

On October 17, 2013, the Coast Guard sent letters to 13 Native American Tribes or Recognized Tribal Representatives to inform them of this undertaking and notifying them that formal Section 106 consultation would be initiated. The following Tribes and Tribal Representatives were invited to participate in the consultation process:

- Absentee Shawnee Tribe of Oklahoma
- Delaware Tribal Preservation Officer
- Delaware Tribe of Indians
- Nanticoke Lenni-Lenape Indians of New Jersey
- Powhatan Renape Nation
- Ramapough Lenape Indian Nation
- Sand Hill Band of Indians
- Sand Hill Indian Association
- Shawnee Tribe of Oklahoma
- Stockbridge-Munsee Band of the Mohicans
- The Cherokee Nation of New Jersey
- The Cherokee Tribe of New Jersey
- The Delaware Nation

The Stockbridge-Munsee Tribal Historic Preservation Officer responded in a letter dated March 4, 2014, that, although the project is within Mohican territory, no cultural sites are located within the project area (Appendix C). The Delaware Nation responded in a letter dated November 14, 2014, that the location of the project does not endanger known archaeological sites of interest to the Delaware Nation (Appendix C). No other responses were received from the other Tribes or Tribal representatives.

4.4.1 Archaeological Resources

The URS cultural resource specialist visited the offices of the NJ HPO on September 24, 2013, to research archival files and U.S. Geological Survey topographic maps and gather information about known archaeological sites located within 1 mile of Station Manasquan Inlet. Archaeological site files and previously completed cultural resource identification and evaluation reports were also reviewed to gather additional background information.

No Action Alternative – Under the No Action Alternative, no construction would occur and there would be no adverse effects on archaeological resources.

Proposed Action – There are no recorded archaeological sites within the areas proposed for demolition or construction and correspondence from the NJ HPO dated June 14, 2013, did not raise any concerns about potential effects to archaeological resources (Appendix C). Therefore, the Proposed Action would have no adverse effects on archaeological resources.

4.4.2 Historic Architectural Resources

During the visit to the NJ HPO offices, information was gathered about known historic architectural resources located within 1 mile of the Station. National Register of Historic Places (NRHP) documentation for other properties in the vicinity was reviewed and duplicated. Previously completed cultural resource identification and evaluation reports were also reviewed to gather additional background information.

Station Manasquan Inlet was determined eligible for listing in the NRHP and the New Jersey Register of Historic Places (NJHRP) on November 7, 1991 (NJ HPO 1991).

U.S. Coast Guard Station Manasquan Inlet was built in 1936 as Coast Guard Station #105 (Asbury Park Evening Press 1938). The Station replaced the Manasquan, Bay Head, Mantoloking, Chadwick Beach, and Toms River Stations because of its ocean access and protected mooring facilities. Station Manasquan Inlet currently consists of three buildings: the main Station Building, UPH, and the Boathouse. The Station Building, built in 1935, and the Boathouse, built in 1937, were determined eligible for listing in the NRHP and the NJRHP on November 7, 1991. The UPH Building, built in 1976, is a non-contributing element of USCG Station Manasquan Inlet (NJDEP 1991).

The 1935 Station Building is a 2½ story, eave-oriented gable roofed building that evidences Colonial Revival style architecture. Its prominent square roof cupola is mounted on an octagonal pedestal and surrounded by a pediment with railing. A weathervane caps the roof peak. A three-bay portico fronts the central entrance, surrounded by columns and posts and containing a railing along the portico roof edge. One-story eave-oriented additions are located on the gable or side elevations of the core building and three gabled dormers pierce the front slope of the gable roof (Kralik 1981).

Station Building

The 1937 Boathouse is a one-and-one-half story cross-gabled frame building with wood siding. The moderate to low-pitched gable roof contains dormers similar to those found on the Station Building. The single bay garage doors appear to be later replacements, and openings for air conditioning units have been placed in the upper half story exterior walls.

Boathouse

No Action Alternative – Under the No Action Alternative, no construction would occur and there would be no adverse effects on historic architectural resources.

Proposed Action – Under the Proposed Action, the historic Boathouse will be demolished and replaced with a new MMB. Retention of the Boathouse cannot be achieved in a manner that is consistent with the purpose and need for the project due to a number of factors, including the

site's size limitations, the need for the MMB to occupy the waterfront site where the existing Boathouse is situated, and the inability to renovate or elevate the Boathouse to accommodate modern larger vessels and meet the Hurricane Sandy recapitalization fund requirements to withstand the 500-year flood event. The historic Station Building will be declared excess and made available for transfer by the General Services Administration to another Federal agency, non-profit or interested party. Rehabilitation of the historic structure to meet mission needs would most likely not be consistent with the *Secretary of the Interior's Standards for the Treatment of Historic Properties* (NPS 1995). It also would not be possible to elevate or reinforce the structure to meet the Hurricane Sandy recapitalization fund requirements to withstand the 500-year flood level. The non-contributing UPH will be demolished and the site used for parking.

In a letter dated June 14, 2013, the NJ HPO stated that the Proposed Action will have an adverse effect on USCG Station Manasquan Inlet (Appendix C). The Coast Guard has consulted with NJ HPO to mitigate adverse effects on historic properties at the Station. The Coast Guard invited ACHP to participate in the consultation process in a letter dated September 25, 2013; in a response dated October 31, 2013, ACHP stated that its participation in consultation to resolve adverse effects is not needed at this time (Appendix C).

In a letter dated January 15, 2014 (Appendix C), the Coast Guard submitted the following to the NJ HPO for review: a draft Memorandum of Agreement (MOA) for Station Manasquan Inlet; preliminary design drawings; color rendered exterior elevation drawings of the new MMB; and a narrative entitled *Integrating Historic Preservation Guidance into Design of New Facilities – USCG Stations Atlantic City and Manasquan Inlet* (URS 2014). On January 16, 2014, the Coast Guard met with the NJ HPO to discuss these documents and drawings. In a letter dated March 7, 2014, the NJ HPO provided several recommendations for inclusion in the MOA and stated it has no objection to the Coast Guard proceeding with the design as proposed in the submitted documentation. In its letter, the NJ HPO also requested the Coast Guard actively market the Station Building and pursue finding a new owner that will keep the historic building in active use (Appendix C).

The 2014 Station Manasquan Inlet MOA was patterned after an MOA finalized in 2002 (but not executed because the project was not funded) for a similar project to reconstruct Station Manasquan Inlet, and incorporates relevant comments received from NJ HPO staff on that 2002 MOA. The 2014 Station Manasquan Inlet MOA documents the Coast Guard's efforts to mitigate impacts to historic structures and stipulates mitigation measures as follows:

- The Coast Guard will prepare historic documentation of the Boathouse and the Station Building to Historic American Buildings Survey (HABS) standards and include 35-millimeter digital photography. One original copy of the recordation documentation will be provided to the SHPO and duplicate copies will be provided to Rutgers University Library-Special Collections, Point Pleasant Beach Borough, and Ocean County Cultural and Heritage Commission.
- The Coast Guard will construct the new MMB in a historic architectural style that will complement the existing Station Building.
- The Coast Guard will create and maintain an exhibit including a history of Station Manasquan Inlet in the lobby of the new MMB.

- A historic covenant will be attached to the transfer of the existing Station Building requiring maintenance that will be carried out according to the *Secretary of the Interior Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings*, and the General Services Administration will take steps to actively market the building.
- The USCG agrees to provide the SHPO with an inventory of active Coast Guard lifesaving stations in the State of New Jersey. The inventory will contain:
    - Name and location of the station.
    - The date the station was constructed.
    - Whether the station has a boathouse.
    - Five (5) exterior photographs (35mm or digital) of the station. Photographs shall depict the main facades of the building and any significant details and/or viewsheds. All photographs shall be labeled. A CD will accompany any digital photos.
    - Whether the station has been determined eligible for listing on the National Register of Historic Places or is already listed.

To meet historic preservation requirements as outlined in the MOA (Appendix D), Coast Guard design teams and URS architects developed preliminary design-build plans for the reconstruction of Station Manasquan Inlet in preparation for eventual award to a design-build contractor. URS architectural historians who meet the *Secretary of the Interior's Professional Qualifications* (36 CFR Part 61) in the discipline of architectural history provided background information on Federal preservation design standards (including the *Secretary of the Interior's Standards and Guidelines for Rehabilitating Historic Buildings* (NPS 2001) and *Sense of Place: Design Guidelines for New Construction in Historic Districts* (Preservation Alliance for Greater Philadelphia 2007). The goal for the building design was to ensure that the new MMB will be compatible with historic materials, features, size, scale, and proportion, as well as the setting, of the Station's existing historic buildings.

URS architectural historians provided summary information under various design elements – setting, massing, volume, roof profile, materials, and fenestration pattern – to refine the new MMB to be constructed at Station Manasquan Inlet:

- Setting (Building Approach) – Design consideration was given to all elevations that have a public presence.
- Massing – The exterior wall planes have been broken up to reduce the sense of massing. To further break up the massing, details such as pilasters, corner boards, and cornice returns were introduced to the design and scaled to be proportionate to the building.
- Roof pitch – The slope ratios of gables were revised to maintain the slope ratios of the existing historic building, making the new building more compatible with the existing historic Station Building.
- Materials – Both wood clapboard and wood shingles were used to clad these Roosevelt-era buildings. Modern cladding materials will replicate the forms of these materials to maintain reference to the historic building materials.
- Fenestration Pattern

- Windows – the spacing of windows was revised to emphasize vertical lines. Windows were typically moved closer together, rather than placing windows close to building corners with large blind spaces between the openings.
- Entrances – The tripartite commercial entry front is being retained, but sidelights and transoms are narrower and contain multiple panes instead of single large fixed glazing

Revisions to the design plans for the new MMB were made as described above to create a design for a more contextual building within the historic setting of Station Manasquan Inlet.

At an April 15, 2014, meeting with NJ HPO review staff, the Coast Guard was informed that the NJ HPO concurred with the revised design for the new MMB and that the design successfully integrated the use of new materials, resulting in new construction that blended with the nearby historic Station Building, and met the relevant stipulations in the draft 2014 MOA (personal communication, NJ HPO staff). The signed MOA is included in Appendix D.

4.5 Summary of Impacts

Impacts on resources from the No Action and Proposed Action are summarized in Table 3.

Table 3. Summary of Impacts

Resource	No Action	Proposed Action
Land Use	No impacts on land use.	Building configurations and footprints would change slightly, but there would be no impacts on land use.
Local Economy	No impacts on the local economy.	No adverse impacts on the local economy. Minor, temporary beneficial impacts on the local economy due to the potential need for local construction workers and non-local construction workers frequenting area businesses during the implementation of the Proposed Action. A potential long-term beneficial impact to the local economy would occur should the historic Station building be transferred to an entity that would draw tourists to the vicinity, such as a museum.
Environmental Justice	No impacts on low-income or minority populations.	No disproportionately adverse impacts to minority or low-income populations. All populations would benefit from the Proposed Action.
Transportation	No impacts on transportation or traffic.	Minor, temporary adverse impacts to traffic flow during construction. No long-term impacts on transportation or traffic.
Geology and Soils	No impacts on geology or soils.	No impacts to geology. Minor, temporary adverse impacts to 1.14 acres of soils from ground disturbance and potential erosion. Erosion and sediment control BMPs stipulated in the D-B contractor specifications would minimize these impacts. The D-B contractor specifications also require the contractor to obtain a NJPDES general permit for construction activities that disturb more than 1 acre of soil.

Resource	No Action	Proposed Action
Air Quality	No impacts on air quality.	Minor, temporary, and localized adverse impacts on air quality during construction due to equipment emissions and fugitive dust from construction activities. Because there would be no permanent increase in the number of vehicles and vessels operated at the Station, there would be no change in long-term mobile source impacts. The D-B contractor specifications require the contractor to prepare a general conformity applicability analysis to ensure the project meets the NAAQS.
Noise	No impacts on noise levels or sources.	Temporary, minor adverse impacts due to increases in noise levels from operation of heavy construction equipment. No long-term impacts to noise levels or sources.
Hazardous Materials/ Hazardous Waste	No impacts on or changes to the handling and disposal of hazardous materials and waste.	Any hazardous materials discovered, generated, or used during demolition and construction would be disposed and handled in accordance with applicable local, state, and federal regulations. With implementation of health and safety mitigation measures, no impacts are anticipated.
Flora and Fauna	No impacts on flora and fauna.	No impacts on plants and wildlife, although any wildlife present would be subject to construction noise. Temporary adverse impacts to aquatic biota during the construction of the new bulkhead from noise and sedimentation. No long-term impacts on terrestrial or aquatic flora and fauna.
Floodplains	No impacts on floodplains. Station facilities would continue to be flooded during major storms.	No practicable alternatives to work in the floodplain exist. The new MMB would be constructed to withstand the 500-year flood and built to hurricane-resilient standards. The functionality of the floodplain would not be changed or reduced by the Proposed Action. No impacts on floodplains.
Coastal Zone	No impacts on coastal zone resources.	The Proposed Action is consistent with the NJ Coastal Management Program.
Waters of the U.S., including Wetlands	No impacts on WOUS or wetlands.	Minor, temporary adverse impacts on water quality during construction. Construction activities occurring in water would result in increased localized turbidity, minor and temporary adverse impacts on water quality, and a minor impact on WOUS for construction of the new bulkhead. The Coast Guard would obtain a CWA Section 404 permit prior to construction (NWP#3 for repair of existing structures is anticipated to apply). Appropriate best management practices will be used to minimize sedimentation and maintain water quality. A NJPDES general permit for construction activity would also be obtained from NJDEP Division of Water Quality, Bureau of Nonpoint Pollution Control. NJDEP

Resource	No Action	Proposed Action
		has issued a CWA Section 401 WQC for the project.
Essential Fish Habitat and Other NOAA Trust Resources	No impacts to regulated fisheries or protected species under NMFS jurisdiction.	Temporary and negligible effects on EFH, including increased turbidity, loss of prey, and acoustic impacts from pile driving. Construction activities will incorporate appropriate BMPs to comply with New Jersey's Surface Water Quality Standards. The extent of acoustic impacts would depend on the depth of the water, diameter of the piles, and the type of hammer to be used, which will be determined by the D-B contractor. If the steel pipe piles will exceed 24 inches in diameter, NMFS may request that a wood cushion block be used to absorb sound energy and attenuate underwater noise; this mitigation measure, if needed, will be incorporated into the D-B contractor specifications. In a letter dated August 21, 2014, NJDEP Bureau of Marine Fisheries stated that anadromous species can be expected to be adversely affected by the impact hammers and a timing restriction from March 15 through June 30 is needed on any in-water disturbance, sediment-generating activities, and pile driving. This restriction has been incorporated into the D-B contractor specifications. The Bureau also recommended a timing restriction of January 1 through May 31 to protect winter flounder, as well as restrictions on or mitigation measures for sediment deposition or increased flow-rates (Appendix F). The Coast Guard will implement erosion and sediment controls on land to minimize sediment reaching the water. The Proposed Action will not cause increased flow rates. NMFS may require seasonal work restrictions from March 1 to June 30 to protect migrating alewife and blueback herring, and from December 1 to May 31 to protect migrating, spawning, and early life states (eggs and larvae) of winter flounder. The benthic community present along the bulkhead would be temporarily displaced but would be expected to reestablish within approximately 18 months. Driving of sheetpiles and new piles for floating docks may temporarily increase turbidity in the immediate vicinity. As the sediments are predominantly sand, the turbidity plume is expected to dissipate quickly and should not affect mobile aquatic species, which are expected to vacate the area. The repair and rebuild of structures at the waterfront would generate noise which

Resource	No Action	Proposed Action
		could temporarily deter species from using the area. No effect on shortnose sturgeon; negligible effect on Atlantic sturgeon. No effect on listed whales or sea turtles. However, because there is a remote possibility that a whale or sea turtle could enter the project area, the Coast Guard would use a spotter during in-water construction; if a whale or sea turtle is spotted, construction activities would halt until the animal swims out of the area. The requirement to use a spotter has been incorporated into the D-B contractor specifications. No impact to shellfish habitat; no effect on hard and soft clams.
Threatened and Endangered Species	No impacts on threatened and endangered species.	No impacts on federally or state-listed terrestrial threatened and endangered species.
Cultural Resources	No adverse effects on archaeological or historic architectural resources.	No adverse effects on archaeological resources. Direct adverse effects on historic architectural resources; the Coast Guard has consulted with the NJ HPO to determine mitigation measures; this consultation resulted in NJ HPO acceptance of the revised MMB design. The Coast Guard will ensure the project includes the mitigation measures described in the MOA, including: • Historic documentation of the historic Boathouse and historic Station Building, including 35-millimeter digital photography, that meets HABS standards. • Construction of the new MMB in a historic architectural style that will be compatible with the existing historic Station Building. • Creation and maintenance of an exhibit including a history of Station Manasquan Inlet in the lobby of the new MMB. • Attachment of a historic covenant to the transfer of the existing historic Station Building and active marketing of the building by the General Services Administration. • Mothballing and basic maintenance of the historic Station Building to ensure that its condition does not deteriorate prior to divestiture. • An inventory and basic documentation of active Coast Guard facilities with historic lifesaving stations and search and rescue functions. Stipulations for mitigation measures that will be implemented are outlined in the MOA (Appendix D).

5. REGULATORY REQUIREMENTS

The following list of potential permits and approvals are likely to be required for the Proposed Action. Any required permits, licenses, or approvals would be obtained prior to construction.

- CWA Section 402/NJPDES Permit, NJDEP Division of Water Quality
- General Conformity Applicability Analysis (and possibly a Conformity Determination), NJDEP
- Federal Consistency Determination, NJDEP DLUR (received March 13, 2014, Appendix C)
- CWA Section 404 Permit (authorization under NWP#3 anticipated), USACE
- CWA Section 401 WQC, NJDEP DLUR (received April 16, 2014, Appendix C)
- Memorandum of Agreement, NJ HPO (signed August 21, 2014, see Appendix D)

6. CUMULATIVE IMPACTS

According to CEQ regulations, cumulative impacts represent 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 (40 CFR 1508.7)." In accordance with NEPA and to the extent reasonable and practical, this EA considered the combined effect of the Proposed Action and other actions occurring or proposed in the vicinity of the project site.

Point Pleasant Beach and the entire New Jersey coast are undergoing recovery efforts after Hurricane Sandy caused extensive damages. The recovery efforts include a wide range of demolition and construction projects conducted by Federal, State, and local entities.

Hurricane Sandy restoration projects proposed by USACE and NJDEP include shore protection and dredging projects in many of the coastal NJ counties (NJDEP 2014).

New Jersey will receive $25.3 million in Federal grants, including $7.1million for state-led projects, to help protect coastal communities from future storms through state or local projects using science-based solutions. NJDEP and the Governor’s Office of Recovery and Rebuilding studied county and municipal projects that may be eligible for the program, as well as state projects (State of New Jersey 2014). Approved DEP projects for program funding include:

- Reusing Dredged Material to Restore Salt Marshes and Protect Communities: Reuse dredge materials to restore 90 acres of salt marsh for Avalon, Stone Harbor and Fortescue. Enhanced salt marsh will provide wildlife habitat and reduce flooding and erosion impacts on nearby communities.
- Building Ecological Solutions to Coastal Community Hazards: Develop, design and deliver green infrastructure techniques that add ecological value and enhance community resiliency for coastal communities.
- Enhancing Liberty State Park’s Marshes and Upland Habitats: Create and improve Liberty State Park’s 40 acres of salt marsh and 100 acres of upland habitat in Jersey City.

Project will improve ecosystem resiliency and create a new publicly accessible area within the park.

The Casino Reinvestment Development Authority uses casino reinvestments to fund projects statewide, including housing and neighborhood development (CRDA 2014).

Cumulative impacts resulting from these projects and the proposed project would consist of typical construction-related impacts, including:

- Minor, temporary beneficial impacts on the local economy due to the potential need for local construction workers and non-local construction workers frequenting area businesses.
- Minor, temporary adverse impacts to traffic flow during demolition and construction.
- Minor, temporary adverse impacts to air quality due to increases in criteria pollutants during demolition and construction activities.
- Minor, temporary increases in noise levels from operation of heavy construction equipment.
- Minor, temporary adverse impacts on water quality during construction due to increased turbidity. Appropriate best management practices will be used to minimize sedimentation and maintain water quality.
- Minor, temporary impacts on aquatic species, including ESA-listed Atlantic, including increased turbidity, loss of prey, and acoustic impacts from pile driving, dredging, and other in-water work that may occur.
- Temporary disturbance and possible displacement of birds and small animals from construction activities on land.

These cumulative impacts are not anticipated to be significant, primarily because the projects would occur at a variety of times and locations along the New Jersey coast. No other cumulative effects are anticipated.

7. AGENCIES AND PERSONS CONTACTED

During the preparation of this EA, the following agencies and organizations were contacted by letter requesting project review. Responses received to date are included in Appendix C.

- U.S. Fish and Wildlife Service, New Jersey Field Office
- U.S. Army Corps of Engineers, Philadelphia District
- National Marine Fisheries Service
    - Habitat Conservation Division
    - Protected Resources Division
- New Jersey Department of Environmental Protection
    - Historic Preservation Office
    - Division of Land Use Regulation, Coastal Management Program
    - Commissioner's Office
    - Natural Heritage Program

    - Office of Permit Coordination and Environmental Review
    - Division of Fish and Wildlife Endangered & Non-game Species Program
    - Bureau of Marine Fisheries
- Absentee Shawnee Tribe of Oklahoma
- Delaware Tribal Preservation Officer
- Delaware Tribe of Indians
- Nanticoke Lenni-Lenape Indians of New Jersey
- Powhatan Renape Nation
- Ramapough Lenape Indian Nation
- Sand Hill Band of Indians
- Sand Hill Indian Association
- Shawnee Tribe of Oklahoma
- Stockbridge-Munsee Band of the Mohicans
- The Cherokee Nation of New Jersey
- The Cherokee Tribe of New Jersey
- The Delaware Nation

8. PUBLIC INVOLVEMENT

The Coast Guard is the lead Federal agency for conducting the NEPA compliance process for the Proposed Action. The Coast Guard's goal is to expedite the preparation and review of NEPA documents and to be responsive to the needs of the community and the purpose and need of the Proposed Action while meeting the intent of NEPA and complying with all NEPA provisions.

The Coast Guard requested input from the public on the environmental issues to be addressed in the EA by publishing a public notice on October 4, 2013, in *The Ocean Star* (Appendix E). The notice described the Proposed Action and invited the public to submit comments to the Coast Guard by October 18, 2013. No comments were received.

The Coast Guard notified the public of the availability of the draft EA through publication of a notice on August 1, 2014 in *The Ocean Star* (Appendix E). The draft EA was available for public review online at http://www.uscg.mil/d5/PublicNotices.asp or in hard copy at the Point Pleasant Beach Library located at 710 McLean Avenue, Point Pleasant Beach, NJ 08742, during normal business hours (Monday/Wednesday/Thursday from 10:00 a.m. to 5:00 p.m., Tuesday from 1:00 p.m. to 9:00 p.m., Friday from 1:00 p.m. to 5:00 p.m., and Saturday from 10:00 a.m. to 1:00 p.m.). The 15-day comment period concluded on 16 August 2014. Comments received on the draft EA have been incorporated into this final EA and are included in Appendix F.

The Coast Guard notified the public of the availability of the Final EA and FONSI through publication of a notice on August 29, 2014 in *The Ocean Star* (Appendix E). The final EA, including public and agency comments, and the FONSI are available online at http://www.uscg.mil/d5/PublicNotices.asp, or copies may be requested from Lynn Keller, U.S. Coast Guard, SILC EMD, 1301 Clay St., Suite 700N, Oakland, CA 94612-5203, or by email at Lynn.M.Keller@uscg.mil.

9. REFERENCES

Asbury Park Evening Press. 1938. *New Coast Guard Station will be Dedicated Sunday*. January 28. p. 3.

Borough of Point Pleasant Beach. 2007. *Master Plan Reexamination Report*. http://www.pointpleasantbeach.org/masterplan.php Revised for Public Hearing July 12, 2007. Accessed October 18, 2013.

Casino Reinvestment Development Authority (CRDA). 2014. http://www.njcrda.com/community-partnerships-investments/active-projects/. Accessed August 25, 2014.

Council on Environmental Quality (CEQ). 1997. *Environmental Justice: Guidance under the National Environmental Policy Act*. December 10.

Environmental Protection Agency (EPA). 2013. The Green Book Nonattainment Areas for Criteria Pollutants. http://www.epa.gov/airquality/greenbook/index.html. Last updated December 5, 2013; accessed March 31, 2014.

EPA. 2012. National Ambient Air Quality Standards. http://www.epa.gov/air/criteria.html. Last updated December 14, 2012; accessed October 9, 2013.

EPA. 1974. *EPA Identifies Noise Levels Affecting Health and Welfare*. EPA Press release of April 2, 1974. http://www2.epa.gov/aboutepa/epa-identifies-noise-levels-affecting-health-and-welfare. Accessed October 11, 2013.

Federal Emergency Management Agency (FEMA). 2013. FEMA Region II Coastal Analysis and Mapping "*What is My Base Flood Elevation (BFE)? Address Lookup Tool*." http://www.region2coastal.com/sandy/table. Accessed October 9, 2013.

FEMA. 2006. *Flood Insurance Rate Map, Ocean County, New Jersey. Panel Number 34029C0206F*. Effective Date September 29. Available from FEMA Map Service Center: http://map1.msc.fema.gov/idms/IntraView.cgi?KEY=56693888&IFIT=1 Accessed October 9, 2013.

Kralik, M.R. 1981. Manasquan Inlet Coast Guard Station, New Jersey Office of Cultural and Environmental Services Historic Sites Inventory No. 1526-40. Ocean County Cultural & Heritage Commission. February.

National Oceanic and Atmospheric Administration (NOAA). 2014a. Essential Fish Habitat Assessment Tables. http://www.nero.noaa.gov/hcd/efhtables.pdf. Accessed February 6, 2014.

NOAA. 2014b. Summary of Essential Fish Habitat (EFH) Designations. http://www.nero.noaa.gov/hcd/index2a.htm. Accessed February 6, 2014.

NOAA. 2014c. Tides & Currents. Manasquan Inlet Station temperature data (station ID 8531680). http://co-ops.nos.noaa.gov/physocean.html. Accessed February 6, 2014.

NOAA. 1985. National Estuarine Inventory Data Atlas: Volume 1: Physical and Hydrologic Characteristics. NOAA, Strategic Assessment Branch, Ocean Assessments Division, Office of Oceanography and Marine Assessment, National Ocean Service.

National Park Service (NPS). 2001. *Secretary of the Interior's Standards and Guidelines for Rehabilitating Historic Buildings*. Available at http://www.nps.gov/tps/standards.htm.

NPS. 1995. *Secretary of the Interior's Standards for the Treatment of Historic Properties*. Available at http://www.cr.nps.gov/local-law/arch_stnds_8_2.htm.

Natural Resources Conservation Service (NRCS). 2013. Web Soil Survey. http://websoilsurvey.nrcs.usda.gov/app/. Last modified December 6, 2013.

New Jersey Department of Environmental Protection (NJDEP). 2014. Hurricane Sandy Information. http://www.nj.gov/dep/special/hurricane-sandy/. Accessed August 26, 2014.

NJDEP. 2013a. NJ-GeoWeb. http://njwebmap.state.nj.us/NJGeoWeb/WebPages/Map/MapViewer.aspx?THEME=Surf&UH=True&RIDZ=635380981065425666. Accessed October 2013.

NJDEP. 2013b. Attainment Area Status, Bureau of Air Quality Planning. http://www.nj.gov/dep/baqp/aas.html. Accessed October 8, 2013.

NJDEP. 2013c. Bureau of Air Quality Planning Mission. http://www.nj.gov/dep/baqp/index.html. Accessed October 8, 2013.

NJDEP. 2013d. Coastal Management Program. http://www.state.nj.us/dep/cmp/czm_program.html. Accessed October 10, 2013.

NJDEP. 2013e. Historic Preservation Office. http://www.nj.gov/dep/hpo/1identify/nrsr_lists.htm. Last updated December 3, 2013. Accessed April 15, 2014.

NJDEP. 2012a. Sustainability and Green Energy. http://www.nj.gov/dep/sage/climate-energy.html. Last updated February 24, 2012; accessed March 31, 2014.

NJDEP. 2012b. Shellfish Classifications of New Jersey's Coastal Waters. Chart 5 - Manasquan River. http://www.nj.gov/dep/bmw/2012classcharts/chart5.pdf. Accessed February 13, 2014.

NJDEP. 2008. Draft Technical Manual: Flood Hazard Area Control Act Rules N.J.AC. 7:13. Division of Land Use Regulation. December.

NJDEP. 1991. Historic Preservation Office Letter to Lucas A. Dlhopolsky, Civil Engineering Unit, United States Coast Guard. ONJH-K91-20. November 7.

New Jersey Department of Transportation (NJDOT). 2004. 2000 Urban Functional Classification Ocean County. http://www.state.nj.us/transportation/refdata/roadway/gismaps/Atlantic.pdf. Created June 2, 2004. Accessed October 14, 2013.

Preservation Alliance for Greater Philadelphia. 2007. *Sense of Place: Design Guidelines for New Construction in Historic Districts*. Available at http://www.preservationalliance.com/publications/SenseofPlace_final.pdf.

State of New Jersey. 2014. Press release: Christie Administration announces New Jersey to receive $25.3 million in Federal Coastal Resilience Grants. http://www.nj.gov/governor/news/news/552014/approved/20140617b.html. Accessed August 25, 2014.

URS Group, Inc. (URS). 2014. *Integrating Historic Preservation Guidance into Design of New Facilities – USCG Stations Atlantic City and Manasquan Inlet*. January 14.

U.S. Army Corps of Engineers (USACE). 2001. The New York District's Biological Monitoring Program for the Atlantic Coast of New Jersey, Asbury Park to Manasquan Section Beach Erosion Control Project. Final Report. USACE Engineer Research and Development Center. Available online at: http://www.fws.gov/nc-es/ecoconf/Additional%20Documentation/new%20york/CHAPTER3/Chap3Figs.pdf. Accessed February 13, 2014.

U.S. Census Bureau (USCB). 2013. American Fact Finder. http://factfinder2.census.gov/faces/nav/jsf/pages/index.xhtml. Accessed September 30, 2013.

U.S. Coast Guard (USCG). 2014. Recapitalization of U.S. Coast Guard Station Manasquan Inlet, Final Geotechnical Report. Prepared for USCG Civil Engineering Unit Cleveland by URS Group, Inc. April 28.

USCG. 2013b. About U.S. Coast Guard Station Manasquan. http://a0531607-uscgaux-info.blogspot.com/p/about-us-coast-guard-station-manasquan.html Accessed October 10, 2013.

U.S. Fish and Wildlife Service (USFWS). 2013a. *National Wetlands Inventory Maps*. http://www.fws.gov/wetlands/Data/mapper.html. Accessed October 10, 2013.

USFWS. 2013b. Environmental Conservation Online System (ECOS). http://www.fws.gov/endangered/. Last updated September 17, 2013; accessed September 30, 2013.

USFWS. 2013c. iPaC – Information, Planning, and Conservation System http://ecos.fws.gov/ipac/. Accessed September 30, 2013.

USFWS. 2013d. Critical Habitat Portal. http://ecos.fws.gov/crithab/. Accessed September 30, 2013.

U.S. Geological Survey (USGS). 2013. Atlantic Coastal Plain in Geology of National Parks, 3D and Photographic Tours Web site. Updated August 12, 2013. Available at http://3dparks.wr.usgs.gov/nyc/coastalplain/coastalplain.htm. Accessed September 30, 2013.

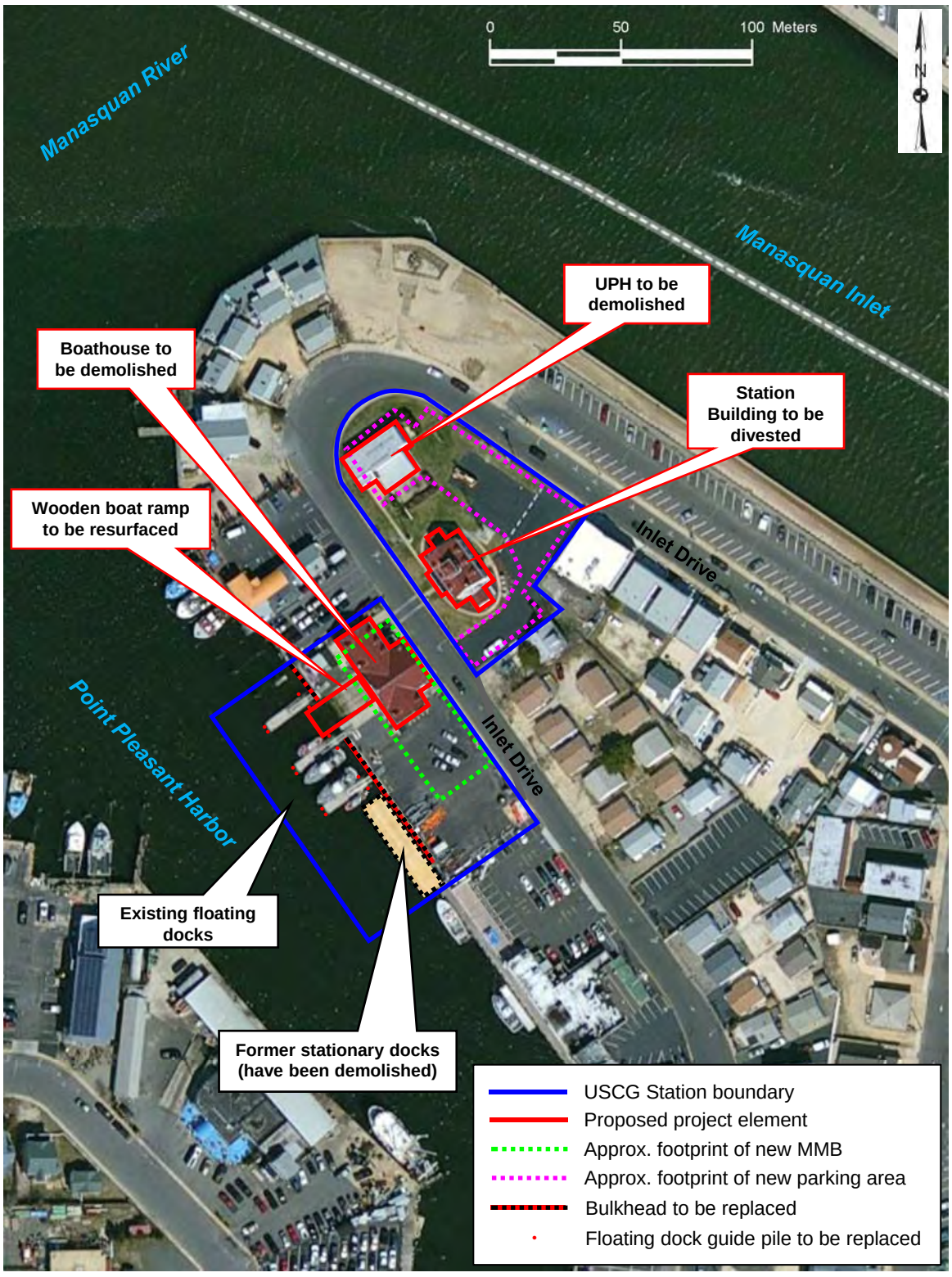
Personal Communications

Baynor, Richard. 2013. Chief Machinery Technician. Discussion with URS Group, Inc. staff during site visit at USCG Station Manasquan Inlet, NJ. October 3.

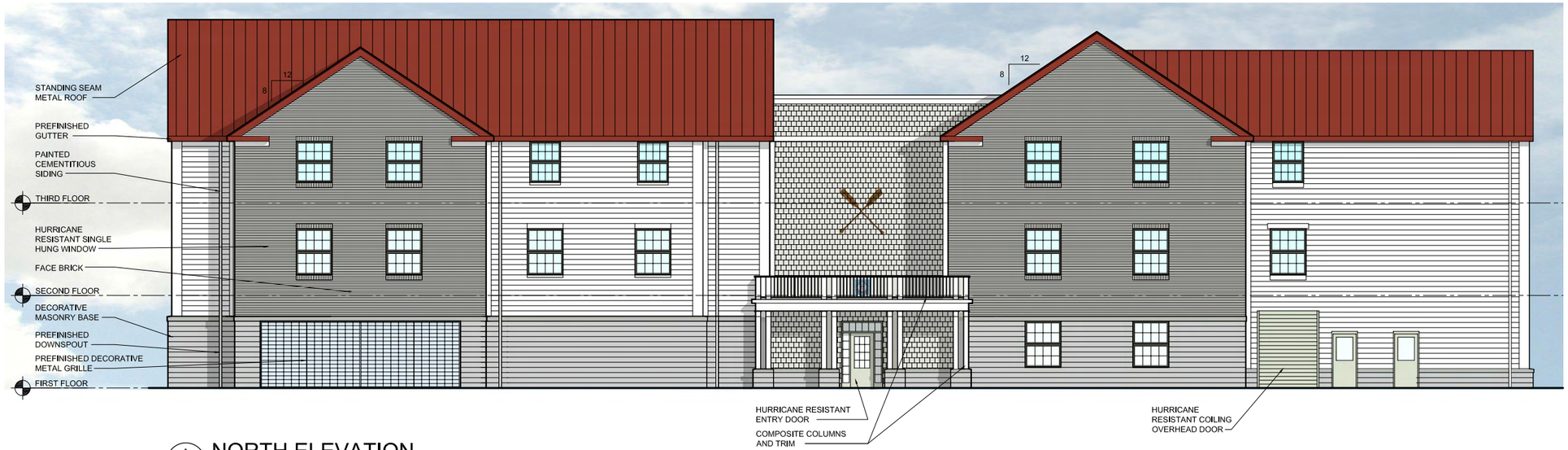
NJ HPO staff. 2014. Discussion with USCG and URS Group, Inc. staff during meeting at NJ HPO offices, Trenton NJ. April 15..

Appendix A
Figures

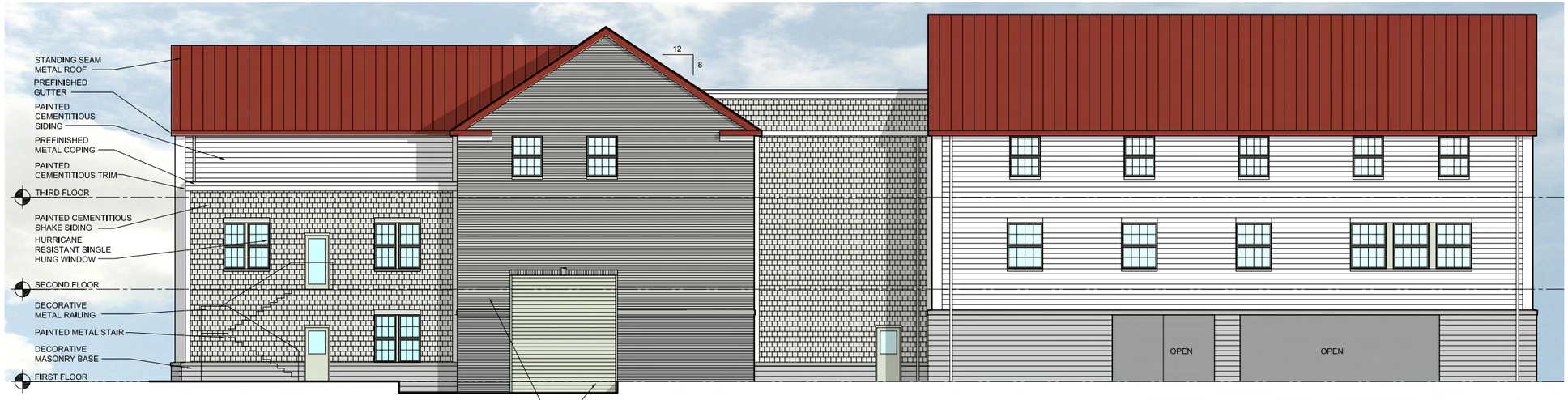
PROJECT	USCG Hurricane Sandy Recapitalization Projects	**Station Manasquan Inlet**	
SCALE	As shown	U.S. Department of Homeland Security United States Coast Guard	Contract No. HSCG83-07-D-3WF170 Order No. HSCG47-13-J-A17010 Project No. 05-5335165 Station Manasquan Inlet
SOURCE	USGS 7.5' Series, Point Pleasant, NJ, 1995		**Figure 1**



PROJECT	USCG Hurricane Sandy Recapitalization Projects	**Station Manasquan Inlet Proposed Action**	
SCALE	As shown	U.S. Department of Homeland Security United States Coast Guard	Contract No. HSCG83-07-D-3WF170 Order No. HSCG47-13-J-A17010 Project No. 05-5335165 Station Manasquan Inlet
SOURCE	Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community		**Figure 2**



A A-500 NORTH ELEVATION
SCALE: 1/8" = 1'-0"



B A-500 SOUTH ELEVATION
SCALE: 1/8" = 1'-0"

0 4 8 16 32
SCALE: 1/8" = 1'-0"

URS
CLEVELAND, OHIO
(216) 622-2400

CONSULTANTS

U. S. COAST GUARD
FACILITIES DESIGN & CONSTRUCTION CENTER - SEATTLE DETACHMENT

915 SECOND AVE, ROOM 2664
SEATTLE, WASHINGTON 98174-1011

ISSUE		
	1/16/14	SHPO SUBMITTAL
	12/20/13	INTERIM DRAWING SUBMITTAL
	11/27/13	PROGRESS
	11/15/13	DRAFT DRAWING SUBMITTAL
MARK	DATE	DESCRIPTION

A/E PROJECT NO:	
CAD FILE NAME:	F5335165A500.dwg
DESIGNED BY:	
DRAWN BY:	
EDITED BY:	
CHECKED BY:	
SCALE:	PLOT SCALE: 1 : 1

SHEET TITLE

REBUILD STATION MANASQUAN
STATION MANASQUAN
POINT PLEASANT BEACH NJ

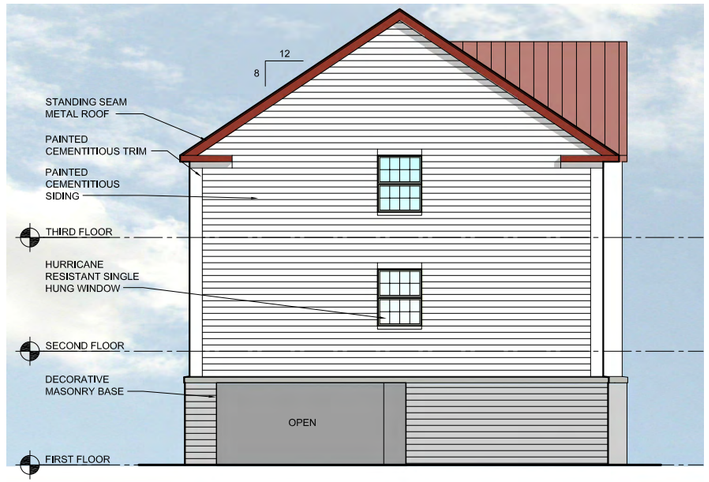
ARCHITECTURAL
EXTERIOR ELEVATIONS

REVIEWED BY:	REVIEWED BY:	REVIEWED BY:
PROJECT ENG.	BRANCH CHIEF	TECH. DIRECTOR

APPROVING OFFICER | DATE

PROJECT NUMBER	DRAWING NUMBER
5335165	F5335165A500
DISCIPLINE/SHT NO	
A-500	SHEET - OF -

A A-501 **WEST ELEVATION**
SCALE: 1/8" = 1'-0"



B A-501 **EAST ELEVATION**
SCALE: 1/8" = 1'-0"

0 4 8 16 32
SCALE: 1/8" = 1'-0"

URS
CLEVELAND, OHIO
(216) 622-2400

CONSULTANTS

U. S. COAST GUARD
FACILITIES DESIGN & CONSTRUCTION CENTER - SEATTLE DETACHMENT

915 SECOND AVE, ROOM 2664
SEATTLE, WASHINGTON 98174-1011

ISSUE		
	1/16/14	SHPO SUBMITTAL
	12/20/13	INTERIM DRAWING SUBMITTAL
	11/27/13	PROGRESS
	11/15/13	DRAFT DRAWING SUBMITTAL
MARK	DATE	DESCRIPTION

A/E PROJECT NO:	
CAD FILE NAME:	F5335165A501.dwg
DESIGNED BY:	
DRAWN BY:	
EDITED BY:	
CHECKED BY:	
SCALE:	PLOT SCALE: 1 : 1

SHEET TITLE

REBUILD STATION MANASQUAN
STATION MANASQUAN
POINT PLEASANT BEACH NJ

ARCHITECTURAL
EXTERIOR ELEVATIONS

REVIEWED BY: PROJECT ENG.	REVIEWED BY: BRANCH CHIEF	REVIEWED BY: TECH. DIRECTOR

APPROVING OFFICER _____ DATE _____

PROJECT NUMBER	DRAWING NUMBER
5335165	F5335165A501
DISCIPLINE/SHT NO	
A-501	SHEET - OF -

Appendix B

Eight-Step Planning Process for Floodplains and Wetlands

Eight-Step Planning Process for Floodplains and Wetlands USCG Station Manasquan Inlet Recapitalization Project	
Step Number	**Project Analysis**
1: Determine whether the Proposed Action is located in a wetland and/or the 100-year floodplain (500-year floodplain for critical actions), and whether it has the potential to affect or be affected by a floodplain or wetland.	According to recent Federal Emergency Management Agency (FEMA) mapping completed in 2013 after Hurricane Sandy, the U.S. Coast Guard (USCG) Station Manasquan Inlet is entirely within the 100-year, specifically zone AE with the waterfront areas within zone VE, and 500-year floodplain (FEMA Region II Coastal Analysis and Mapping "*What is My Base Flood Elevation (BFE)? Address Lookup Tool*," http://www.region2coastal.com/sandy/table). Waters surrounding the Station (Point Pleasant Harbor) are considered Waters of the United States (WOUS) and are classified as estuarine and marine deepwater wetlands (U.S. Fish and Wildlife Service National Wetlands Inventory Mapper, http://www.fws.gov/wetlands/Data/mapper.html).
2: Notify public at earliest possible time of the intent to carry out an action in a floodplain or wetland, and involve the affected and interested public in the decision-making process.	The Coast Guard published a public notice in the local newspaper *The Ocean Star* on October 4, 2013, informing the public about the Proposed Action. The public was invited to submit comments to the Coast Guard by October 18, 2013. No comments were received. The Coast Guard is preparing, in accordance with the National Environmental Policy Act (NEPA) of 1969, the President's Council on Environmental Quality (CEQ) Regulations (40 Code of Federal Regulations [CFR] parts 1500-1508), and the Coast Guard NEPA implementing procedures (COMDTINST M16475.1D), an Environmental Assessment (EA) to evaluate the environmental impacts of the Proposed Action and the No Action Alternative. The Coast Guard notified the public of the availability of the draft EA through publication of a notice on August 1, 2014 in *The Ocean Star*. The draft EA is available for public review online or in hard copy at the Point Pleasant Beach Library. The approximately 2-week comment period concludes on August16, 2014.
3: Identify and evaluate practicable alternatives to locating the Proposed Action in a floodplain or wetland.	Because all of Station Manasquan Inlet is in the 100-year and 500-year floodplain, there are no practicable alternatives to locating the Proposed Action outside of the floodplain. The Coast Guard considered relocating the entire Station or leasing space in a nearby facility; however, there is little available undeveloped land nearby and no adequate local facilities available for lease. The Coast Guard also considered modifying the existing Station Building and Boathouse to meet modern USCG mission needs and the Hurricane Sandy recapitalization fund requirements to withstand

Eight-Step Planning Process for Floodplains and Wetlands USCG Station Manasquan Inlet Recapitalization Project	
Step Number	**Project Analysis**
	the 500-year flood event. Rehabilitation of the historic Station Building to meet mission needs would most likely not be consistent with the Secretary of the Interior's *Standards for the Treatment of Historic Properties*. Structurally, it is not possible to elevate these structures without damaging them and significant alterations to both structures would be required to meet mission requirements for boats, operations, and security. The Coast Guard also considered constructing a new Multi-Mission Building (MMB) on the Station without demolishing the existing Boathouse, but there is no other suitable location on the Station Manasquan Inlet property that has waterfront access and enough space to construct a modern MMB that meets USCG mission requirements. Finally, the Coast Guard considered retaining the existing Station Building as-is instead of divesting it. However, the Coast Guard is mandated to reduce the Federal footprint and right-size all facilities, and there is no viable use for the existing Station Building since it does not meet mission requirements and cannot be reasonably retrofitted to do so. The above alternatives do not meet the purpose and need for the project and are not considered to be feasible and were dismissed from further consideration. Therefore, the Coast Guard is considering two alternatives: No Action and the Proposed Action. Under the Proposed Action, the Coast Guard proposes to construct a new MMB that would combine operations of the existing Station Building and boathouse and would include housing units to replace the duty section berthing provided by the existing Unaccompanied Personnel Housing (UPH) building. The new MMB would be constructed within the footprint of the Boathouse and its adjacent parking lot and would be built to hurricane resistant building codes to withstand the 500-year flood. The UPH building would be demolished and replaced with parking. The Station building and the 85-foot by 95-foot parcel on which it sits would be declared excess and would be divested. The Coast Guard also proposes waterfront work that would include installing a new, approximately 219-foot long, sheet pile bulkhead between the boat ramp and adjacent property lines, replacing the boat ramp's wooden decking with a concrete deck, and replacing the guide piles of the three floating docks on the west side of the

Eight-Step Planning Process for Floodplains and Wetlands USCG Station Manasquan Inlet Recapitalization Project	
Step Number	**Project Analysis**
	Station.
4: Identify the full range of potential direct or indirect impacts associated with the occupancy or modification of floodplains and wetlands, and the potential direct and indirect support of floodplain and wetland development that could result from the Proposed Action.	The new MMB would be constructed to withstand up to the 500-year flood event. The functionality of the floodplain at the Station would not be changed or reduced by the Proposed Action. Under the Proposed Action, construction activities occurring in the water would result in increased localized turbidity, minor and temporary adverse impacts on water quality, and a minor amount of fill in WOUS for construction of the new bulkhead.
5: Minimize the potential adverse impacts from work within floodplains and wetlands (identified under Step 4), restore and preserve the natural and beneficial values served by wetlands.	The Coast Guard would implement erosion and sediment control measures to minimize sediment transport into marine waters; implement spill prevention and control best management practices to minimize potential for and impacts of a spill of pollutants such as fuel into marine waters; and minimize the duration of work in the water as much as possible. Permits required for work in WOUS include a NJPDES general permit for construction activity, a Clean Water Act (CWA) Section 401 Water Quality Certificate (WQC) from the NJDEP Division of Land Use Regulation (DLUR), and a CWA Section 404 permit from the USACE. The work would likely be authorized under the USACE Nationwide Permit (NWP) program, specifically NWP#3. The NJDEP DLUR has already issued a Section 401 WQC for the Proposed Action in a letter dated April 16, 2014.
6: Reevaluate the Proposed Action to determine: 1) if it is still practicable in light of its exposure to flood hazards; 2) the extent to which it will aggravate the hazards to others; 3) its potential to disrupt floodplain and wetland values.	No practicable alternatives to work in the floodplain exist. Because of the alternative items specified in step number 3, only the Proposed Action meets mission needs and site restrictions. The functionality of the floodplain would not be changed or reduced by the Proposed Action and, therefore, would not aggravate flood hazards. No impacts to the floodplain are expected. Minor, temporary adverse impacts on water quality would occur during construction. Spill prevention and safety response plans would be implemented to minimize impacts. Construction activities occurring in water would result in increased localized turbidity, minor and temporary adverse impacts on water quality, and a minor amount of fill in WOUS for construction of the new bulkhead. Appropriate best management practices will be used to minimize sedimentation and maintain water quality. The appropriate permits, as specified in step number 5, would also be obtained. A Section 401 WQC has already been obtained.

Eight-Step Planning Process for Floodplains and Wetlands USCG Station Manasquan Inlet Recapitalization Project	
Step Number	**Project Analysis**
7: If the agency decides to take an action in a floodplain or wetland, prepare and provide the public with a finding and explanation of any final decision that the floodplain or wetland is the only practicable alternative. The explanation should include any relevant factors considered in the decision-making process.	The Coast Guard notified the public of the availability of the draft EA through publication of a notice on 1 August 2014 in *The Ocean Star*. The draft EA is available for public review online during a 15-day comment period that concludes on 16 August 2014.
8: Review the implementation and post-implementation phases of the Proposed Action to ensure that the requirements of the EOs are fully implemented. Oversight responsibility shall be integrated into existing processes.	This step is integrated into the National Environmental Policy Act process and USCG project management.

Appendix C
Agency Coordination

State of New Jersey
DEPARTMENT OF ENVIRONMENTAL PROTECTION
Division of Land Use Regulation
Mail Code 501-02A
P.O. Box 420
Trenton, New Jersey 08625-0420
www.state.nj.us/dep/landuse

CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

BOB MARTIN
Commissioner

April 16, 2014

John Poland
Environmental Management Division Chief
U.S. Coast Guard
300 East Main Street, Suite 800
Norfolk, VA 23510-9104

RE: Federal Consistency Determination and Section 401 Water Quality Certificate
US Coast Guard Station Manasquan Inlet
Hurricane Sandy Recapitalization Project for USCG
Division of Land Use Regulation File No. 1525-02-0004.1 (CDT 140001)
Borough of Point Pleasant Beach, Ocean County

Dear Mr. Poland:

It should be noted that this correspondence revises the Federal Consistency Determination, to include a Section 401 Water Quality Certificate. The Division erroneously excluded it from the Determination.

A copy of this Federal Consistency Determination revision shall be appended to the original Determination. All conditions of the original Federal Consistency Determination shall remain in force.

Please attach this revision letter to the original Determination. If you have any questions, please do not hesitate to contact Kara Turner at (609) 777-0454.

Sincerely,

David B. Fanz
Assistant Director
Bureau of Coastal Regulation

c. Marty Rosen, Division of Coastal and Land Use Planning

C.O.

State of New Jersey

DEPARTMENT OF ENVIRONMENTAL PROTECTION
Division of Land Use Regulation
Mail Code 501-02A
P.O. Box 420
Trenton, New Jersey, 08625
www.state.nj.us/dep/landuse

CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

BOB MARTIN
Commissioner

MAR 13 2014

John Poland
Environmental Management Division Chief
U.S. Coast Guard
300 East Main Street, Suite 800
Norfolk, VA 23510-9104

RE: Federal Consistency Determination
US Coast Guard Station Manasquan Inlet
Hurricane Sandy Recapitalization Project for USCG
Division of Land Use Regulation File No. 1525-02-0004.1 (CDT 140001)
Borough of Point Pleasant Beach, Ocean County

Dear Mr. Poland:

The New Jersey Department of Environmental Protection, Division of Land Use Regulation, acting pursuant to Section 307 of the Federal Coastal Zone Management Act of 1972 (P.L. 92-583) as amended, finds the above referenced project is consistent with New Jersey's Rules on Coastal Zone Management N.J.A.C. 7:7E-1.1 et seq., (amended on June 17, 2013).

The United States Coast Guard (USCG) Hurricane Sandy Recapitalization project involves the construction of a new Multi-Mission Building that would combine operations of the existing Station Building and Boat Maintenance Facility, this building will also include housing units to replace the duty section berthing provided by the existing Unaccompanied Personnel Housing (UHP). The UPH building will be demolished and replaced with a parking area. The Station Building parcel will be declared excess property and will be divested. In addition, the USCG is proposing to replace 219 linear feet of bulkhead within 18-inches of legally existing bulkhead.

This consistency determination is issued subject to compliance with the following conditions.

1. Prior to commence of construction, the USCG must continue to consult with the State Historic Preservation Office pursuant to Section 106 of the National Historic Preservation Act, execute a Memorandum of Agreement (MOA) and comply with any mitigative stipulations that are included in the MOA.

2. Consistent with Assembly Bill, No. 2804, P.L. 2007, CHAPTER 113 the use of creosote treated material (or other descriptive term from the law) in the construction of the authorized structure(s) is prohibited.

3. The replacement bulkhead must be reconstructed no more than 18 inches outshore of the existing structure for a vinyl bulkhead, as measured from the **waterward face of the toe of the original alignment of the existing timber bulkhead sheathing to the waterward face of the new timber or vinyl bulkhead sheathing.**

4. Bulkhead backfill material shall be obtained from an upland source. **Dredging to obtain backfill material is prohibited.**

5. All excavation shall be monitored for the presence of acid-producing soil deposits. If such deposits are encountered, the permittee shall adhere to the mitigation and disposal standards outlined in the Flood Hazard Area Technical Manual. Furthermore, an annual post-planting monitoring program shall be established to ensure that the re-establishment of vegetation in all disturbed areas, and in each individual basin, achieves a minimum 85% plant survival and coverage rate after two complete growing seasons. Failure to achieve this survival rate shall require the implementation of additional corrective measures and/or the reevaluation of this acid producing soil mitigation proposal to ensure the 85% survival rate requirement.

Thank you for your attention to and cooperation with New Jersey's Coastal Zone Management Program. If you have any questions regarding this determination, please do not hesitate to call Division staff at (609) 777-0454.

Sincerely,

David B. Fanz, Assistant Director
Division of Land Use Regulation

3/13/14
Date

c: Marty Rosen, Division of Coastal and Land Use Planning

HPO Project Number 13-1059-3
HPO-C2014-050

State of New Jersey

MAIL CODE 501-04B
DEPARTMENT OF ENVIRONMENTAL PROTECTION
NATURAL & HISTORIC RESOURCES
HISTORIC PRESERVATION OFFICE
P.O. Box 420
Trenton, NJ 08625-0420
TEL. (609) 984-0176 FAX (609) 984-0578

CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

BOB MARTIN
Commissioner

JPoland 3/18/14
Jim —
Lynn —

March 7, 2014

John Poland
USCG SILC
Environmental Management Division Chief
300 East Main Street
Suite 800
Norfolk, VA 23510-9104

Dear Mr. Poland:

As Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 CFR Part 800: Protection of Historic Properties, as published in the *Federal Register* on December 12, 2000 (65 FR 77725-77739) and amended on July 6, 2004 (69 FR 40544-40555), I am providing continuing consultation comments for the following proposed undertaking:

Ocean County, Point Pleasant Beach Borough
Rebuilding USCG Station Manasquan Inlet

These comments were prepared in response to your letter of January 15, 2014 and the January 16, 2014 meeting between Historic Preservation Office (HPO) staff, Lynn Keller of the United States Coast Guard (USCG), and Mark Edwards of URS, which was held in order to continue to consultation pursuant to 36 CFR 800.6 - Resolution of Adverse Effects. The HPO previously determined that the undertaking will have an adverse effect upon USCG Station Manasquan Inlet as a result of the demolition of the historic boathouse (HPO-F2013-102).

The submitted documentation includes:

- Draft Memorandum of Agreement (MOA)
- Preliminary design drawings for the proposed Multi-Mission Building (MMB), demo of the historic boathouse and non-contributing Unaccompanied Personnel Housing structure and proposed waterfront work
- Color rendered exterior elevation drawings of the new Multi-Mission Building
- Description of Integrating Historic Preservation Guidance into Design of New Facilities - prepared by Mark Edwards URS Group - 1/14/14.

The HPO staff has reviewed the preliminary design drawings, color rendered exterior elevation drawings, and historic preservation guidance/design document for the proposed MMB to be built

on the site of the existing boathouse. Based upon this review, the HPO has no objection to the USCG proceeding with the design as proposed in the submitted documentation.

With regard to the draft MOA, the HPO has the following comments:

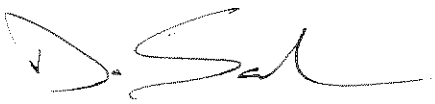
- The APE, as defined in the second Whereas clause of the MOA, is limited to only the historic station building and boathouse. At a minimum, the APE should include the entire Coast Guard complex and any additional surrounding properties that would potentially be affected by the proposed undertaking.

- Stipulation IA includes a reference to the National Historic Lighthouse Preservation Act (NHLPA) of 2000 with regard to the attachment of a historic covenants to the building should it be transferred out of federal control. Jonathan Kinney of my staff discussed this item with Lynn Keller of the USCG on March 6, 2014. Ms. Keller indicated that the NHLPA language should be removed from the document as it is not applicable to this property. The HPO does agree that the attachment of a historic covenant to the Station Building, which will be declared excess property, is an appropriate measure, should the property be transferred out of federal control. In addition, the HPO requests that the Stipulation language be modified to strengthen the requirement that the USCG actively market the building and pursue finding a new owner that will keep the historic building in active use.

- The HPO recommends that the first sentence of Stipulation 1D be replaced with the following language: "Prior to the removal, demolition, or alteration of any components of United States Coast Guard Station Manasquan Inlet, the USCG, using the services of a consultant meeting the Secretary of the Interior's Professional Qualifications Standards [48 FR 44738-9] in History and/or Architectural History, shall document the existing conditions and setting of the historic property to the standards of the Historic American Engineering Record (HAER). The USCG shall ensure that all documentation is completed and accepted by the HPO prior to any demolition or alteration of the property or new construction. The USCG shall provide one original copy of the recordation documentation to the HPO and duplicate copies, with original photographs, shall be provided to appropriate repositories as identified in consultation with HPO staff." The remainder of the Stipulation can remain as submitted.

Thank you for providing the opportunity to review and comment on the submitted documentation. The HPO looks forward to continuing consultation in order to resolve the adverse effects resulting from this undertaking. If you have any questions regarding this letter, please contact Jonathan Kinney of my staff at (609) 984-0141. Please reference the HPO project number 13-1059 in any future calls, emails, or written correspondence to help expedite your review and response.

Sincerely,



Daniel D. Saunders
Deputy State Historic
Preservation Officer

Stockbridge-Munsee Tribal Historic Preservation Office

Sherry White - Tribal Historic Preservation Officer
W13447 Camp 14 Road
P.O. Box 70
Bowler, WI 54416

Date 3/4/14
Project Number Hurricane Sandy Recapitalization
TCNS Number
Company Name U.S. Coast Guard

We have received your letter for the above listed project. Before we can process the request we need more information. The additional items needed are checked below.

Additional Information Required:

___ Site visit by Tribal Historic Preservation Officer
___ Archeological survey, Phase 1
___ Colored maps
___ Pictures of the site
___ Any reports the State Historic Preservation Office may have
___ Review fee of $300.00 must be included with letter
___ Has site been previously disturbed, please explain what the use was and when it was disturbed

After reviewing your letter:

___ We are in the process of gathering more information on this site and will respond to your project request once all information has been gathered.
___ This project has the potential to affect a Mohican cultural site, please contact us
___ This project is not within Mohican area of interest
_X_ This project is within Mohican territory, but we are not aware of any cultural site within the project area.

Additional comments

Should this project inadvertently uncover a Native American site, we require you to halt all construction and notify the Stockbridge-Munsee Tribe immediately.

Please do not resubmit projects for changes that are not ground disturbance

Sherry White
Sherry White, Tribal Historic Preservation Officer

(715) 793-3970

Email: sherry.white@mohican-nsn.gov

U.S. Department of Homeland Security
United States Coast Guard

Commanding Officer
United States Coast Guard
Shore Infrastructure Logistics Center

300 East Main Street, Suite 800
Norfolk, VA 23510-9104
Staff Symbol: EMD
Phone: (757) 628-4168
Email: James.M.Lewis@uscg.mil

5090
15 January 2014

Mr. Daniel Saunders
Deputy State Historic Preservation Officer
Mail Code 501-04B
State of New Jersey
Department of Environmental Protection, Historic Preservation Office
P.O. Box 420
Trenton, New Jersey 08625-0420

Subj: Submittal of the Proposed Memorandum of Agreement and Preliminary Design Drawings – Hurricane Sandy Proposed Recapitalization Project to Rebuild USCG Station Manasquan Inlet, Ocean County, New Jersey, HPO Project #13-1059

Dear Mr. Saunders:

This letter and attachments have been prepared in order to avoid, minimize, and mitigate effects to historic properties at United States Coast Guard (USCG) Station Manasquan Inlet, located at located at 61 Inlet Drive, Point Pleasant Beach, New Jersey.

Please find a draft Memorandum of Agreement (MOA) as Enclosure (1). This MOA is patterned after the 2002 USCG Station Manasquan Inlet MOA (finalized but not executed due to lack of funds) to rebuild, and incorporates recent comments received by your staff. This MOA documents USCG efforts to mitigate impacts to historic structures at this site, and is proposed for your review and signature.

Over the last several months, USCG design teams and consultants have been developing preliminary design-build plans for the recapitalization effort in preparation for eventual award to a design-build contractor. In order to ensure that the proposed design plans meet historic preservation requirements, as outlined in the attached draft MOA, USCG requests your review and comment on the drawings at this time. Encl (2) consists of color rendered exterior elevation drawings of the proposed new Multi Mission Building. Encl (3) consists of the preliminary design drawings that detail the proposed demolition of the existing historic Boathouse structure and non-contributing Unaccompanied Personnel Housing structure, proposed waterfront work, and design plans to construct a new Multi Mission Building on the site of the existing Boathouse.

As outlined in the draft MOA, USCG has taken great care to incorporate historic architectural components compatible with the existing historic district into the new design plans for the proposed Boat Maintenance Facility. In order to more specifically call out historic architectural components that have been integrated into the preliminary drawings to meet the historic architectural style of this area, please see Encl (4), prepared by USCG's consultant, URS Corporation.

In order to utilize Hurricane SANDY funding allocated to rebuild Station Manasquan Inlet, USCG must meet abbreviated contract award schedules, and, therefore, Coast Guard kindly requests your expedited review of the enclosed MOA and design drawings. Ms. Lynn Keller, of my staff, has a meeting planned with Ms. Michelle Hughes and Mr. Jonathan Kinney of your staff on 16 January 2014 to further discuss the project and the attached submittals. If you have any questions or would like additional clarification, please contact Mr. Jim Lewis of my staff at (757) 628-4168.

Sincerely,

POLAND.
JOHN.
R.1049774717

Digitally signed by POLAND.JOHN.R.1049774717
DN: c=US, o=U.S. Government, ou=DoD, ou=PKI, ou=USCG, cn=POLAND.JOHN.R.1049774717
Date: 2014.01.15 09:03:06 -05'00'

John Poland
USCG SILC
Environmental Management Division Chief
By Direction

Enclosure:
(1) Memorandum of Agreement Among the U.S. Coast Guard and the New Jersey State Historic Preservation Officer Regarding the Hurricane SANDY Recapitalization Effort at Coast Guard Station Manasquan Inlet, New Jersey, January 2014.
(2) Station Manasquan Inlet Rendered Exterior Elevations, Proposed New Multi Mission Building, 13 January 2014
(3) Station Manasquan Inlet Preliminary Design Drawings, 13 January 2014
(4) Integrating Historic Preservation Guidance into Design of New Facilities—USCG Station Atlantic City and Manasquan Inlet

Copy: CG SILC (w/o Encl)

U.S. Department of Homeland Security
United States Coast Guard

Commanding Officer
United States Coast Guard
Shore Infrastructure Logistics Center

300 East Main Street, Suite 800
Norfolk, VA 23510-9104
Staff Symbol: EMD
Phone: (757) 628-4168
Email: James.M.Lewis@uscg.mil

5090
10 January 2014

State of New Jersey
Department of Environmental Protection
Division of Land Use Regulation
501 E. State Street Mail Code 501-02A P.O. Box 420
Trenton, NJ 08625-0420

Subj: Coastal Zone Federal Consistency Determination – Hurricane Sandy Recapitalization Project for USCG Station Manasquan Inlet, Ocean County, New Jersey

Dear Mr. Rosen:

The U.S. Coast Guard (USCG) is proposing to rebuild Station Manasquan Inlet under the 2013 Disaster Assistance Supplemental Act (P.L. 113-2), which appropriated funds to replace USCG shore facilities damaged by Hurricane Sandy in October 2012 with hurricane- and flood-resilient structures. The USCG previously submitted a Federal Consistency request to the New Jersey Department of Environmental Protection (NJDEP) Coastal Management Program (CMP) regarding geotechnical borings for this proposed project at Station Manasquan Inlet. The NJDEP found the proposed geotechnical borings consistent with New Jersey's Rules on Coastal Zone Management N.J.A.C. 7:7E-1.1 et seq., (amended June 17, 2013) subject to conditions detailed in the Federal Consistency Determination NJDEP File number 1525-02-0004.1 (CDT 130001) dated December 5, 2013.

The proposed project would reduce future storm damage and down time for mission critical facilities by constructing new, hardened shore facilities above the 500-year flood elevation, where practicable, and to hurricane resistant building codes. Station Manasquan Inlet is located in Ocean County, New Jersey (Enclosure 1). This letter is a request for a Federal Consistency Determination pursuant to the Coastal Zone Management Act as governed by the NJ Coastal Permit Program Rules (N.J.A.C. 7:7) and the associated NJ Rules on Coastal Zone Management (N.J.A.C. 7:7E).

Proposed Project

Under the proposed project, the USCG would construct a new Multi-Mission Building (MMB) that would combine operations of the existing Station Building and Boat Maintenance Facility (BMF) and would include housing units to replace the duty section berthing provided by the

existing Unaccompanied Personnel Housing (UPH). The new MMB would be constructed within the footprint of the existing boathouse and its adjacent parking lot, above the 500-year flood elevation, and to hurricane resistant building codes. The UPH building would be demolished and replaced with parking. The Station Building and the 85-foot by 95-foot parcel on which it sits would be declared excess property and would be divested. The USCG also proposes to rebuild the existing bulkhead along the waterfront.

Enclosure 2 shows existing facilities and the project elements. Station operations would continue uninterrupted during construction of the new MMB because the USCG would operate out of temporary trailers and existing facilities both at Station Manasquan Inlet and other nearby USCG stations as needed (e.g., for vessel maintenance) until construction is complete.

Consistency with State Coastal Policies

On Federal lands and for Federal actions, State permit requirements under the CMP are replaced with the need for determination of consistency with the State coastal policies, or Federal Consistency. If the proposed activity would not need a permit as a non-Federal action, it is deemed inherently consistent with applicable coastal policies. The following table summarizes the proposed actions at Station Manasquan Inlet, whether a NJDEP permit would be required (for an equivalent project on non-Federal lands), and an explanation for this determination based on relevant NJDEP regulatory requirements. Station Manasquan Inlet is located within the coastal zone regulated under the NJ Coastal Area Facilities Review Act (CAFRA). Lands below mean high water and tidal waters are also in the NJ coastal zone, but fall under the jurisdiction of the NJ Waterfront Development Law. If a permit would not be required for a similar non-Federal project, the action is deemed consistent with NJ coastal policies.

Proposed Improvement	NJDEP Permit Required*	Notes
Demolition of existing Boathouse and UPH building.	No	Demolition of structures is not a regulated activity in the coastal area.
New MMB in same location of existing BMF, but with larger footprint.	No	Action falls under "public development and enlargement >400-sf" and is consistent with NJ Coastal permit-by-rule 7:7-7.2(a)8. The new MMB would not impact Special Areas (7:7E-3) and the enlarged footprint would be situated on an existing parking area. Action meets conditions of NJ Flood Hazard Area (FHA) permit-by-rule 7:13-7.2(a)3
Divesture of Station Building (historic structure).	No	Not a regulated activity in the coastal area.
New parking area in location of UPH building.	No	Action is consistent with CAFRA exemption 7:7-2.1(c)3 because there would be no increase in "developed" area. Action meets the conditions of NJ FHA permit-by-rule 7:13-7.2(b)6 under the assumption that it is not major development (i.e., new impervious surface <0.25 acre).

Proposed Improvement	NJDEP Permit Required*	Notes
Shoreline stabilization: repair/rebuild existing bulkhead.	No	Because this is not a residential or public marina, it is consistent with Waterfront Development exemption 7:7-2.3(d)6. Actions meet the conditions of NJ Coastal permit-by-rule 7:7-7.2(a)15.

*** indicates permit requirement for a non-Federal action; hence if a permit would not be required, the action is inherently consistent with NJ Coastal Policies. If a permit would be required, additional justification is provided in the paragraphs below to demonstrate Federal consistency for the action.**

Work in the water would require a Clean Water Act Section 401 Water Quality Certification from the NJDEP Division of Land Use Regulation. Both a Federal Consistency Determination and a Section 401 Water Quality Certification from NJDEP will be required to support issuance of Clean Water Act Section 404 authorization by the U.S. Army Corps of Engineers (USACE). USACE authorization will be required for proposed improvements associated with activities waterward of the high tide line. The USCG anticipates that a USACE Nationwide Permit #3: Maintenance will be appropriate for the proposed project.

Review of NJDEP Coastal Policies

Based on a review of the following policies and standards, the USCG has determined that either the policies are not applicable, or the proposed project is consistent to the extent feasible with applicable policies as detailed in the NJ Rules on Coastal Zone Management (N.J.A.C. 7:7E):

- Special Area Policies (NJAC7:7E Subchapter 3)
- Standards for Beach and Dune Activities (NJAC7:7E Subchapter 3A)
- Intertidal and Subtidal Shallows Mitigation Proposals (NJAC7:7E Subchapter 3B)
- Standards for Endangered or Threatened Species Habitat Impact Assessment or Habitat Evaluation (NJAC7:7E Subchapter 3C)
- General Water Area Policies (NJAC7:7E Subchapter 4)
- Requirements for Impervious Cover and Vegetative Cover for General Land Areas and Certain Special Areas (NJAC7:7E Subchapter 5)
- Impervious Cover Limits and Vegetative Cover Percentages in the Upland Waterfront Development Area (NJAC7:7E Subchapter 5A)
- Impervious Cover Limits and Vegetative Cover Percentages in the CAFRA Area (NJAC7:7E Subchapter 5B)
- General Location Rules (NJAC7:7E Subchapter 6)
- Use Rules (NJAC7:7E 7:7E Subchapter 7)
- Resource Rules (NJAC7:7E 7:7E Subchapter 8)

Additional discussion is provided below regarding the USCG's determination of consistency with several of the Special Areas Policies in Subchapter 3, specifically: shellfish habitat, historic and archaeological resources, endangered or threatened wildlife or plant species habitats, and lands and waters subject to public trust rights.

Shellfish Habitat, Special Areas Policy N.J.A.C. 7:7E-3.2

Waters adjoining Station Manasquan Inlet are classified as a Special Restricted Area for shellfish growing; however, harvesting is prohibited in all marina and boat docking areas. In accordance with the NJ Coastal Zone Management Rule on Shellfish Habitat (NJAC 7:7E-3.2), reconstruction of existing bulkheads is acceptable, specifically for national security purposes, provided the shellfish resource is salvaged and mitigated in accordance with a NJDEP-approved plan. USCG will coordinate with NJDEP and NMFS as necessary to mitigate potential impacts to shellfish.

Historic and Archaeological Resources, Special Areas Policy N.J.A.C. 7:7E-3.36

Several of the structures at Station Manasquan Inlet are listed or eligible for listing on the National Register of Historic Places. Ongoing coordination with the NJ Historic Preservation Office (NJ HPO) is being conducted related to compliance with Section 106 of the National Historic Preservation Act. Through the Section 106 process, USCG will mitigate adverse effects on historic or archaeological resources.

Endangered or Threatened Wildlife or Plant Species Habitats, Special Areas Policy N.J.A.C. 7:7E-3.38

On October 21, 2013, the USCG submitted letters requesting project review to the U.S. Fish and Wildlife Service (USFWS), the National Marine Fisheries Service (NMFS) Habitat Conservation Division and Protected Resources Division, and the NJDEP Natural Heritage Program (NHP).

USFWS responded in a letter dated November 15, 2013; the federally threatened seabeach amaranth (*Amaranthus pumilus*) is known to occur in the vicinity of Station Manasquan Inlet and red knot (*Calidris canutus* subsp. *rufa*), federally protected under the Migratory Bird Treaty Act and state-listed as endangered, may occur in New Jersey's coastal areas. However, because Station Manasquan Inlet is completely developed, it contains no areas of natural habitat to support either of these species.

The NMFS Habitat Conservation Division responded in an e-mail dated December 2, 2013, that the project area at Station Manasquan Inlet has been designated essential fish habitat (EFH) under the Magnuson-Stevens Act and contains mapped shellfish beds. Other non-managed fish species which move through Manasquan Inlet include alewife (*Alosa pseudoharengus*), blueback herring (*Alosa aestivalis*), striped bass (*Morone saxatilis*), and American eel (*Anguillis rostrata*). NMFS may require seasonal work restrictions from March 1 to June 30 to protect migrating alewife and blueback herring and from December 1 to May 31 to protect migrating, spawning, and early life states (eggs and larvae) of winter flounder (*Pseudopleuronectes americanus*).

The NMFS Protected Resources Division responded in a letter dated December 19, 2013, with information on protected species that may occur in the action area of the project. Although several federally listed species of whales can be found in the offshore waters of New Jersey, due to the depths and near shore locations of the project site, listed whales are extremely unlikely to occur in the action area. Several species of listed sea turtles occur from May to mid-November in New Jersey waters, the most abundant being the threatened loggerhead (*Caretta caretta*) and the endangered Kemp's ridley (*Lepidochelys kempi*). From June through October, New Jersey waters may also support endangered green sea turtles (*Chelonia mydas*). While the endangered leatherback sea turtle (*Dermochelys coriacea*) may be found in waters off New Jersey during

warmer months, this species is typically found in more offshore waters and is less likely to occur within the action area for this project. Although no endangered shortnose sturgeon (*Acipenser brevirostrum*) would occur in the project area, Atlantic sturgeon (*Acipenser oxyrinchus oxyrinchus*) may be present; this species is listed as threatened or endangered depending on the distinct population segment from which individuals originate.

The NHP responded in a letter dated November 19, 2013, that no federally listed threatened or endangered species have been documented on the project site. NHP has a record from 1907 of an occurrence of the state-endangered seabeach sandwort (*Honckenya peploides* var. *robusta*) in the vicinity of the project site and reports that several other state-listed species may occur on or in the vicinity of the project site: the state-endangered bald eagle (*Haliaeetus leucocephalus*) and least tern (*Sternula antillarum*), and the state-threatened black-crowned night heron (*Nycticorax nycticorax*), yellow-crowned night-heron (*Nyctanassa violacea*), and osprey (*Pandion haliaetus*). Because Station Manasquan Inlet is completely developed, it contains no areas of natural habitat to support any of these species.

Three species of federally and state-endangered whales may occur in the waters adjacent to the Station: fin whale (*Balaenoptera physalus*), humpback whale (*Megaptera novaeangliae*), and north Atlantic right whale (*Eubalaena glacialis*).

The USCG will prepare an EFH assessment for the proposed project. Shellfish beds and other fisheries resources, as well as threatened and endangered species under NMFS jurisdiction such as Atlantic sturgeon and sea turtles, will be addressed in the Environmental Assessment being prepared for this project.

To minimize impacts to sea turtles and whales which may be in the waters within or near the boat basin, the USCG would use a spotter to watch for these animals during in-water construction; if a turtle or whale is spotted, construction activities would halt until the animal swims out of the area. The proposed project will include measures to minimize suspended sediments, loss of prey, impacts to habitat, and underwater sound pressure waves to reduce potential effects on sea turtles and Atlantic sturgeon. With implementation of these avoidance and minimization measures, the proposed project is not anticipated to impact sea turtles, whales, or Atlantic sturgeon.

Lands and Waters Subject to Public Trust Rights, Special Areas Policy N.J.A.C. 7:7E-3.50

Navigational servitude is a right arising under the Commerce Clause of the U.S. Constitution by which the Federal government may occupy and erect structures on submerged lands beneath the navigable waters of the United States without compensating the landowner where the structure is erected in the interest of navigation. In essence, all state, local, and private owners of lands that abut navigable waters, or are beneath navigable waters, hold title subject to this Federal power. Federal courts have held that Coast Guard projects in aid of navigation qualify as an exercise of this navigational servitude. Any structure that the Government needs to destroy, alter, or take over/incorporate into a Federal facility to improve and protect navigation meets the essential requirements. The servitude applies even if the structure serves more purposes than just that of navigation. The underlying landowner – be it state, local, or private – must accede to the project without expectation of compensation and without the power to regulate the Federal exercise of navigational authority.

The USCG has determined that riparian rights in the vicinity of the marina at Station Manasquan Inlet have been previously granted. In addition, as a project conducted in aid of navigation in navigable waters of the US below the high tide line, the project can commence through the invocation of "navigational servitude" without further consideration of State ownership of tidelands. Accordingly, a Tidelands instrument, pursuant to the NJ Tidelands Act (N.J.S.A. 12:3) is not applicable to the proposed project.

Conclusion

With implementation of avoidance measures and appropriate agency coordination, the USCG has determined that the proposed project is consistent with NJDEP regulations. Pursuant to 15 CFR 930.41, the NJDEP CMP has 60 days from receipt of this letter in which to concur with, or object to, the USCG's Federal Consistency Determination, or request an extension of 15 days for additional review. NJDEP CMP concurrence with this determination will be presumed if a response from your office is not received within 60 days.

Thank you for your consideration in this matter. If you have any questions, please contact Mr. Jim Lewis of my staff at (757) 628-4168.

Sincerely,

POLAND.JOHN.R.1049774717

Digitally signed by POLAND.JOHN.R.1049774717
DN: c=US, o=U.S. Government, ou=DoD, ou=PKI, ou=USCG, cn=POLAND.JOHN.R.1049774717
Date: 2014.01.14 08:15:03 -05'00'

John Poland
USCG SILC
Environmental Management Division Chief
By Direction

Enclosures:
(1) Topographic Map of USCG Station Manasquan Inlet
(2) Station Manasquan Inlet Proposed Project
(3) NJ DEP Division of Land Use Regulation Application Form for Station Manasquan Inlet Federal Consistency

Copy: w/o Enclosures
CG SILC
CG CEU Cleveland

PROJECT	USCG Hurricane Sandy Recapitalization Projects	**Topographic Map of Station Manasquan Inlet**	
SCALE	As shown	U.S. Department of Homeland Security United States Coast Guard	Contract No. HSCG83-07-D-3WF170 Order No. HSCG47-13-J-A17010 Project No. 05-5335165 Station Manasquan Inlet
SOURCE	USGS 7.5' Series, Point Pleasant, NJ, 1995		**Enclosure 1**

PROJECT	USCG Hurricane Sandy Recapitalization Projects	**Station Manasquan Inlet Proposed Project**	
SCALE	As shown	U.S. Department of Homeland Security United States Coast Guard	Contract No. HSCG83-07-D-3WF170 Order No. HSCG47-13-J-A17010 Project No. 05-5335165 Station Manasquan Inlet
SOURCE	Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community		**Enclosure 2**

State of New Jersey
Department of Environmental Protection
Division of Land Use Regulation Application Form (DLUR)
501 E. State Street Mail Code 501-02A P.O. Box 420
Trenton, NJ 08625-0420
Phone #: (609) 777-0454 Web: www.nj.gov/dep/landuse

Please print legibly or type the following: Complete all sections unless otherwise noted

Is this project Superstorm Sandy Related Yes ☒ No ☐

1. **Applicant Name:** John Poland
   E-Mail: John.R.Poland@uscg.mil
   Address: USCG SILC EMD 300 E Main Street, Suite 800
   Daytime Phone: (757) 628-4790 Ext.
   City/State: Norfolk, Virginia
   Zip Code 23510 Cell Phone:

2. **Agent Name:** No agent assigned
   Firm Name:
   E-Mail:
   Address:
   Daytime Phone: Ext.
   City/State:
   Zip Code Cell Phone:

3. **Property Owner:** U.S. Coast Guard
   E-mail:
   Address:
   Daytime Phone: Ext.
   City/State:
   Zip Code Cell Phone:

4. **Project Name:** Hurricane Sandy Recapitalization and Rebuilding Project
   Address/Location: 61 Inlet Drive / Point Pleasant Beach, NJ 08742-2693
   Municipality: Point Pleasant Beach
   County: Ocean
   Block(s): 175 (Lot 11), and 176 (Lot 21)
   Lot(s): 11 (Block 175), and 21 (Block 176)
   N.A.D. 1983 State Plane Coordinates(feet) E (x): 621439 N(y): 462670 *Not Longitude/Latitude*
   Watershed: Manasquan River
   Subwatershed: Manasquan River (below Rt 70 bridge)
   Nearest Waterway: Manasquan River
   Fees: Total Fee: None applicable
   Check #: Project Cost: Not applicable

5. **Project Description:** Demolition and reconstruction will be performed in the coastal zone in support of work for Hurricane Sandy recapitalization project at U.S. Coast Guard Station Manasquan Inlet. Please see attached letter for details. A federal consistency determination is requested from NJDEP to authorize this activity.

Provide if applicable: Previous LUR File # (s): 1525-02-0004.1 CDT 130001
Waiver request ID # (s):

A. SIGNATURE OF APPLICANT (required):

I certify, under penalty of law, that the information provided in this document is true and accurate. I am aware that there are significant civil and criminal penalties for submitting false or inaccurate information. If corporate entity, print/type the name and title of the person signing on behalf of the corporate entity.

POLAND.JOHN.R.1049774717 Digitally signed by POLAND.JOHN.R.1049774717 DN: c=US, o=U.S. Government, ou=DoD, ou=PKI, ou=USCG, cn=POLAND.JOHN.R.1049774717 Date: 2014.01.14 08:13:47 -05'00'

Signature of Applicant

10 January 2014
Date

John R. Poland (U.S. Coast Guard)
Print Name

Signature of Applicant

Date

Print Name

B. **PROPERTY OWNER'S CERTIFICATION**

I hereby certify that the undersigned is the **owner of the property** upon which the proposed work is to be done. This endorsement is certification that the owner grants permission for the conduct of the proposed activity. In addition, I hereby give unconditional written consent to allow access to the site by representatives or agents of the Department for the purpose of conducting a site inspection(s) or survey(s) of the property in question.

In addition, the undersigned property owner hereby certifies:

1. Whether any work is to be done within an easement? Yes ☐ No ☒

2. Whether any part of the entire project (e.g., pipeline, roadway, cable, transmission line, structure, etc.) will be located within property belonging to the State of New Jersey? Yes ☒ No ☐

   Navigational servitude is a right arising under the Commerce Clause of the U.S. Constitution by which the federal government may occupy and erect structures on submerged lands beneath the navigable waters of the United States without compensating the landowner where the structure is erected in the interest of navigation. In essence, all state, local, and private owners of lands that abut navigable waters, or are beneath navigable waters, hold title subject to this federal power. Federal courts have held that Coast Guard projects in aid of navigation qualify as an exercise of this navigational servitude. Any structure that the Government needs to destroy, alter, or take over/incorporate into a federal facility to improve and protect navigation meets the essential requirements. The servitude applies even if the structure serves more purposes than just that of navigation. The underlying landowner – be it state, local, or private – must accede to the project without expectation of compensation and without the power to regulate the federal exercise of navigational authority.

3. Whether any work is to be done on any property owned by any public agency that would be encumbered by Green Acres? Yes ☐ No ☒

4. Whether any part of this project requires a Section 106(National Register of Historic Places) Determination as part of a federal permit or approval? Yes ☒ No ☐

   The Coast Guard is conducting Section 106 consultation with NJ SHPO to address potential impacts to historic resources from the project.

_____ Signature of Owner	_____ Signature of Owner
_____ Date	_____ Date
_____ Print Name	_____ Print Name

C. **APPLICANT'S AGENT** (Notary seal is required for Flood Hazard Area (FHA) applications)

I _____, the Applicant/Owner, authorize to act as my agent/representative in all matters pertaining to my application the following person:

_____ Name of Agent	_____ Signature of Applicant/Owner
_____ Occupation/Profession of Agent	

AGENT'S CERTIFICATION:	**NOTARY:**
I agree to serve as agent for the above-referenced applicant:	Sworn to me, this day of: _____, 20 _____
_____ Signature of Agent	_____ Notary Public

D. **STATEMENT OF PREPARER OF PLANS, SPECIFICATIONS, SURVEYOR'S OR ENGINEER'S REPORT**

I hereby certify that the plans, specifications and engineer's report, if any, applicable to this project comply with the current rules and regulations of the New Jersey Department of Environmental Protection with the exceptions as noted. In addition, I certify the application is complete as per the appropriate checklist(s).

E. **STATEMENT OF PREPARER OF APPLICATION, REPORTS AND/OR SUPPORTING DOCUMENTS (other than engineering)**

I certify under penalty of law that I have personally examined the information submitted in the document and all attachments and that, based on my inquiry of those individuals immediately responsible for obtaining and preparing the information, I believe that the information is true, accurate and complete in accordance with the appropriate checklist(s). I am aware that there are significant penalties for submitting false information, including the possibility of fines and imprisonment.

Not applicable at this time

Signature

Print Name

Position & Name of Firm

Professional License # Date

Angela M. Chaisson

Signature

Angela M. Chaisson, CWB®

Print Name

Principal Ecologist, URS Corporation

Position & Name of Firm

Professional License # (If Applicable) Date 10 January 2014

F. **APPLICATION(S) FOR:** (Check all that apply – follow directions on page 5)

	CAFRA	Fee Amount	Fee Paid
☐	Individual Permit		
☐	Exemption Request	$300.00	
☐	Permit Modification		
☐	CAFGP5 / Amusement Pier Exp	$600.00	
☐	CAFGP6 / Beach/Dune Maintenance	$600.00	
☐	CAFGP7 / Voluntary Reconstruction	$600.00	
☐	CAFGP8 / New Single Family or Duplex	$600.00	
☐	CAFGP9 / Reconstruct Single Fam/Dup	$600.00	
☐	CAFGP10 / New Bulkhead/Fill Lagoon	$600.00	
☐	CAFGP11 / Revetment	$600.00	
☐	CAFGP12 / Gablons	$600.00	
☐	CAFGP13 / Support Facilities/ Marina	$600.00	
☐	CAFGP14/Reconst Bulkhead above MHWL	$600.00	
☐	CAFGP15 / Hazard Waste Clean-up	$600.00	
☐	CAFGP16 / Landfall of Utilities	$600.00	
☐	CAFGP17 / Recreat Facility Public Park	$600.00	
☐	CAFGP18 / BulkheadConstuct/Fill upland	$600.00	
☐	CAFGP21 / Shoreline Stabilization	$600.00	
☐	CAFGP22 / Avian Nesting Structures	$600.00	
☐	CAFGP23 / Electrical Sub Facility	$600.00	
☐	CAFGP24 / Legalize Filling of Tidelands	$600.00	
☐	CAFGP25 / Construct Telecom Tower	$600.00	
☐	CAFGP26 / Tourism Indust. Construction	$600.00	
☐	CAFGP27 / Geotechnical Borings	$600.00	
☐	CAFGP29/Habitat Create/Restore/Enhance	$600.00	
☐	CAFGP30 / 1 to 3 Turbines < 200 Feet	$600.00	
☐	CAFGP31 / Wind Turbines < 250 Feet	$600.00	
☐	Individual Permit Equivalency/CERCLA	No Fee	No Fee

	Waterfront Development	Fee Amount	Fee Paid
☐	WDGP10 / New Bulkhead/Fill Lagoon < 75'	$600.00	
☐	WDGP14 / Reconstruct Bulkhead	$600.00	
☐	WDGP19/Dock/Piers/Boat Lifts Lagoon	$600.00	
☐	WDGP20 / Minor Maint Dredge Lagoon	$600.00	
☐	WDGP21 / Shoreline Stabilization	$600.00	
☐	WDGP32 / Dredge Lagoon (post storm event)	$600.00	
☐	WDGP33 / Dredge post Bulkhead Failure	$600.00	
☐	WDGP34 / Dredge Marina (post storm event)	$600.00	
☐	WDGP35 / Aquaculture Activities	$600.00	
☐	WDGP36/Placement of Shell (shellfish areas)	$600.00	

	Applicability Determination	Fee Amount	Fee Paid
☐	Coastal Jurisdictional Determination	No Fee	No Fee
☐	Highlands Jurisdictional Determination	No Fee	No Fee
☐	Flood Hazard Area Applicability	No Fee	No Fee
☐	Executive Order 215	No Fee	No Fee

	Flood Hazard Area	Fee Amount	Fee Paid
☐	FHA Verification		
☐	FHA Individual Permit		
☐	FHA Hardship Exception	$4,000.00	
☐	FHAGP1 / Chan Clean w/o Sed Removal	No Fee	No Fee
☐	FHAGP1 / Chan Clean w/Sed Removal	No Fee	No Fee
☐	FHAGP2A / Ag - Bank Restoration	$500.00	
☐	FHAGP2B / Ag - Channel Cleaning	$500.00	
☐	FHAGP2C / Ag - Road Crossing	$500.00	
☐	FHAGP2D / Ag - Wetlands Restoration	$500.00	
☐	FHAGP2E / Ag - Livestock Ford	$500.00	
☐	FHAGP2F / Ag - Livestock Fence	$500.00	
☐	FHAGP2G / Ag - Livestock Water Intake	$500.00	
☐	FHAGP3 / Bridge/Culvert Scour Protection	$500.00	
☐	FHAGP4 / Stormwater Maintenance	$500.00	
☐	FHAGP5 / Building Relocation	$500.00	
☐	FHAGP6 / Rebuild Damaged Home	No Fee	No Fee
☐	FHAGP7 / Residential in Tidal FHA	$500.00	
☐	FHAGP8 / Utility Crossing <50acres	$500.00	
☐	FHAGP9 / Road Crossing <50acres	$500.00	
☐	FHAGP10 / Stormwater Outfall <50acres	$500.00	
☐	Revision of a GP, IP or Verification		
☐	Transfer of an Approval	$200.00	
☐	FHA Indv. Permit Equivalency/CERCLA	No Fee	No Fee

	Stormwater Review Fees	Fee Amount	Fee Paid
☐	Fee for all Stormwater Reviews		

	Consistency Determination	Fee Amount	Fee Paid
☒	Water Quality Certificate		
☒	Federal Consistency	No Fee	No Fee
☐	HMC Water Quality Certificate		

	Highlands	Fee Amount	Fee Paid

☐	Individual Permit/Upland		
☐	Individual Permit/Inwater		
☐	Zane Letter	$300.00	
☐	Modification		
☐	Individual Permit Equivalency/CERCLA	No Fee	

	Coastal/Tidal Wetlands	Fee Amount	Fee Paid
☐	Coastal/Tidal Wetlands Permit		
☐	Coastal Wetland Permit Modification		

☐	Emergency Permit		
☐	Pre-application Meeting	$500.00	
☐	Preservation Area Approval		
☐	Resource Area Determination footprint		
☐	Resource Area Determination ≤one acre	$500.00	
☐	Resource Area Determination >one acre		
☐	HPAAGP 1/ Habitat Creation/Enhance	No Fee	No Fee
☐	HPAAGP 2 Bank Stabilization	$500.00	
☐	PAA with Waiver (Specify type below)		

	Freshwater Wetlands	Fee Amount	Fee Paid
☐	FWGP1 / Main. & repair Exist Feature	$600.00	
☐	FWGP2 / Utility Crossing	$600.00	
☐	FWGP3 / Discharge of Return Water	$600.00	
☐	FWGP4 / Hazard Site Invest/Cleanup	$600.00	
☐	FWGP5 / Landfill Closure	$600.00	
☐	FWGP6 / Filling of NSWC	$600.00	
☐	FWGP6A /TA- Filling of NSWC	$600.00	
☐	FWGP7 / Fill ditch / swale	$600.00	
☐	FWGP8 / House Addition	$600.00	
☐	FWGP9 / Airport Sightline Clearing	$600.00	
☐	FWGP10A / Very Minor Road Crossing	$600.00	
☐	FWGP10B / Minor Road Crossing	$600.00	
☐	FWGP11 / Outfalls / Intakes	$600.00	
☐	FWGP12 / Survey / Investigation	$600.00	
☐	FWGP13 / Lake Dredging	$600.00	
☐	FWGP14 / Water Monitoring	$600.00	
☐	FWGP15 / Mosquito Control	$600.00	
☐	FWGP16 / Habitat Create / Enhance	No Fee	No Fee
☐	FWGP17 / Trails / Boardwalks	No Fee	No Fee
☐	FWGP17A / Multiuse paths	$600.00	
☐	FWGP18 / Dam Repairs	$600.00	
☐	FWGP19 / Dock or Pier	$600.00	
☐	FWGP20 / Bank Stabilization	$600.00	
☐	FWGP21 / Above Ground Utility	$600.00	
☐	FWGP23 / Expand Cranberry	No Fee	No Fee
☐	FWGP24 / Spring Developments	$600.00	
☐	FWGP25 / Malfunction Septic System	No Fee	No Fee
☐	FWGP26 / Channel / Stream Clean	$600.00	
☐	FWGP27 / Redevelop Disturbed Site	$600.00	
☐	FWGP Modification	$240.00	
☐	FWGP Extension	$240.00	

	Freshwater Wetlands	Fee Amount	Fee Paid
☐	Individual Wetlands Permit		
☐	Individual Open Water Permit		
☐	Individual Permit Mod. Major/Minor		
☐	Individual Permit Extension	$1,200.00	
☐	Wetlands Exemption	$240.00	
☐	Permit Equivalency/CERCLA	No Fee	No Fee

	Transition Area Waiver		
☐	Averaging Plan		
☐	Reduction		
☐	Hardship Reduction		
☐	Special Activity Stormwater		
☐	Special Activity Linear Development		
☐	Special Activity Redevelopment		
☐	Special Activity Individual Permit		
☐	Exemption	$240.00	
☐	Modification Major/Minor		
☐	Extension	$240.00	

	Letter of Interpretation		
☐	Presence Absence	$240.00	
☐	Presence Absence Footprint	$480.00	
☐	Delineation ≤ 1.00 Acres	$600.00	
☐	Verification		
☐	Extension		

Please note: If no fee amount is specified in the "Fee Amount" column, please refer to the Regulatory Fee Schedule which can be found at www.nj.gov/dep/landuse/forms.

Also: In addition to the standard paper submission, an electronic copy of the entire application, including plans, may be submitted on CD-ROM to assist the Department in the review this application. Plans should be submitted as a CAD file or Shapefile, georeferenced in NJ state plane feet NAD83. Please do NOT send the electronic version via E-Mail.

Electonic permitting and/or application submittal is available for specific applications. Please see the Division website at www.nj.gov/dep/landuse/epermit.html for more information.

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
NORTHEAST REGION
55 Great Republic Drive
Gloucester, MA 01930-2276

JPoland 12/26/13

DEC 19 2013

Jim 1/6/14

Lynn —

John Poland
Environmental Management Division Chief
United States Coast Guard
Shore Infrastructure Logistics Center
300 East Main Street, Suite 800
Norfolk, VA 23510

Re: Hurricane Sandy Proposed Recapitalization Projects to Rebuild USCG Station Atlantic City, USCG Station Manasquan Inlet, and USCG Station Sandy Hook, New Jersey

Dear Mr. Poland,

This is in response to your letter dated October 21, 2013, regarding the United States Coast Guard's (USCG) proposed waterfront recapitalization projects located at three New Jersey USCG Stations. The USCG has requested information on the presence of any species listed as threatened or endangered by NOAA's National Marine Fisheries Service (NMFS) within the vicinity of the proposed project.

Several listed species of whales occur seasonally in the waters off of New Jersey. Federally endangered North Atlantic right whales (*Eubalaena glacialis*) are found off the coast of New Jersey from September 1 – March 31. Federally endangered humpback whales (*Megaptera novaeangliae*) are found off the coast of New Jersey from February – April and from September – November. Fin (*Balaenoptera physalus*), Sei (*Balaenoptera borealis*) and Sperm (*Physter macrocephalus*) whales are also seasonally present in waters off of New Jersey, but are typically found in deeper offshore waters. Although listed species of whales can be found in the offshore waters of New Jersey, due to the depths and near shore location of the project sites, listed whales are extremely unlikely to occur in the action areas.

Several species of threatened and endangered sea turtles occur seasonally in New Jersey waters. Sea turtles occur along New Jersey's coast, including many bays and harbors, during the warmer months, typically from May to mid-November. The sea turtles in these waters are typically small juveniles with the most abundant being the federally threatened Northwest Atlantic Distinct Population Segment (DPS) of loggerhead (*Caretta caretta*) followed by the federally endangered Kemp's ridley (*Lepidochelys kempi*). New Jersey waters have also been found to be warm enough to support federally endangered green sea turtles (*Chelonia mydas*) from June through October. While federally endangered leatherback sea turtles (*Dermochelys coriacea*) may be found in the waters off New York and New Jersey during the warmer months as well, this species is less likely to occur in the action area for this project as it is typically found in more offshore waters. You can find more information on listed sea turtle species at: http://www.nmfs.noaa.gov/pr/species/turtles/.

Populations of federally endangered shortnose sturgeon occur in New Jersey in the Delaware River from the lower bay upstream to at least Lambertville, New Jersey and in the Hudson River from upper New York Harbor to the Troy Dam. The three action areas have never supported a historical population of shortnose sturgeon and to date, no shortnose sturgeon have been observed in these systems. As such, no shortnose sturgeon will occur in the project sites.

Atlantic sturgeon occur in estuarine and marine waters along the U.S. Atlantic coast and may be present in the action areas. The New York Bight, Chesapeake Bay, South Atlantic and Carolina DPSs of Atlantic sturgeon are endangered; the Gulf of Maine DPS is threatened. Individuals originating from any of these DPSs could occur in the project area. You can find more information on sturgeon species at: http://www.nero.noaa.gov/prot_res/esp/index.html.

As listed species are likely to be present in the vicinity of the proposed project, a consultation, pursuant to Section 7 of the Endangered Species Act (ESA) of 1973, may be necessary. As project plans develop, we recommend you consider the following effects of the project on sea turtles and sturgeon:

- Effects of increased suspended sediment;
- Suspension of contaminated sediments;
- Discharge of any other pollutant;
- Loss of prey;
- Any impacts to habitat or conditions that make affected water bodies suitable for these species and,
- Effects of underwater sound pressure waves.

The USCG will be responsible for determining whether the proposed action is likely to affect listed species. When project plans are complete, the USCG should submit their determination of effects, along with justification for the determination, and a request for concurrence to the attention of the Section 7 Coordinator, NMFS, Northeast Regional Office, Protected Resources Division (PRD), 55 Great Republic Drive, Gloucester, MA 01930. After reviewing this information, NMFS would then be able to conduct a consultation under section 7 of the ESA. Should you have any questions about these comments or about the section 7 consultation process in general, please contact Dan Marrone at (978)282-8465 or by e-mail (Daniel.Marrone@noaa.gov).

Sincerely,

Mary A. Colligan
Assistant Regional Administrator
for Protected Resources

Ec: Marrone, NER/PRD
File Code: Sec 7 Tech Assist 2013- USCG Recapitalization Projects NJ

State of New Jersey

DEPARTMENT OF ENVIRONMENTAL PROTECTION
OFFICE OF PERMIT COORDINATION AND ENVIRONMENTAL REVIEW
P.O. Box 420 Mail Code 401-07J Trenton, New Jersey 08625-0420
Telephone Number (609) 292-3600
FAX NUMBER (609) 633-2102

CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

BOB MARTIN
Commissioner

December 18, 2013

12/26/13

1/6/14

Mr. John Poland, USCG SILC
Environmental Management Division Chief
United States Coast Guard
300 East Main Street, Suite 800
Norfolk, Virginia 23510-9104

RE: USCG Station Manasquan
Hurricane Sandy Related Proposal to Rebuild Facilities

Comments on Draft Environmental Assessment Letter of Intent

Dear Mr. Poland:

The New Jersey Department of Environmental Protection's (NJDEP) Office of Permit Coordination and Environmental Review (PCER) distributed, for review and comment, your letter dated October 21, 2013 and received by this office on November 18, 2013. The US Coast Guard (USCG) is proposing to prepare an environmental assessment according to the requirements of the National Environmental Policy Act (NEPA) for the Hurricane Sandy Proposed Recapitalization Project to repair and rebuild structures at the waterfront at the US Coast Guard Station in Manasquan. Following damage from Hurricane Sandy in October 2012, this project will involve demolishing and replacing the existing station building as well as potentially several other non-historic structures. We offer the following comments including **revised Historic Preservation Office comments** for your consideration in preparation of the EA for future review by the NJDEP.

Land Use Regulation

In order for the Division of Land Use Regulation to fully review an EA and provide project specific comments, please include design drawings in any future EA to be submitted for review by the NJDEP. Based on the information provided by the US Coast Guard in the above letter, it would appear that the planned activities include in-water and upland activities. These activities would require a Waterfront Development Permit (in-water activities) and a CAFRA permit (upland activities), or a Federal Consistency Determination. If you have any questions, please contact Christopher Jones at (609) 633-6757.

Cultural and Historic Resources

The Historic Preservation Office reviews projects for their effects on historic properties under Section 106 of the National Historic Preservation Act when federal funding, licensing, or permitting is involved. If the project is receiving federal funding, permitting, or licensing, consultation under Section 106, and its implementing regulations, 36 CFR Part 800, will be necessary. The New Jersey Register of Historic Places Act, Chapter 268, Laws of 1970, requires prior written authorization from the Commissioner of the Department of Environmental Protection for any state, county, or municipal, (or any agent thereof), undertaking which may affect properties listed on the New Jersey Register of Historic Places. An Application for Project Authorization should be submitted by any public entity who is planning a project that may affect a historic resource listed on the New Jersey Register of Historic Places.

A list of properties that are listed on the New Jersey Register of Historic Places can be found on the HPO's website at: http://www.state.nj.us/dep/hpo/1identify/nrsr_lists.htm .

Information about the locations of historic properties listed on the New Jersey Register of Historic Places can be found on NJ-Geoweb at: http://njwebmap.state.nj.us/NJGeoWeb/WebPages/Map/MapViewer.aspx?THEME=Surf&UH=True&RIDZ=634719855483329293.

The HPO also reviews projects requiring Freshwater Wetlands permits, Waterfront Development permits, CAFRA permits, and Highlands Preservation Area Approvals issued by the State of New Jersey's Land Use Regulation Program. Depending upon the nature of the project, a Phase I archaeological survey and/or intensive-level architectural survey may be necessary.

As this project is considered a federal undertaking, the HPO is currently reviewing it pursuant to Section 106 of the National Historic Preservation Act. The Manasquan Inlet Station was determined eligible for listing on the New Jersey and National Registers of Historic Places on 11/7/91. The proposed undertaking consists of the demolition of the existing boathouse, construction of a new facility on the former boathouse site, demolition of the existing UPH building, and declaring the existing station building excess property. The undertaking, as proposed, will have an adverse effect upon the historic station. Pursuant to Section 106, a Memorandum of Agreement incorporating measures to avoid/minimize/mitigate the adverse effects needs to be developed. In this instance, the HPO has reviewed an earlier iteration of this undertaking and an MOA was executed in 2002, which has since expired. The HPO is currently working with the USCG to revise and update the MOA. A copy of our review letter is attached for your reference.

Natural Resources

The Department's Division of Fish and Wildlife's (DFW) Endangered & Non-game Species Program will review the forthcoming EA in an effort to identify measures to minimize or eliminate any adverse impacts to plants, fish and wildlife. For additional information, please contact Kelly Davis at (908) 236-2118.

Air Quality Planning

If this project requires Federal funding, permit, approval or license, then a General Conformity Applicability Analysis and possibly a Conformity Determination will be required in accordance with the USEPA's Federal General Conformity regulation. (40 CFR Part 93, Subpart B, Determining Conformity of General Federal Actions to State or Federal Implementation Plans). Our Department continues to work with the Corps of Engineers, including the Philadelphia District, on its General Conformity Determinations for a number of coastal projects. The Department expects to receive additional information regarding this project in the near future. The Department will review this information and provide recommendations as the information becomes available. For additional information, please contact Angela Skowronek at (609) 984-0337.

Thank you for giving the New Jersey Department of Environmental Protection the opportunity to comment on this proposal to prepare a Draft Environmental Assessment for rebuilding of the US Coast Guard Station facilities at Manasquan. We look forward to the receipt of the EA. Please provide at least one hard copy of all materials and the additional copies for all applicable programs electronically or on disk. We look forward to working with you in the future. If you have any additional questions, I may be reached at (609) 292-3600

Sincerely,

Ruth Foster, PhD.
Acting Section Chief
Office of Permit Coordination
and Environmental Review

C: Jonathan Kinney, NJDEP-HPO
Christopher Jones, Land Use
Kate Marcopul, NJDEP- HPO
Kelly Davis, NJDEP – DFW
Angela Skowronek, NJDEP – BAQP

From: karen.greene@noaa.gov [mailto:karen.greene@noaa.gov]
Sent: Monday, December 02, 2013 10:16 PM
To: Lewis, James M CIV
Subject: Hurricane Sandy Recapitalization Projects - USCG Station Atlantic City, Manasquan and Sandy Hook, New Jersey

Hello,

I apologize for taking so long to reply to your October 21, 2013 letter to Mr. Lou Chiarella concerning the proposed recapitalization projects to rebuild the US Coast Guard Stations in Atlantic City, Manasquan Inlet and Sandy Hook, New Jersey. I am the regional biologist for NMFS' Habitat Conservation Division. I currently cover NY, NJ, DE and eastern PA, so these projects fall within my geographic region. I will happy to provide any technical assistance that you may need.

All of the project areas have been designated as essential fish habitat under the Magnuson-Stevens Act. Additional information about the MSA and EFH can be found on our website at www.nero.noaa.gov/habitat . Based upon the information provided in your letter, consultation will be needed on these projects.

Consultation involves the preparation of an EFH assessment by the lead federal action agency. The assessment can be included in the draft EA, but it must be identified as a separate section. It can also be done separately, but we find including it in the draft EA is more efficient for all. Our website site includes a worksheet that can be used as an assessment in many cases. It may also be helpful to talk with the Philadelphia District Army Corps of Engineers. They have a great deal of experience in writing EFH assessments for these types of projects.

When preparing the assessments, please use the information on our nero tables, not the EFH mapper from our headquarters. At this time, the mapper does not contain information of many of the local federally managed species such as bluefish, summer flounder and inshore winter flounder. I will be happy to assist you as your develop these assessments.

All three stations are mapped as shellfish habitat either on the Department of Interior's 1963 maps or later maps done by the New Jersey Department of Environmental Protection. I can scan and send copies of these maps if you'd like them. In mapped shellfish beds, all structures in and over the water are required to be of non- polluting materials. Treated lumber would be considered a polluting material since it leaches metals into the surrounding waters and sediments. Creosote would also be considered a polluting material and its use is banned in NJ's aquatic environment.

Numerous other species move through the inlets including diadromous species such as alewife, blueback herring, striped bass and American eel. Depending upon the nature and location of the work proposed, seasonal work restrictions may be needed to protect the upstream migration of these species. In the case of the Manasquan Inlet, a timing restriction of 12/1 to 5/31 and 3/1 to 6/30 may be needed to address concerns about migrating alewife and blueback herring (3/1 to 6/30) and migrating, spawning and early life stages of winter flounder. For Sandy Hook, it is likely that winter flounder early life stages would be of concern due to the dredging (1/1 to 5/31 restriction for eggs and larvae). Also, expansion of the footprint of the dredged basin would be discouraged due to mapped shellfish beds. Winter flounder eggs and larvae would also be a concern in Atlantic City.

Threatened and endangered species under NMFS' jurisdiction such as Atlantic sturgeon and sea turtles may also be present at all three locations. The CG should coordinate with our Protected Resources Division in Gloucester, MA if you have not already done so. Danielle Palmer is the contact for NJ.

I hope this information helps you in the preparation of the EAs for these projects. If you would like to discuss or need more information, please call or e-mail me. If you would like a more formal response, a letter can be prepared, but it is likely that it will take several weeks to be issued due to workload constraints.

Thank you.

Karen Greene
Fishery Biologist/EFH Coordinator
National Marine Fisheries Service
Habitat Conservation Division
James J. Howard Marine Sciences Laboratory
74 Magruder Rd.
Highlands, NJ 07732
732 872-3023
732 872-3077 (fax)
karen.greene@noaa.gov

State of New Jersey

CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

DEPARTMENT OF ENVIRONMENTAL PROTECTION
State Forestry Services
Mail Code 501-04
ONLM -Natural Heritage Program
P.O. Box 420
Trenton, NJ 08625-0420
Tel. #609-984-1339
Fax. #609-984-1427

BOB MARTIN
Commissioner

November 19, 2013

Erica C. Antill
URS Corporation
12420 Milestone Center Drive, Suite 150
Germantown, MD 20876

Re: USCG Station Manasquan Inlet Rebuilding Project

Dear Ms. Antill:

Thank you for your data request regarding rare species information for the above referenced project site in Point Pleasant Beach Borough, Ocean County.

Searches of the Natural Heritage Database and the Landscape Project (Version 3.1) are based on a representation of the boundaries of your project site in our Geographic Information System (GIS). We make every effort to accurately transfer your project bounds from the topographic map(s) submitted with the Request for Data into our Geographic Information System. We do not typically verify that your project bounds are accurate, or check them against other sources.

We have checked the Landscape Project habitat mapping and the Biotics Database for occurrences of any rare wildlife species or wildlife habitat on the referenced site. The Natural Heritage Database was searched for occurrences of rare plant species or ecological communities that may be on the project site. Please refer to Table 1 (attached) to determine if any rare plant species, ecological communities, or rare wildlife species or wildlife habitat are documented on site. A detailed report is provided for each category coded as 'Yes' in Table 1.

We have also checked the Landscape Project habitat mapping and Biotics Database for occurrences of rare wildlife species or wildlife habitat in the immediate vicinity (within ¼ mile) of the referenced site. Additionally, the Natural Heritage Database was checked for occurrences of rare plant species or ecological communities within ¼ mile of the site. Please refer to Table 2 (attached) to determine if any rare plant species, ecological communities, or rare wildlife species or wildlife habitat are documented within the immediate vicinity of the site. Detailed reports are provided for all categories coded as 'Yes' in Table 2. These reports may include species that have also been documented on the project site.

The Natural Heritage Program reviews its data periodically to identify priority sites for natural diversity in the State. Included as priority sites are some of the State's best habitats for rare and endangered species and ecological communities. Please refer to Tables 1 and 2 (attached) to determine if any priority sites are located on or in the vicinity of the site.

A list of rare plant species and ecological communities that have been documented from Ocean County can be downloaded from http://www.state.nj.us/dep/parksandforests/natural/heritage/countylist.html. If suitable habitat is present at the project site, the species in that list have potential to be present.

Status and rank codes used in the tables and lists are defined in EXPLANATION OF CODES USED IN NATURAL HERITAGE REPORTS, which can be downloaded from http://www.state.nj.us/dep/parksandforests/natural/heritage/nhpcodes_2010.pdf.

If you have questions concerning the wildlife records or wildlife species mentioned in this response, we recommend that you visit the interactive NJ-GeoWeb website at the following URL, http://www.state.nj.us/dep/gis/geowebsplash.htm or contact the Division of Fish and Wildlife, Endangered and Nongame Species Program at (609) 292-9400.

PLEASE SEE 'CAUTIONS AND RESTRICTIONS ON NHP DATA', which can be downloaded from http://www.state.nj.us/dep/parksandforests/natural/heritage/newcaution2008.pdf.

Thank you for consulting the Natural Heritage Program. The attached invoice details the payment due for processing this data request. Feel free to contact us again regarding any future data requests.

Sincerely,

Robert J. Cartica
Administrator

c: NHP File No. 13-4007411-4397

Table 1: On Site Data Request Search Results (7 Possible Reports)

Rare Plants/Ecological Communities Possibly On Site:	No
Rare Plants/Ecological Communities On Site/Immediate Vicinity:	No
Natural Heritage Priority Sites On Site:	No
Landscape 3.1 Species Based Patches On Site:	Yes
Landscape 3.1 Vernal Pool Habitat On Site:	No
Landscape 3.1 Stream/Mussel Habitat On Site:	No
Other Animals Tracked by ENSP On Site:	No

Rare Wildlife Species or Wildlife Habitat on the Project Site Based on Search of Landscape Project 3.1 Species Based Patches

Class	Common Name	Scientific Name	Feature Type	Rank	Federal Protection	State Protection	Grank	Srank
Aves								
	Bald Eagle	Haliaeetus leucocephalus	Foraging	4	NA	State Endangered	G5	S1B,S2N
	Black-crowned Night-heron	Nycticorax nycticorax	Foraging	3	NA	State Threatened	G5	S2B,S3N
	Common Tern	Sterna hirundo	Foraging	2	NA	Special Concern	G5	S3B,S4N
	Glossy Ibis	Plegadis falcinellus	Foraging	2	NA	Special Concern	G5	S3B,S4N
	Great Blue Heron	Ardea herodias	Foraging	2	NA	Special Concern	G5	S3B,S4N
	Least Tern	Sternula antillarum	Foraging	4	NA	State Endangered	G4	S1B,S1N
	Little Blue Heron	Egretta caerulea	Foraging	2	NA	Special Concern	G5	S3B,S3N
	Osprey	Pandion haliaetus	Foraging	3	NA	State Threatened	G5	S2B
	Osprey	Pandion haliaetus	Nest	3	NA	State Threatened	G5	S2B
	Snowy Egret	Egretta thula	Foraging	2	NA	Special Concern	G5	S3B,S4N
	Tricolored Heron	Egretta tricolor	Foraging	2	NA	Special Concern	G5	S3B,S3N
	Yellow-crowned Night-heron	Nyctanassa violacea	Foraging	3	NA	State Threatened	G5	S2B,S2N

Table 2: Vicinity Data Request Search Results (6 possible reports)

Rare Plants/Ecological Communities within the Vicinity:	Yes
Natural Heritage Priority Sites within the Vicinity:	No
Landscape 3.1 Species Based Patches within the Vicinity:	Yes
Landscape 3.1 Vernal Pool Habitat within the Vicinity:	No
Landscape 3.1 Stream/Mussel Habitat within the Vicnity:	No
Other Animals Tracked by ENSP within the Vicnity:	No

Immediate Vicinity of the Project Site
Based on Search of Natural Heritage Database
Rare Plant Species and Ecological Communities Currently Recorded in the New Jersey Natural Heritage Database

Scientific Name	Common Name	Federal Protection	State Protection	Regional Status	Grank	Srank	Identified	Last Observed	Location
Vascular Plants									
Artemisia campestris ssp. caudata	Beach Wormwood			HL	G5T5	S2	Y - Yes	2010-08-16	Located on north side of inlet across from Gull Island, 0.2 mile northwest of intersection of 3rd Avenue and Riverside Drive, 0.4 mile southwest of intersection of 1st Avenue and Brielle Road, in Manasquan Borough, Monmouth County. 2010: Dunes along Manasquan River, 300 meters west of 3rd Avenue.
Honckenya peploides var. robusta	Seabeach Sandwort		E	LP, HL	G5T4	S1	Y - Yes	1907-06-12	North of Point Pleasant; Point Pleasant.

Total number of records: 2

Rare Wildlife Species or Wildlife Habitat Within the Immediate Vicinity of the Project Site Based on Search of Landscape Project 3.1 Species Based Patches

Class	Common Name	Scientific Name	Feature Type	Rank	Federal Protection	State Protection	Grank	Srank
Aves								
	Bald Eagle	Haliaeetus leucocephalus	Foraging	4	NA	State Endangered	G5	S1B,S2N
	Black-crowned Night-heron	Nycticorax nycticorax	Foraging	3	NA	State Threatened	G5	S2B,S3N
	Common Tern	Sterna hirundo	Foraging	2	NA	Special Concern	G5	S3B,S4N
	Glossy Ibis	Plegadis falcinellus	Foraging	2	NA	Special Concern	G5	S3B,S4N
	Great Blue Heron	Ardea herodias	Foraging	2	NA	Special Concern	G5	S3B,S4N
	Least Tern	Sternula antillarum	Foraging	4	NA	State Endangered	G4	S1B,S1N
	Little Blue Heron	Egretta caerulea	Foraging	2	NA	Special Concern	G5	S3B,S3N
	Osprey	Pandion haliaetus	Foraging	3	NA	State Threatened	G5	S2B
	Osprey	Pandion haliaetus	Nest	3	NA	State Threatened	G5	S2B
	Snowy Egret	Egretta thula	Foraging	2	NA	Special Concern	G5	S3B,S4N
	Tricolored Heron	Egretta tricolor	Foraging	2	NA	Special Concern	G5	S3B,S3N
	Yellow-crowned Night-heron	Nyctanassa violacea	Foraging	3	NA	State Threatened	G5	S2B,S2N
Mammalia								
	Fin Whale	Balaenoptera physalus	Live Individual Sighting	5	Federally Listed Endangered	State Endangered	G3G4	S1

Class	Common Name	Scientific Name	Feature Type	Rank	Federal Protection	State Protection	Grank	Srank
	Humpback Whale	Megaptera novaeangliae	Live Individual Sighting	5	Federally Listed Endangered	State Endangered	G4	S1
	North Atlantic Right Whale	Eubalaena glacialis	Live Individual Sighting	5	Federally Listed Endangered	State Endangered	G1	S1
Reptilia								
	Atlantic Leatherback	Dermochelys coriacea	Occupied Habitat	5	Federally Listed Endangered	State Endangered	G2	S1

United States Department of the Interior

FISH AND WILDLIFE SERVICE

New Jersey Field Office
Ecological Services
927 North Main Street, Building D
Pleasantville, New Jersey 08232
Tel: 609/646 9310
Fax: 609/646 0352
http://www.fws.gov/northeast/njfieldoffice

In Reply Refer To:
14-CPA-0029

John Poland, Environmental Management Division Chief
United States Coast Guard
300 East Main Street, Suite 800
Norfolk, Virginia 23510-9104

NOV 15 2013

Dear Mr. Poland:

The U.S. Fish and Wildlife Service (Service), New Jersey Field Office has received your October 21, 2013 letter regarding the *Hurricane Sandy Proposed Recapitalization Projects to Rebuild the United States Coast Guard (USCG) Station Atlantic City, USCG Manasquan Inlet, and USCG Station Sandy Hook, New Jersey.* The USCG intends to prepare environmental assessments for re-placing damaged facilities with those that are hurricane and flood resilient.

AUTHORITY

The following comments on the proposed action are provided pursuant to Section 7 of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) and the Migratory Bird Treaty Act of 1918 (MBTA) (40 Stat. 755; 16 U.S.C. 703-712), as amended, to ensure the protection of federally listed endangered and threatened species, and migratory birds. Additional comments are provided as technical assistance for the draft Environmental Assessment and do not preclude further comment pursuant to the National Environmental Policy Act (83 Stat. 852; 42 U.S.C. 4321 *et seq.*).

FEDERALLY LISTED AND CANDIDATE SPECIES

The following species occur in the vicinity of the subject USCG Stations. Please review the habitat requirements of each species to evaluate whether the project's impact area (*i.e.*, the action area) contains potentially suitable habitat for any federally listed species. If existing information or field surveys demonstrate that no potentially suitable habitat is located within the project's action area, no further action is required. The Service recommends retaining documentation of your determination in your project files. If available information or field surveys demonstrate that potentially suitable habitat is or may be located within the action area, submit your determination and all relevant project information to this office.

Piping Plover

There are known nesting occurrence of the federally listed (threatened) piping plover (*Charadrius melodus*) located at Sandy Hook. These small, territorial shorebirds are present on the New Jersey shore between March and August. Piping plovers nest above the high tide line, usually on sandy ocean beaches and barrier islands, but also on gently sloping foredunes, blowout areas behind primary dunes, washover areas cut into or between dunes, the ends of sandspits, and deposits of suitable dredged or pumped sand. Piping plover nests consist of a shallow scrape in the sand, frequently lined with shell fragments and often located near small clumps of vegetation. Piping plover adults and chicks feed on marine invertebrates such as worms, fly larvae, beetles, and crustaceans. Feeding areas include the intertidal zone of ocean beaches, ocean washover areas, mudflats, sandflats, wrack lines (organic ocean material left by high tide), and the shorelines of coastal ponds, lagoons, and salt marshes.

Threats to the piping plover include habitat loss, human disturbance of nesting birds, predation, and oil spills and other contaminants. Habitat loss results from development, as well as from beach stabilization, beach nourishment, and other physical alterations to the beach ecosystem. Human disturbance of nesting birds includes foot traffic, sunbathing, kite flying, pets, fireworks displays, beach raking, construction, and vehicle use. These disturbances can result in crushing of eggs, failure of eggs to hatch, and death of chicks. Predation on piping plover chicks and eggs is intensified by development because predators such as foxes, gulls, and raccoons, thrive in developed areas and are attracted to beaches by food scraps and trash. Unleashed and feral dogs and cats also prey on piping plover chicks and eggs.

Seabeach Amaranth

Known occurrences of the federally listed (threatened) plant seabeach amaranth (*Amaranthus pumilus*) are found at Sandy Hook and in the vicinity of the Manasquan Inlet. Seabeach amaranth is an annual plant endemic to Atlantic Coast beaches and barrier islands. The primary habitat of seabeach amaranth consists of overwash flats at accreting ends of islands, lower foredunes, and upper strands of non-eroding beaches (landward of the wrackline), although the species occasionally establishes small temporary populations in other habitats, including sound-side beaches, blowouts in foredunes, inter-dunal areas, and on sand and shell material deposited for beach replenishment or as dredge spoil. Seabeach amaranth usually is found growing on a nearly pure sand substrate, occasionally with shell fragments mixed in.

Seabeach amaranth occupies elevations from 8 inches to 5 feet above mean high tide. The plant grows above the high tide line and is intolerant of even occasional flooding during its growing season. The plant is dependent on a terrestrial, upper beach habitat that is not flooded during the growing season from May into the fall. The habitat of seabeach amaranth is sparsely vegetated with annual herbs and, less commonly, perennial herbs (mostly grasses) and scattered shrubs. Vegetative associates of seabeach amaranth include sea rocket (*Cakile edentula*), seabeach spurge (*Chamaesyce polygonifolia*), and other species of open, sandy beach habitats. However, this species is intolerant of competition and does not occur on well-vegetated sites. Seabeach

amaranth is often associated with beaches managed for the protection of beach nesting birds such as the piping plover and least tern (*Sterna antillarum*). Threats to seabeach amaranth include beach stabilization efforts (particularly the use of beach armoring, such as sea walls and riprap), intensive recreational use, and herbivory by webworms.

Northeastern Beach Tiger Beetle

There are known occurrences of the federally listed (threatened) northeastern beach tiger beetle (*Cicindela dorsalis dorsalis*) within the upper portion of Sandy Hook. Northeastern beach tiger beetles inhabit the intertidal zone through upper beach along wide, sandy ocean beaches. Adults prey and scavenge on amphipods, flies, and other beach arthropods along the water's edge. Eggs are deposited in the mid- to above-high tide drift zone. Larval beetles occur in a relatively narrow band of the upper intertidal to high drift zone, taking nearly two years to develop from eggs to adults. Larvae dig vertical burrows in the sand and wait at the burrow mouth to capture passing prey, primarily small amphipods. The primary threat to the northeastern beach tiger beetle is habitat disturbance and destruction from development, beach stabilization activities, and recreational beach uses including pedestrian and vehicle traffic, all of which affect the larvae. Other threats include spills of oil or other contaminants, pesticide use, natural or human-induced beach erosion, and natural factors such as predation and storms.

The northeastern beach tiger beetle was found historically along New Jersey's undeveloped Atlantic coastal beaches from Sandy Hook to Holgate, but was eliminated (extirpated) from the State. In 1994, a population of the northeastern beach tiger beetle was re-established at the Gateway National Recreation Area, Sandy Hook Unit. If project implementation will involve activities or disturbance in beach, dune, intertidal or nearshore areas, or may result in increased human use of these areas, further consultation pursuant to Section 7 of the ESA is required to avoid adverse effects to the northeastern beach tiger beetle.

Red Knot

The red knot (*Calidris canutus* subsp. *rufa*) was added to the list of Federal candidate species in 2006. A proposed rule to list subspecies *rufa* as threatened under the ESA was published on September 30, 2013. Red knots are federally protected under the MBTA, and are State-listed as endangered.

At 9 to 10 inches long, the red knot is a large, bulky sandpiper with a short, straight, black bill. During the breeding season, the legs are dark brown to black, and the breast and belly are a characteristic russet color that ranges from salmon-red to brick-red. Males are generally brighter shades of red, with a more distinct line through the eye. When not breeding, both sexes look alike—plain gray above and dirty white below with faint, dark streaking. As with most shorebirds, the long-winged, strong-flying knots fly in groups, sometimes with other species. Red knots feed on invertebrates, especially small clams, mussels, and snails, but also crustaceans, marine worms, and horseshoe crab eggs. On the breeding grounds knots mainly eat insects.

Small numbers of red knots may occur in New Jersey year-round, while large numbers of birds rely on New Jersey's coastal stopover habitats during the spring (mid-May through early June) and fall (late-July through November) migration periods. Smaller numbers of knots may spend all or part of the winter in New Jersey. Threats to the red knot include sea level rise; coastal development; shoreline stabilization; dredging; reduced food availability at stopover areas; disturbance by vehicles, people, dogs, aircraft, and boats; and climate change.

Other Federally Listed and Candidate Species

No other federally listed or proposed threatened or endangered flora or fauna under Service jurisdiction are known to occur within the vicinity of the proposed project site. If additional information on federally listed species becomes available, or if project plans change, this determination may be reconsidered.

Thank you for the opportunity to provide initial comments on the proposal to rebuild shore facilities at three USCG stations in New Jersey. Please contact Carlo Popolizio at (609) 383-3938, extension 32, if you require further assistance.

Sincerely,

for Eric Schrading
Field Supervisor

Delaware Nation ~ no archeo, sites

Edwards, Mark

From: Lynn.M.Keller@uscg.mil on behalf of Keller, Lynn M CIV <Lynn.M.Keller@uscg.mil>
Sent: Monday, November 18, 2013 4:54 PM
To: Edwards, Mark; Chaisson, Angela
Subject: FW: Hurricane Sandy Recapitalization Project

Mark and Angela,

We did receive one response from a Tribe regarding the proposed recapitalization projects (see below):

Lynn M. Keller, EI, PMP
Environmental Protection Specialist
USCG SILC EMD (det) Oakland
1301 Clay St Ste 700N
Oakland, CA 94612
Office: 510-637-5532
Cell: 510-418-4704

-----Original Message-----
From: Lewis, James M CIV
Sent: Friday, November 15, 2013 8:01 AM
To: Keller, Lynn M CIV
Subject: FW: Hurricane Sandy Recapitalization Project

FYI

-----Original Message-----
From: JRoss@delawarenation.com [mailto:JRoss@delawarenation.com]
Sent: Thursday, November 14, 2013 4:43 PM
To: Lewis, James M CIV
Subject: re: Hurricane Sandy Recapitalization Project

Delaware Nation

Jason Ross

Section 106 Program Manager

To: Jim Lewis - USCG - Dept. of Homeland Security

cc:

Date: November 14, 2013

Re: Hurricane Sandy Recapitalization Project

Hello Mr. Lewis,

The Delaware Nation recently received correspondence from Mr. John Poland regarding the project listed below.

1. Hurrican Sandy Recapitalization Project for USCG Stations
Atlantic City, Manasquan Inlet, and Sandy Hook, Atlantic and Monmouth
Counties, New Jersey. - PASS

The Cultural Preservation Director, Mrs. Tamara Francis-Fourkiller has reviewed the information provided and As described in your correspondence and, upon research of our database and files we find that the location of the project does not endanger known archaeological sites of interest to the Delaware Nation and to please continue with the work as planned. Should this project inadvertently uncover an archaeological site we request that you immediately contact the appropriate state agencies, as well as the Delaware Nation. Also, we ask that you halt all construction and ground disturbing activities until the tribe and these state agencies are consulted.

If you have any further questions please do not hesitate to contact our office at anytime. Thank you again for taking the time and effort to properly consult with the Delaware Nation.

Respectfully,

Jason Ross

Section 106 Program Manager

Cultural Preservation Department

The Delaware Nation

P.O. Box 825

Anadarko, OK 73005

PH# 405) 247-2448

FAX# 405) 247-8905

www.delawarenation.com <http://www.delawarenation.com>

U.S. Department of Homeland Security
United States Coast Guard

Commander
United States Coast Guard
Shore Infrastructure Logistics Center

300 East Main Street, Suite 800
Norfolk, VA 23510-9104
Staff Symbol:
Phone: (757) 628-4168
Email: James.M.Lewis@uscg.mil

11011
SEP 24 2013

Advisory Council on Historic Preservation
Attn: Katharine Kerr
Old Post Office Building
1100 Pennsylvania Avenue NW, Suite 803
Washington, D.C. 20004

Subj: Notification of Adverse Effect Determination by the New Jersey State Historic Preservation Officer for the United States Coast Guard Proposed Undertaking to Rebuild Station Manasquan Inlet, New Jersey

Dear Ms Kerr:

This letter shall serve as notification to the Advisory Council of the New Jersey State Historic Preservation Officer's (SHPO) adverse effect determination for the United States Coast Guard (USCG) proposal to rebuild USCG Station Manasquan Inlet following damage sustained by Hurricane SANDY. Station Manasquan Inlet is located at 61 Inlet Drive in Point Pleasant Beach, New Jersey. This USCG Station has been active in its present location on the south side of Manasquan Inlet since 1936, and the Station's Boathouse and Station Building have been determined to be eligible for listing on the National Register of Historic Places. For your information, the SHPO's adverse effect determination is attached as Enclosure (1), and the USCG's SHPO project review package is attached as Enclosure (2).

The Coast Guard initially proposed to rebuild this facility in 2002, including negotiation of a Memorandum of Agreement (MOA) with the New Jersey SHPO (HPO-H 2002 - 49 PROD). The Coast Guard was not able to execute the project at that time and the major deficiencies in the Station's facilities remain and continue to impede efficient Coast Guard operations. Furthermore, Station Manasquan Inlet sustained significant damage in October 2012 as a result of Hurricane SANDY, and revealed larger deficiencies that could threaten operations following future storm events. Following Hurricane SANDY, Congress passed a Hurricane SANDY appropriation allocating funding for rebuilding and improving resiliency at Coast Guard facilities affected by storm; however, the appropriation requires obligation of funds by September 2014. This extremely short timeframe requires the Coast Guard to expedite project planning and contract documents so valuable rebuilding funds are not lost.

The proposed undertaking includes the following activities: demolition of the historic Boathouse, construction of an approximately 22,500 square foot Multi-Mission Station Building

on the site of the former Boathouse, demolition of the non-historic Unaccompanied Personnel Housing (UPH) Building, construction of a new parking lot on the site of the former UPH Building, and declaring excess the historic Station Building and a land area of approximately 95 feet by 85 feet. The USCG has determined that the proposed action would result in an adverse effect to historic resources at Station Manasquan Inlet. USCG is currently working on an MOA with NJ SHPO to address adverse impacts due to this proposed undertaking and negotiate mitigation measures.

USCG hereby extends the invitation to the Council to participate in the consultation process with USCG, SHPO, Tribal Historic Preservation Officers and the public. Thank you for your consideration in this matter. If you have any further questions, please contact Mr. Jim Lewis of my staff at (757) 628-4168.

John Poland
USCG SILC
Environmental Management Division Chief
By Direction of the Commanding Officer

Enclosure:
(1) NJ SHPO Adverse Effect Determination Letter, USCG Station Manasquan Inlet, Dated 14 June 2013.
(2) USCG Letter to NJ SHPO to Initiate Consultation Regarding the Proposed Rebuilding of USCG Station Manasquan Inlet, NJ (with enclosures), Dated 8 May 2013.

Copy:
CGD5
CG47
CG SILC
CG CEU Cleveland
NJ SHPO

Preserving America's Heritage

October 31, 2013

Mr. John Poland
Environmental Management Division Chief
U.S. Coast Guard
Shore Infrastructure Logistics Center
300 East Main Street, Suite 800
Norfolk, VA 23510-9104

Ref: ***Proposed Rebuilding of the USCG Station Manasquan Inlet***
Point Pleasant Beach, Ocean County, New Jersey

Dear Mr. Poland:

The Advisory Council on Historic Preservation (ACHP) recently received your notification and supporting documentation regarding the adverse effects of the referenced undertaking on properties listed on and eligible for listing in the National Register of Historic Places. Based upon the information you provided, we have concluded that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases,* of our regulations, "Protection of Historic Properties" (36 CFR Part 800) does not apply to this undertaking. Accordingly, we do not believe that our participation in the consultation to resolve adverse effects is needed. However, if we receive a request for participation from the State Historic Preservation Officer, Tribal Historic Preservation Officer, or another party, we may reconsider this decision. Additionally, should circumstances change, and you determine that our participation is needed to conclude the consultation process, please notify us.

Pursuant to 36 CFR 800.6(b)(1)(iv), you will need to file the final Memorandum of Agreement (MOA), developed in consultation with the New Jersey State Historic Preservation Officer (SHPO) and any other consulting parties, and related documentation with the ACHP at the conclusion of the consultation process. The filing of the Agreement and supporting documentation with the ACHP is required in order to complete the requirements of Section 106 of the National Historic Preservation Act.

Thank you for providing us with your notification of adverse effect. If you have any questions or require further assistance, please contact Katharine Kerr at 202-606-8534, or via email at kkerr@achp.gov.

Sincerely,

Raymond V. Wallace

Raymond V. Wallace
Historic Preservation Technician
Office of Federal Agency Programs

HPO Project Number 13-1059-1
HPO-F2013-102

State of New Jersey

MAIL CODE 501-04B
DEPARTMENT OF ENVIRONMENTAL PROTECTION
NATURAL & HISTORIC RESOURCES
HISTORIC PRESERVATION OFFICE
P.O. Box 420
Trenton, NJ 08625-0420
TEL. (609) 984-0176 FAX (609) 984-0578

CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

BOB MARTIN
Commissioner

JPoland 6/25/13
Jim —
Lynn —
Dan —

June 14, 2013

John Poland
USCH SILC
Environmental Management Division Chief
300 East Main Street
Suite 800
Norfolk, VA 23510-9104

Dear Mr. Poland:

As Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 CFR Part 800: Protection of Historic Properties, as published in the *Federal Register* on December 12, 2000 (65 FR 77725-77739) and amended on July 6, 2004 (69 FR 40544-40555), I am providing consultation comments for the following proposed undertaking:

Ocean County, Point Pleasant Beach Borough
Rebuilding USCG Station Manasquan Inlet
HPO Project # 13-1059

The Historic Preservation Office (HPO) and the United States Coast Guard (USCG) previously consulted on this project which resulted in the execution of a Memorandum of Agreement (MOA) in 2002 that has since expired. Therefore, the USCG is reinitiating Section 106 consultation.

800.4 Identification of historic Properties

The Manasquan Inlet Station was determined eligible for listing in the New Jersey and National Registers of Historic Places on November 7, 1991.

800.5 Assessment of Effect

The proposed undertaking consists of the demolition of the existing boathouse, construction of a new facility on the former boathouse site, demolition of the existing UPH building with the site becoming a parking lot, and declaring the existing station building excess. The undertaking, as proposed, will have an **adverse effect** on the Manasquan Inlet Station.

800.6 Resolution of Adverse Effect

The HPO has reviewed the previously executed Memorandum of Agreement (MOA) and has no objection to the document being updated with the appropriate information and being resigned.

If you have any questions regarding this letter, please contact Michelle Hughes at (609) 984-6018. We look forward to further consultation on this undertaking, please reference the HPO project number 13-1059 in any future calls, emails, or written correspondence to help expedite your review and response. Thank you.

Sincerely,

Daniel D. Saunders
Deputy State Historic
Preservation Officer

U.S. Department of Homeland Security

United States Coast Guard

Commander
United States Coast Guard
Shore Infrastructure Logistics Center

300 East Main Street, Suite 800
Norfolk, VA 23510-9104
Staff Symbol: EMD
Phone: (757) 628-4168
Email:james.m.lewis@USCG.mil

11011
MAY 8 2013

Mr. Daniel Saunders
Deputy State Historic Preservation Officer
Mail Code 501-04B
State of New Jersey
Department of Environmental Protection, Historic Preservation Office
P.O. Box 420
Trenton, New Jersey 08625-0420

Subj: Rebuilding United States Coast Guard Station Manasquan Inlet, New Jersey

Dear Mr. Saunders:

The U. S. Coast Guard proposes to rebuild Coast Guard Station Manasquan Inlet, located at 61 Inlet Drive, Point Pleasant Beach, Ocean County, New Jersey. The Coast Guard initially proposed to rebuild this facility in 2002, including negotiation of a Memorandum of Agreement (MOA) with the New Jersey SHPO (HPO-H 2002 - 49 PROD). The Coast Guard was not able to execute the project at that time and the major deficiencies in the Station's facilities remain and continue to impede efficient Coast Guard operations. Furthermore, Station Manasquan Inlet sustained significant damage as a result of Hurricane SANDY, and revealed larger deficiencies that could threaten operations following future storm events.

Congress passed a Hurricane SANDY appropriation allocating funding for rebuilding and improving resiliency at Coast Guard facilities affected by storm. The appropriation requires obligation of funds by Sept 2014. This extremely short timeframe requires the Coast Guard to expedite project planning and contract documents so valuable rebuilding funds are not lost.

Consequently, in accordance with the 2002 MOA between the Coast Guard and the State of New Jersey, State Historic Preservation Office, the Coast Guard is reinitiating consultation with you pursuant to 36 CFR 800, the regulations implementing Section 106 of the National Historic Preservation Act (NHPA) regarding the proposed rebuilding of Station Manasquan Inlet. The Coast Guard requests your concurrence with our determination that this action, assuming revalidation of the 2002 MOA and/or inclusion of all mitigation measures developed in the 2002 MOA, would not adversely affect any historic resources at Coast Guard Station Manasquan Inlet.

Background

Coast Guard Station Manasquan Inlet is a Multi-Mission Station located in the Borough of Point Pleasant Beach, New Jersey. The Station missions include search and rescue, law enforcement, marine environmental pollution and boating safety throughout the area of responsibility ranging 20 nautical miles from Long Branch in the North to Seaside Heights in the south. The Station location is shown on the Site Location Map included as Enclosure (1).

Station Manasquan Inlet currently occupies three buildings on two parcels of land, which are separated by a public roadway. The Station Building and Unaccompanied Personnel Housing (UPH) occupy the inland parcel and the Boathouse occupies the waterside parcel. The UPH

building is not historic (circa 1976) but the Station Building (circa 1935) and Boathouse (circa 1937) have been determined to be eligible for listing on the National Register of Historic Places (NRHP).

The Coast Guard proposed a major rehabilitation of the site in 2002 that was identical to the current proposal, including constructing a new Station Building on the site of the existing Boathouse, demolishing the UPH building, and declaring excess the existing historic Station Building. This proposal was not executed at the time as a result of Coast Guard budget cuts. The Coast Guard and the State of New Jersey, State Historic Preservation Office, executed a MOA in 2002 stipulating mitigation measures for the proposed action (HPO-H 2002 - 49 PROD). The 2002 MOA expired in 2010. The 2002 MOA is included as Enclosure (2).

As detailed in the 2002 proposal to rehabilitate the Station, and true today, the facilities have the following major deficiencies:

- Facilities are out-of-date (heating, plumbing, foundation), expensive to maintain, and in many cases, no longer capable of maintenance or repair due to their age;
- The layout of the 1930's era buildings do not support efficient function of modern Coast Guard operations;
- The existing station building lacks adequate security for Coast Guard personnel, including setbacks, visitors entrance, fencing, etc.; and
- The Station Building is separated from the Boathouse by a public roadway (Inlet Drive), which requires personnel to cross through traffic, especially during the summer months, putting station personnel at risk and potentially interfering with access to vessels during missions.

In addition to the current deficiencies at the Station, all three buildings sustained significant flooding and water damage as a result of storm surge during Hurricane SANDY.

The planned reconstruction of Station Manasquan Inlet would elevate Coast Guard facilities above the 500 year storm flood elevation and allow new facilities to avoid future damage from water intrusion/flooding, reduce maintenance costs and, most importantly, enable the Station to maintain Coast Guard operations during and immediately after future storm events.

Cultural Resources at Station Manasquan Inlet

The Manasquan Inlet Station, including the Main Station Building and Boathouse, was determined eligible for listing in the New Jersey and National Registers of Historic Places on November 7, 1991. The Station Manasquan Inlet Station Building and Boathouse are considered an example of typical Coast Guard station architecture circa late 1930's and early 1940's. Photographs of the Station and proposed project area are shown in Enclosure (3).

Proposed Action at Station Manasquan Inlet

As a result of Hurricane SANDY, Station Manasquan Inlet sustained significant damage to the existing Station Building. Although the damage to the existing structures has been mitigated and operations have resumed, the facility's elevation and age will not provide sufficient assurance that future storm damage can be avoided.

To mitigate the resulting storm damage, a new elevated, hurricane resistant, multi-mission station building would be constructed on the site of the existing boathouse. The proposed project would adopt design standards similar to those from recent Coast Guard Station reconstruction along the Gulf Coast following Hurricane KATRINA and Ike.)

SUBJ: REBUILDING OF US COAST GUARD STATION MANASQUAN INLET, NEW JERSEY

The proposed action would consist of:

- Demolition of the existing boathouse.
- Construction of an approximately 18,500 gross square foot building on the site of the former boathouse. The proposed station building would provide a hurricane resistant structure, elevated at or above the 500 year flood elevation. The new construction will be conducted in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties (36 CFR Part 68).
- Site construction would comply with Department of Defense Anti-Terrorism/Force Protection (AT/FP) criteria, including upgraded perimeter fencing and hardening of the station building to meet AT/FP protection standards (in lieu of setback distances).
- Demolition of the existing UPH building and creation of station parking on this site.
- Declaring excess the existing Station Building, including a land area of approximately 95 ft by 85 ft.

Proposed Mitigations included in Proposed Project

As a condition of the proposed action, the Coast Guard proposes to renew the 2002 MOA or establish a new MOA substantially similar to the 2002 MOA for the proposed rehabilitation. As such, the terms and conditions of the 2002 MOA are assumed to be part of the proposed action. These mitigations are expected to include, but not be limited to:

1. The Coast Guard agrees to recommend to the General Services Administration that the Station Building, if transferred out of Federal control, be transferred with historic covenants requiring maintenance per Department of the Interior Standards.
2. The New Jersey SHPO agrees that a transfer of the Station Building to another Federal entity is an undertaking that will not result in an adverse effect.
3. The Coast Guard agrees to document the Boathouse as required by the 1999 New Jersey Historic Preservation Office Guidelines for Architectural Survey sections 2.5.2, 2.5.3, 2.5.3.1, 2.5.3.2, 2.5.3.2, 3.3.4, and 3.3.5. Additionally, the Coast Guard will provide a minimum of two (2) photographs per interior room (more photographs may be provided to document particularly significant features). The photographs will be high quality digital, and will be labeled and keyed to a floor plan of the structure. Additionally, the Coast Guard will provide the New Jersey SHPO with a CD containing copies of all digital photographs and other digital media included in the Architectural Survey. The USCG agrees to construct the new station building (which will be in the location of the existing Boathouse) in a historic architectural style that will complement the existing Station Building across the street. The Coast Guard will submit the design for the new station to the New Jersey SHPO for review prior to construction, understanding that the New Jersey SHPO may request certain changes to initial Coast Guard plans.
4. The Coast Guard agrees to create and maintain a historical exhibit in the lobby of the new structure, showcasing the previous structure along with a history of Station Manasquan Inlet. The New Jersey SHPO will have an opportunity to comment on the exhibit prior to construction.

5. The USCG agrees to provide the New Jersey SHPO with an inventory of active Coast Guard lifesaving stations in the State of New Jersey. The inventory will contain:

   a. Name and location of the station.

   b. The date the station was constructed.

   c. Whether or not the station has a boathouse.

   d. Five (5) exterior photographs (35mm or digital) of the station. Photographs shall depict the main facades of the building and any signifieant details and/or view sheds. All photographs shall be labeled. A CD will accompany any digital photos.

   e. Whether the station has been determined eligible for listing on the National Register of Historic Places or is already listed.

Other General Provisions of the MOA are expected to be comparable to the 2002 MOA.

USCG Determinations

The USCG has determined that the proposed action, including mitigation measures developed with the New Jersey SHPO for the 2002 MOA and included as part of the proposed action, would not adversely affect historic resources at Station Manasquan Inlet and the Coast Guard respectfully requests your concurrence with this determination.

Thank you for your consideration in this matter and if you have any further questions, please contact Mr. Jim Lewis of my staff at (757) 628-4168.

John R. Poland

John Poland
USCG SILC
Environmental Management Division Chief
By Direction

Enclosure:
(1) Station Manasquan Inlet, Site Location
(2) Memorandum of Agreement Among the U.S. Coast Guard and the New Jersey State Historic Preservation Office, for the Potential Demolition of the Boathouse and Reporting of Excess the Station Building at Coast Guard Station Manasquan Inlet, New Jersey, July 2002.
(3) Station Manasquan Inlet, Site Photographs

Copy:
CGD5
CG SILC
CG CEU Cleveland

Appendix D
Memorandum of Agreement

HPO Project Number 13-1072-6
13-1059-6
HPO- H2014-351

State of New Jersey

MAIL CODE 501-04B
DEPARTMENT OF ENVIRONMENTAL PROTECTION
NATURAL & HISTORIC RESOURCES
HISTORIC PRESERVATION OFFICE
P.O. Box 420
Trenton, NJ 08625-0420
TEL. (609) 984-0176 FAX (609) 984-0578

CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

BOB MARTIN
Commissioner

August 20, 2014

Lynn M. Keller, EI, PMP
Environmental Protection Specialist
USCG SILC EMD (det) Oakland
1301 Clay St Ste 700N
Oakland, CA 94612

Re: Atlantic County, Atlantic City
Rebuild USCG Station Atlantic City
HPO Project # 13-1072
MOA

Ocean County, Point Pleasant Borough
Rebuilding USCG Station Manasquan
HPO Project # 13-1059
MOA

Dear Ms. Keller:

Enclosed please find signed copies of the Memorandum of Agreement for the above reference projects forwarded for your further action.

Sincerely,

Daniel D. Saunders
Deputy State Historic
Preservation Officer

13-1059-6 HR

U.S. Department of Homeland Security

United States Coast Guard

Commanding Officer
United States Coast Guard
Shore Infrastructure Logistics Center

300 East Main Street, Suite 800
Norfolk, VA 23510-9104
Staff Symbol: EMD
Phone: (757) 628-4168
Email: James.M.Lewis@uscg.mil

5090
12 August 2014

Mr. Daniel Saunders
Deputy State Historic Preservation Officer
Mail Code 501-04B
State of New Jersey
Department of Environmental Protection, Historic Preservation Office
P.O. Box 420
Trenton, New Jersey 08625-0420

Subj: Submittal of the Final Memorandum of Agreement for NJ HPO Signature– Hurricane SANDY Proposed Recapitalization Project to Rebuild USCG Station Manasquan Inlet, Ocean County, New Jersey, HPO Project #13-1059

Dear Mr. Saunders:

The attached Memorandum of Agreement (MOA) has been prepared in order to avoid, minimize, and mitigate effects to historic properties at United States Coast Guard (USCG) Station Manasquan Inlet, located at located at 61 Inlet Drive, Point Pleasant Beach, New Jersey. Please find the attached Final MOA, signed by USCG, as Enclosure (1). The USCG recapitalization proposal includes demolishing the non-contributing Unaccompanied Personnel Housing (UPH) structure and turning it into a parking lot, divesting of the historic Station Building, demolition of an historic but obsolete Boathouse structure, and construction of a new Multi-Mission Building at the location of the existing Boathouse; please see Enclosure (2) for a depiction of the proposed recapitalization work.

This MOA was prepared in close coordination with your staff, including review of preliminary design drawings for the proposed new construction of mission critical USCG facilities at USCG Station Manasquan Inlet. USCG initiated NHPA Section 106 consultation in May 2013, and met with HPO staff in your Trenton office on 16 January 2014 and 15 April 2014. I would like to commend Mr. Jonathan Kinney and Ms. Michelle for their efforts to proactively work with USCG in order to achieve a plan of action that is mutually successful for the recapitalization of valuable USCG assets as well as the protection of historic resources.

As you know, in order to utilize Hurricane SANDY funding allocated by Congress to rebuild Station Manasquan Inlet, USCG must meet abbreviated contract award schedules

by the end of Fiscal Year 2014; therefore, we kindly request your expedited review and signature of the enclosed MOA. The USCG looks forward to working with you and your staff to continue to preserve the historic resources at Station Manasquan Inlet. If you have any questions or would like additional clarification, please contact Mr. Jim Lewis at (757) 628-4168 or Ms. Lynn Keller at (510) 637-5532.

Sincerely,

John Poland
USCG SILC
Environmental Management Division Chief
By Direction

Enclosure:
(1) Final Memorandum of Agreement Among the U.S. Coast Guard and the New Jersey State Historic Preservation Officer Regarding the Hurricane SANDY Recapitalization Effort at Coast Guard Station Manasquan Inlet, New Jersey, August 2014.
(2) Station Manasquan Inlet Proposed Action Site Map

Copy (w/o Encl):
CG SILC
CG FDCC
CG CEU CLEVELAND

MEMORANDUM OF AGREEMENT
AMONG THE UNITED STATES COAST GUARD
AND THE NEW JERSEY STATE HISTORIC PRESERVATION OFFICER
REGARDING
THE HURRICANE SANDY RECAPITALIZATION EFFORT AT COAST GUARD STATION MANASQUAN INLET, POINT PLEASANT BEACH, NEW JERSEY

WHEREAS the United States Coast Guard (USCG) proposes to recapitalize Station Manasquan Inlet (Project), located at 61 Inlet Drive, Point Pleasant Beach, New Jersey following damage sustained from Hurricane SANDY in October 2012; and

WHEREAS the USCG plans to fund and execute the Proposed Recapitalization Project to Rebuild USCG Station Sandy Hook, pursuant to the *Disaster Relief Appropriations Act*, 2013 (P.L. 113-2); and

WHEREAS the USCG has defined the undertaking's Area of Potential Effects (APE) as the USCG Station Manasquan Inlet; and

WHEREAS the Manasquan Inlet Station, including the existing Station Building and Boathouse, was determined to be eligible for listing in the New Jersey and National Registers of Historic Places on 7 November 1991; and

WHEREAS the Project consists of rebuilding Station Manasquan Inlet to enable infrastructure to meet full mission capabilities and unit readiness requirements, including meeting Department of Defense Anti-Terrorism/Force Protection criteria and 500-year flood plain levels for mission critical facilities; and

WHEREAS Congress passed a Hurricane SANDY appropriation requiring obligation of funds by September 2014, which allocated funding for rebuilding and improving resiliency at USCG facilities affected by the storm, and the rebuilding of USCG facilities to improve resiliency constitutes an undertaking subject to review under Section 106 of the National Historic Preservation Act (NHPA), 16 U.S.C. § 470f, and its implementing regulations, 36 CFR Part 800; and

WHEREAS the Project shall include demolition of the existing National Register of Historic Places (NRHP)-eligible Boathouse, construction of a new boat maintenance facility and multi-mission building on the site of the former boathouse (Multi-Mission Building), replacement of the existing waterfront bulkhead, demolition of the existing non-historic Unaccompanied Personnel Housing (UPH) building, creation of a parking lot on the former UPH site, and declaring excess the existing NRHP-eligible Station Building structure and approximately a 95-foot by 85-foot parcel of land on which it sits; and

WHEREAS the USCG has determined that the undertaking will result in an adverse effect on Station Manasquan Inlet, as, and has consulted with the New Jersey SHPO pursuant to 36 CFR Part 800, and

MEMORANDUM OF AGREEMENT
AMONG THE UNITED STATES COAST GUARD
AND THE NEW JERSEY STATE HISTORIC PRESERVATION OFFICER
REGARDING
THE HURRICANE SANDY RECAPITALIZATION EFFORT AT COAST GUARD STATION MANASQUAN INLET, POINT PLEASANT BEACH, NEW JERSEY

WHEREAS the USCG shall consult with the public about this Project as a part of the ongoing National Environmental Policy Act process; and

WHEREAS the USCG notified a series of Indian tribes, Tribal Historic Preservation Officers, and other Native American groups about the undertaking, including: 1) the Absentee Shawnee Tribe of Oklahoma; 2) the Delaware Tribal Historic Preservation Officer; 3) The Delaware Tribe of Indians; 4) the Nanticoke-Lenni Lenape Indians of New Jersey; 5) the Powhatan Renape Nation; 6) the Ramapough Lenape Indian Nation; 7) Sand Hill Band of Indians; 8) Sand Hill Indian Historical Association; 9) Shawnee Tribe of Oklahoma; 10) Stockbridge-Munsee Band of the Mohicans; 11) The Cherokee Nation of New Jersey; 12) The Cherokee Tribe of New Jersey; and 13) The Delaware Nation, asked all whether they would like to consult under 36 CFR Part 800.(c)(i)(A) and (B), and no tribe or group indicated its intention to do so, and

WHEREAS in accordance with 36 CFR Section 800.6(a)(1), the USCG has notified the Advisory Council on Historic Preservation (ACHP) of its adverse effect determination providing the specified documentation and the ACHP has chosen not to participate in the consultation as stated in their letter dated 31 October 2013, pursuant to 36 CFR § 800.6(a)(1)(iii); and,

WHEREAS this Memorandum of Agreement (MOA) builds upon the expired 2002 MOA, executed by the USCG and the New Jersey State Historic Preservation Officer, which proposed and negotiated a similar plan of action to rebuild and modernize USCG Station Manasquan Inlet pending receipt of federal funds; and

WHEREAS the USCG has affirmative responsibilities in the maintenance and disposition of any and all components of Station Manasquan Inlet and are therefore signatories to this MOA under the authority of 14 U.S.C. § 141 and U.S.C. § 93(9); and

NOW, THEREFORE, the USCG and SHPO agree that the Project shall be implemented in accordance with the following stipulations in order to take into account the effects of the undertaking on historic properties.

STIPULATIONS

The USCG shall ensure that the following measures are carried out:

I. MITIGATION MEASURES

MEMORANDUM OF AGREEMENT
AMONG THE UNITED STATES COAST GUARD
AND THE NEW JERSEY STATE HISTORIC PRESERVATION OFFICER
REGARDING
THE HURRICANE SANDY RECAPITALIZATION EFFORT AT COAST GUARD STATION MANASQUAN INLET, POINT PLEASANT BEACH, NEW JERSEY

A. Per the ACHP requirements in 36 CFR Part 800.5 – Protection of Historic Properties, the USCG agrees to recommend to the General Services Administration (GSA) that the existing Station Building, if transferred out of Federal control, be transferred with a historic covenant requiring maintenance that will be carried out according to the *Secretary of the Interior Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings*. In this event, USCG shall continue consultation with New Jersey SHPO to ensure that an appropriate historic covenant is included in transfer documentation. USCG will request an expedited divestiture process from GSA in an effort to more proactively market the existing Station Building and find a recipient for the historic structure as quickly as possible, subject to the requirements of the Federal real property disposal process.

B. The New Jersey SHPO agrees that a transfer of the existing Station Building to another Federal entity is an undertaking that will not result in an adverse effect under 36 CFR Part 800.

C. The USCG and New Jersey SHPO acknowledge that it may take several years to meet property disposal and cleanup requirements, identify potential property recipients, and finalize transfer of the existing Station Building to another party. In order to ensure that the Station Building does not further degrade during the divestiture waiting period, USCG shall carry out basic maintenance and/or mothballing of the Station Building. USCG shall make all reasonable efforts to undertake these actions while incorporating the preservation requirements defined in National Park Service Preservation Brief #31, "Mothballing Historic Buildings." The USCG will also undertake periodic monitoring of the Station Building to ensure that its condition does not deteriorate significantly prior to divestiture.

D. Prior to the removal, demolition, or alteration of any components of United States Coast Guard Station Manasquan Inlet, the USCG, using the services of a consultant meeting the Secretary of the Interior's Professional Qualifications Standards [48 FR 44738-9] in History and/or Architectural History, shall document the existing conditions and setting of the existing Station Building and Boathouse to the standards of the Historic American Building Survey (HABS). The USCG shall ensure that all documentation is completed and accepted by the SHPO prior to any demolition or alteration of the property or new construction. The USCG shall provide one original copy of the recordation documentation to the SHPO and duplicate copies, with original photographs, shall be provided to appropriate repositories as identified in consultation with SHPO staff. In addition to exterior photographs, the Coast Guard will provide a minimum of two (2) photographs per interior room (more photographs may be provided by the USCG to document particularly significant features). The photographs will be high quality digital 35 mm, and will be labeled and keyed to a floor plan of the structure. One final report, including original photographs, will be submitted to Rutgers University Library—Special Collections. One final report, including copes of photographs on regular paper, shall be submitted to NJ SHPO, the Point Pleasant Beach Borough, and the Ocean County Cultural and Heritage Commission. Additionally, the USCG will provide the NJ SHPO with a DVD

containing copies of all digital photographs and other digital media included in the Architectural Survey.

E. The USCG agrees to construct the new Multi-Mission Building (which will be in the location of the existing Boathouse) in a historic architectural style that will complement the existing Station Building across the street. The Coast Guard will submit the design for the station to the New Jersey SHPO for review prior to construction, with the understanding that the New Jersey SHPO may request certain changes to initial Coast Guard plans. Per SHPO response letter dated 7 March 2014, SHPO has no objection to the USCG proceeding with the design of the new Multi-Mission Building as proposed for the design-build contract request for proposal.

F. The USCG agrees to create and maintain a historical exhibit in the lobby of the new structure, showcasing the previous structure along with a history of Station Manasquan Inlet. The New Jersey SHPO will have an opportunity to comment on the exhibit design prior to construction.

G. The USCG agrees to provide the New Jersey SHPO with an inventory of active Coast Guard lifesaving stations in the State of New Jersey. The inventory will contain:

1. Name and location of the station.
2. The date the station was constructed.
3. Whether or not the station has a boathouse.
4. Five (5) exterior photographs (35mm or digital) of the station. Photographs shall depict the main facades of the building and any significant details and/or viewsheds. All photographs shall be labeled. A CD will accompany any digital photos.
5. Whether the station has been determined eligible for listing on the National Register of Historic Places or is already listed.

II. GENERAL PROVISIONS

A. Execution of this Memorandum of Agreement (MOA). This MOA will be considered fully executed once all signatory parties have signed the MOA. The USCG will ensure that each signatory party is provided with a copy of the fully executed MOA.

B. Public Objection. If at any time during the implementation of the measures stipulated in this Agreement, should an objection be raised by a member of the public or a consulting party, the USCG shall take the objection into account and consult with the objecting party, any SHPO, other signatory and interested parties, and the Council, as necessary, to resolve the objection.

C. Amendment, Non-Compliance, and Termination. If any signatory believes that the terms of this MOA cannot be carried out or that an amendment to its terms should be made, that signatory

shall immediately consult with the other parties to develop amendments to this Agreement pursuant to 36 CFR 800.6(c)(7). If this Agreement is not amended as provided for in this stipulation, any signatory may terminate it, whereupon the USCG shall proceed in accordance with 36 CFR 800.6(c)(8).

III. DURATION

This MOA will expire if its stipulations are not carried out within ten (10) years from the date of its execution. At such time, and prior to work continuing on the undertaking, the USCG shall either a) execute another MOA pursuant to 36 CFR § 800.6(c)(5), or b) request, take into account, and respond to the comments of the ACHP under 36 CFR § 800.7. Prior to such time, the USCG may consult with the other signatories to reconsider the terms of the MOA and amend it in accordance with Stipulation VII below. The USCG shall notify the signatories as to the course of action it will pursue.

IV. POST-REVIEW DISCOVERIES

If potential historic properties are discovered or unanticipated effects on historic properties found, the USCG shall follow the procedures described in 36 CFR § 800.13(b).

V. DISPUTE RESOLUTION

Should any signatory to this MOA object at any time to any actions proposed or the manner in which the terms of this MOA are implemented, the USCG shall consult with such party to resolve the objection. If the USCG determines that such objection cannot be resolved, the USCG will:

A. Forward all documentation relevant to the dispute, including the USCG's proposed resolution, to the ACHP. The ACHP shall provide the USCG with its advice on the resolution of the objection within thirty (30) days of receiving adequate documentation. Prior to reaching a final decision on the dispute, the USCG shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP, signatories and concurring parties, and provide them with a copy of this written response. The USCG will then proceed according to its final decision.

B. If the ACHP does not provide its advice regarding the dispute within the thirty (30) day time period, the USCG may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, the USCG shall prepare a written response that takes into

account any timely comments regarding the dispute from the signatories and concurring parties to the MOA, and provide them and the ACHP with a copy of such written response.

C. The USCG's responsibilities to carry out all other actions subject to the terms of this MOA that are not the subject of the dispute remain unchanged.

VI. TERMINATION

If any signatory to this MOA determines that its terms will not or cannot be carried out, that party shall immediately consult with the other parties to attempt to develop an amendment per Stipulation VIII, above. If within thirty (30) days (or another time period agreed to by all signatories) an amendment cannot be reached, any signatory may terminate the MOA upon written notification to the other signatories.

Once the MOA is terminated, and prior to work continuing on the undertaking, the USCG must either a) execute an MOA pursuant to 36 CFR § 800.6, or b) request, take into account, and respond to the comments of the ACHP under 36 CFR § 800.7. The USCG shall notify the signatories as to the course of action it will pursue.

VII. ANTI-DEFICIENCY

All commitments made by USCG in this MOA are subject to the availability of appropriated funds, as required by the Antideficiency Act, 31U.S.C. 1341 and 1342. Nothing in this MOA, in and of itself, obligates USCG to expend appropriations or to enter into any contract, assistance agreement, interagency agreement, or incur other financial obligations that would be inconsistent with Agency budget priorities. USCG agrees to make a good faith effort to obtain the necessary funds to fully implement this MOA.

VIII. OTHER PROVISIONS

Nothing in this agreement is intended to conflict with current law or regulation or the directives of the Department of Homeland Security, the USCG, or any other party. If a term of this agreement is inconsistent with such authority, then that term shall be invalid, but the remaining terms and conditions of this agreement shall remain in full force and effect.

EXECUTION of this MOA by the USCG and the SHPO and implementation of its terms are evidence that the USCG has taken into account the effects of this undertaking on historic properties.

MEMORANDUM OF AGREEMENT
AMONG THE UNITED STATES COAST GUARD
AND THE NEW JERSEY STATE HISTORIC PRESERVATION OFFICER
REGARDING
THE HURRICANE SANDY RECAPITALIZATION EFFORT AT COAST GUARD STATION MANASQUAN INLET, POINT PLEASANT BEACH, NEW JERSEY

SIGNATORIES:

UNITED STATES COAST GUARD

John R. Poland

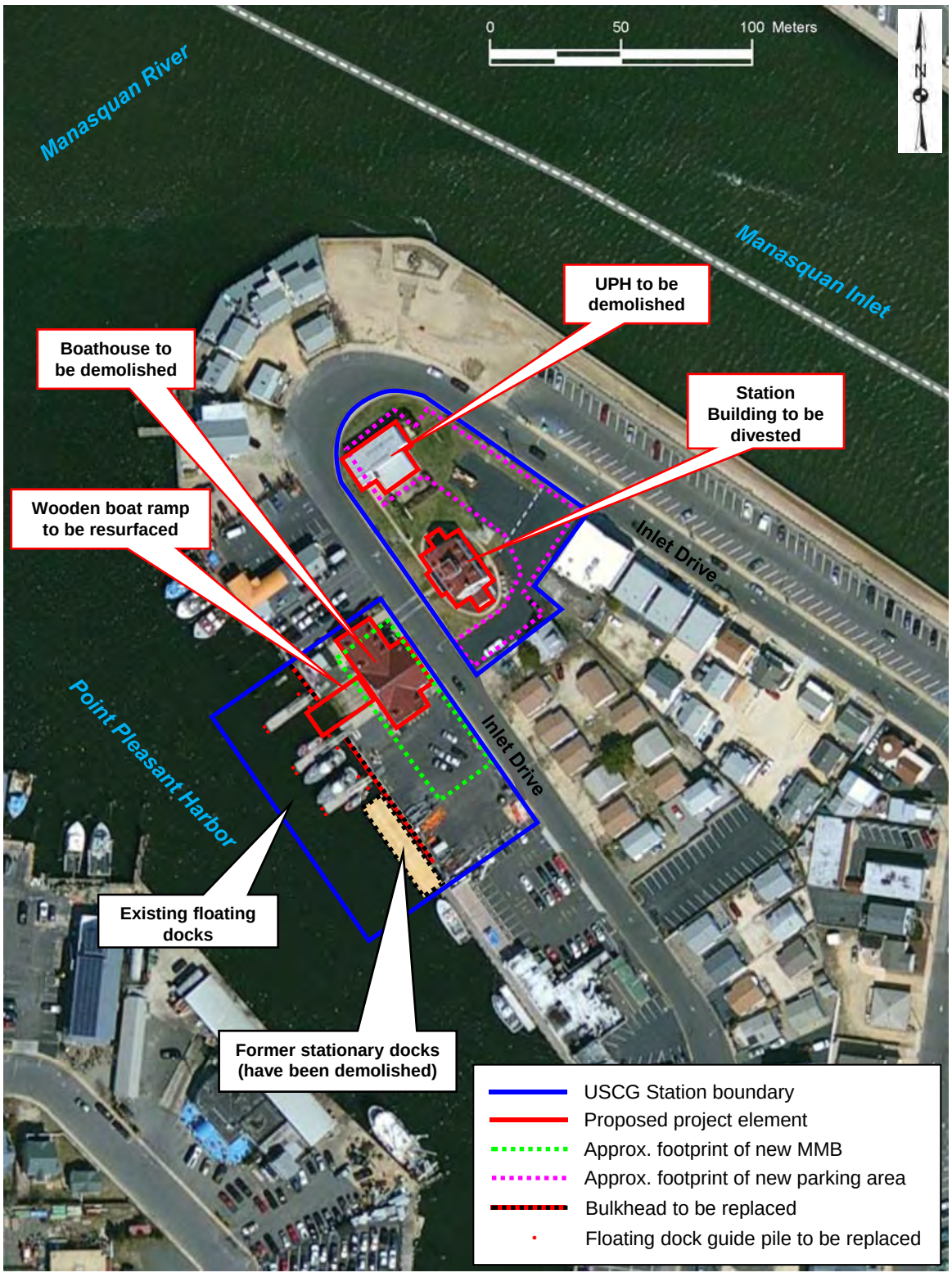
Date: 8/12/14

John R. Poland, Chief, Shore Infrastructure Logistics Center
Environmental Management Division

NEW JERSEY HISTORIC PRESERVATION OFFICE

Date: 8/21/14

Daniel Saunders
New Jersey Deputy State Historic Preservation Officer



PROJECT	USCG Hurricane Sandy Recapitalization Projects	**Station Manasquan Inlet Proposed Action**	
SCALE	As shown	U.S. Department of Homeland Security United States Coast Guard	Contract No. HSCG83-07-D-3WF170 Order No. HSCG47-13-J-A17010 Project No. 05-5335165 Station Manasquan Inlet
SOURCE	Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community		**Figure 2**

Appendix E
Public Involvement

NOTICE OF AVAILABILITY
Final Environmental Assessment and Finding of No Significant Impact
Hurricane Sandy Proposed Recapitalization Project
Rebuild USCG Station Manasquan Inlet, New Jersey

The US Coast Guard (USCG) proposes to construct a new Multi-mission Building (MMB) and reconstruct portions of the waterfront at USCG Station Manasquan Inlet, Point Pleasant Beach, New Jersey. The 2013 Disaster Assistance Supplemental Act (P.L. 113-2) appropriated funds to rebuild USCG shore facilities damaged by Hurricane Sandy in October 2012 and to prevent damage from future storms by replacing damaged facilities with those that are hurricane and flood resilient. The Coast Guard has prepared an Environmental Assessment (EA) pursuant to the National Environmental Policy Act (NEPA) that evaluates the Proposed Action and the No Action Alternative, and provides information and comparative analyses. Based on the analysis in the EA, the Coast Guard has issued a Finding of No Significant Impact (FONSI) for the proposed action. The final EA, including public and agency comments, and the FONSI, are available for review online at http://www.uscg.mil/d5/PublicNotices.asp, or copies may be requested from Lynn Keller, US Coast Guard, SILC EMD, 1301 Clay St., Suite 700N, Oakland, CA 94612-5203, or by email at Lynn.M.Keller@uscg.mil.

PUBLIC NOTICE

Notice of Availability of the Draft Environmental Assessment
Hurricane Sandy Proposed Recapitalization Project
Rebuild USCG Manasquan Inlet, New Jersey

Interested persons are hereby notified that the United States Coast Guard (USCG) has prepared an environmental assessment (EA) to rebuild critical shore facilities at Station Manasquan Inlet, New Jersey, pursuant to the requirements of the National Environmental Policy Act (NEPA) of 1969, the President's Council on Environmental Quality Regulations (40 CFR parts 1500-1508), and the Coast Guard's NEPA implementing procedures (COMDTINST M16475.1D). The EA also fulfills the requirement for project review under Section 106 of the National Historic Preservation Act of 1966 (36 CFR Part 800). The 2013 Disaster Assistance Supplemental Act (P.L. 113-2) appropriated funds to rebuild USCG shore facilities damaged by Hurricane Sandy in October 2012 and to prevent damage from future storms by replacing damaged facilities with those that are hurricane and flood resilient.

> Proposed Action: The USCG proposes to construct a new Multimission Building (MMB) that would combine operations of the existing Station Building and boathouse and would include housing units to replace the duty section berthing provided by the existing Unaccompanied Personnel Housing (UPH). The new MMB would be constructed within the footprint of the existing boathouse and its adjacent parking lot, and would be built to hurricane resistant building codes and to withstand the 500-year flood. The UPH building would be demolished and replaced with parking. The Station Building and the 85-foot by 95-foot parcel on which it sits would be declared excess property and would be divested. The USCG also proposes to rebuild the existing bulkhead along the waterfront, replace the boat ramp's wooden decking with a concrete deck, and replace the guide piles of the existing floating docks with taller ones so that storm surges cannot lift the docks above the guide piles. The USCG is consulting with the State Historic Preservation Officer to avoid and/or mitigate adverse effects on historic properties at the site.

The Draft EA describes the need for the project, the alternatives, and the environmental impacts of the alternatives. The Draft EA also contains a comparative analysis of the alternatives, a statement of the environmental significance of the impacts of the alternatives, and a list of the agencies and persons consulted during EA preparation. The Draft EA will serve as a concise public document to briefly provide sufficient evidence and analysis for determining the need to prepare an Environmental Impact Statement (EIS) or a Finding of No Significant Impact (FONSI).

The Draft EA will be available for comment beginning August 3, 2014, and can be viewed and downloaded from the USCG's website at http://www.uscg.mil/d5/PublicNotices.asp or viewed at the Point Pleasant Beach Library located at 710 McLean Avenue, Point Pleasant Beach, NJ 08742, during normal business hours (Monday/Wednesday/Thursday from 10:00 a.m. to 5:00 p.m., Tuesday from 1:00 p.m. to 9:00 p.m., Friday from 1:00 p.m. to 5:00 p.m., and Saturday from 10:00 a.m. to 1:00 p.m.).

The comment period for the Draft EA will end approximately two weeks after the initial notice publication date of August 1, 2014. Written comments on the Draft EA may be submitted no later than August 16, 2014, via USPS mail, fax, or electronic mail to:

Lynn Keller, EI, PMP
Project Manager
Environmental Protection Specialist
USCG SILC EMD (det) Oakland
1301 Clay Street, Suite 700N
Oakland, CA 94612
510-637-5513 (fax)
Lynn.M.Keller@uscg.mil

The Ocean Star

421 River Ave.
(732) 899-7606

Point Pleasant Beach, N.J. 08742
Fax (732) 899-9778

AFFIDAVIT OF PUBLICATION

State Of New Jersey
County of Ocean } ss.

I, James M. Manser, publisher of THE OCEAN STAR, a newspaper printed and published once a week at Point Pleasant Beach, in said county and state, who being duly sworn, deposeth and saith that the advertisement, of which the annexed is a true copy, has been published in said newspaper one time on the 1 day of August, 2014.

Sworn and subscribed to before me this
1 day of August 2014

Notary Public of New Jersey

Printer's Fee: 42.57
Affidavit Fee: $5.00

Total Fee: 47.57

NANCY CORCORAN
NOTARY PUBLIC OF NEW JERSEY
My Commission Expires Feb. 19, 2018

PUBLIC NOTICE
Notice of Availability of the Draft Environmental Assessment
Hurricane Sandy Proposed Recapitalization Project
Rebuild USCG Manasquan Inlet, New Jersey

Interested persons are hereby notified that the United States Coast Guard (USCG) has prepared an environmental assessment (EA) to rebuild critical shore facilities at Station Manasquan Inlet, New Jersey, pursuant to the requirements of the National Environmental Policy Act (NEPA) of 1969, the President's Council on Environmental Quality Regulations (40 CFR parts 1500-1508), and the Coast Guard's NEPA implementing procedures (COMDTINST M16475.1D). The EA also fulfills the requirement for project review under Section 106 of the National Historic Preservation Act of 1966 (36 CFR Part 800). The 2013 Disaster Assistance Supplemental Act (P.L. 113-2) appropriated funds to rebuild USCG shore facilities damaged by Hurricane Sandy in October 2012 and to prevent damage from future storms by replacing damaged facilities with those that are hurricane and flood resilient.

Proposed Action: The USCG proposes to construct a new Multimission Building (MMB) that would combine operations of the existing Station Building and boathouse and would include housing units to replace the duty section berthing provided by the existing Unaccompanied Personnel Housing (UPH). The new MMB would be constructed within the footprint of the existing boathouse and its adjacent parking lot, and would be built to hurricane resistant building codes and to withstand the 500-year flood. The UPH building would be demolished and replaced with parking. The Station Building and the 85-foot by 95-foot parcel on which it sits would be declared excess property and would be divested. The USCG also proposes to rebuild the existing bulkhead along the waterfront, replace the boat ramp's wooden decking with a concrete deck, and replace the guide piles of the existing floating docks with taller ones so that storm surges cannot lift the docks above the guide piles. The USCG is consulting with the State Historic Preservation Officer to avoid and/or mitigate adverse effects on historic properties at the site.

The Draft EA describes the need for the project, the alternatives, and the environmental impacts of the alternatives. The Draft EA also contains a comparative analysis of the alternatives, a statement of the environmental significance of the impacts of the alternatives, and a list of the agencies and persons consulted during EA preparation. The Draft EA will serve as a concise public document to briefly provide sufficient evidence and analysis for determining the need to prepare an Environmental Impact Statement (EIS) or a Finding of No Significant Impact (FONSI).

The Draft EA will be available for comment beginning August 3, 2014, and can be viewed and downloaded from the USCG's website at http://www.uscg.mil/d5/PublicNotices.asp or viewed at the Point Pleasant Beach Library located at 710 McLean Avenue, Point Pleasant Beach, NJ 08742, during normal business hours (Monday/Wednesday/Thursday from 10:00 a.m. to 5:00 p.m., Tuesday from 1:00 p.m. to 9:00 p.m., Friday from 1:00 p.m. to 5:00 p.m., and Saturday from 10:00 a.m. to 1:00 p.m.).

The comment period for the Draft EA will end approximately two weeks after the initial notice publication date of August 1, 2014. Written comments on the Draft EA may be submitted no later than August 16, 2014, via USPS mail, fax, or electronic mail to:

Lynn Keller, EI, PMP
Project Manager
Environmental Protection Specialist
USCG SILC EMD (det) Oakland
1301 Clay Street, Suite 700N
Oakland, CA 94612
510-637-5513 (fax)
Lynn.M.Keller@uscg.mil
($42.57) (129) (8/1)
The Ocean Star

PUBLIC NOTICE

Notice of Intent to Prepare an Environmental Assessment
Hurricane Sandy Proposed Recapitalization Project
Rebuild USCG Station Manasquan Inlet, New Jersey

The United States Coast Guard (USCG) intends to prepare an environmental assessment (EA) for the proposal to rebuild shore facilities at Station Manasquan Inlet, New Jersey, pursuant to the requirements of the National Environmental Policy Act (NEPA) of 1969, the President's Council on Environmental Quality Regulations (40 CFR parts 1500-1508), and the Coast Guard's NEPA implementing procedures (COMDTINST M16475.1D). The EA will also fulfill the requirement for project review under Section 106 of the National Historic Preservation Act of 1966 (36 CFR Part 800). The 2013 Disaster Assistance Supplemental Act (P.L. 113-2) appropriated funds to rebuild USCG shore facilities damaged by Hurricane Sandy in October 2012 and to prevent damage from future storms by replacing damaged facilities with those that are hurricane and flood resilient.

> Proposed Action: The USCG proposes to replace the Station building and Boathouse facilities at USCG Station Manasquan Inlet, both of which are eligible for listing in the National Register of Historic Places (NRHP). To improve resilience and reduce down time for mission critical facilities after future storms, these new, hardened shore facilities will be constructed above the 500-year flood elevation, where practicable, and to hurricane resistant building codes. The existing historic Station Building will be declared excess and divested out of the USCG property inventory and a new elevated hurricane-resistant Multi-Mission Station building will be constructed on the site of the existing boathouse and its adjacent parking lot. USCG will consult with the State Historic Preservation Officer to avoid and/or mitigate adverse effects on historic properties at the site. The bulkhead will be re-built as part of this project to improve its resilience to future storms. The existing, non-historic Unaccompanied Personnel Housing (UPH) building will be demolished and replaced with additional parking.

Alternatives will be evaluated by the USCG in the EA, including the No Action Alternative and the above-described Proposed Action. The USCG may consider other reasonable alternatives identified during the public scoping process.

The EA will describe the need for the project, the alternatives, and the environmental impacts of the alternatives. The EA will also contain a comparative analysis of the alternatives, a statement of the environmental significance of the impacts of the alternatives, and a list of the agencies and persons consulted during EA preparation. The EA will serve as a concise public document to briefly provide sufficient evidence and analysis for determining the need to prepare an Environmental Impact Statement (EIS) or a Finding of No Significant Impact (FONSI).

Public Scoping Period: The Coast Guard is seeking public input on the scope of environmental issues to be addressed in the EA. Please submit your written comments by October 18, 2013, via USPS mail, fax, or electronic mail to:

Lynn Keller, EI, PMP
Project Manager
Environmental Protection Specialist
USCG SILC EMD (det) Oakland
1301 Clay Street, Suite 700N
Oakland, CA 94612
510-637-5513 (fax)
Lynn.M.Keller@uscg.mil

The Ocean Star

421 River Ave. Point Pleasant Beach, N.J. 08742
(732) 899-7606 Fax (732) 899-9778

AFFIDAVIT OF PUBLICATION

State Of New Jersey
County of Ocean } ss.

I, James M. Manser, publisher of THE OCEAN STAR, a newspaper printed and published once a week at Point Pleasant Beach, in said county and state, who being duly sworn, deposeth and saith that the advertisement, of which the annexed is a true copy, has been published in said newspaper one time on the 4 day of October, 2013.

Sworn and subscribed to before me this
4 day of October 2013

Notary Public of New Jersey

Printer's Fee: 37.62
Affidavit Fee: $5.00

Total Fee: 42.62

NANCY CORCORAN
NOTARY PUBLIC OF NEW JERSEY
My Commission Expires Feb. 18, 2018

PUBLIC NOTICE

Notice of Intent to Prepare an Environmental Assessment

Hurricane Sandy Proposed Recapitalization Project

Rebuild USCG Station Manasquan Inlet, New Jersey

The United States Coast Guard (USCG) intends to prepare an environmental assessment (EA) for the proposal to rebuild shore facilities at Station Manasquan Inlet, New Jersey, pursuant to the requirements of the National Environmental Policy Act (NEPA) of 1969, the President's Council on Environmental Quality Regulations (40 CFR parts 1500-1508), and the Coast Guard's NEPA implementing procedures (COMDTINST M16475.1D). The EA will also fulfill the requirement for project review under Section 106 of the National Historic Preservation Act of 1966 (36 CFR Part 800). The 2013 Disaster Assistance Supplemental Act (P.L. 113-2) appropriated funds to rebuild USCG shore facilities damaged by Hurricane Sandy in October 2012 and to prevent damage from future storms by replacing damaged facilities with those that are hurricane and flood resilient.

Proposed Action: The USCG proposes to replace the Station building and Boathouse facilities at USCG Station Manasquan Inlet, both of which are eligible for listing in the National Register of Historic Places (NRHP). To improve resilience and reduce down time for mission critical facilities after future storms, these new, hardened shore facilities will be constructed above the 500-year flood elevation, where practicable, and to hurricane resistant building codes. The existing historic Station Building will be declared excess and divested out of the USCG property inventory and a new elevated hurricane-resistant Multi-Mission Station building will be constructed on the site of the existing boathouse and its adjacent parking lot. USCG will consult with the State Historic Preservation Officer to avoid and/or mitigate adverse effects on historic properties at the site. The bulkhead will be re-built as part of this project to improve its resilience to future storms. The existing, non-historic Unaccompanied Personnel Housing (UPH) building will be demolished and replaced with additional parking.

Alternatives will be evaluated by the USCG in the EA, including the No Action Alternative and the above-described Proposed Action. The USCG may consider other reasonable alternatives identified during the public scoping process.

The EA will describe the need for the project, the alternatives, and the environmental impacts of the alternatives. The EA will also contain a comparative analysis of the alternatives, a statement of the environmental significance of the impacts of the alternatives, and a list of the agencies and persons consulted during EA preparation. The EA will serve as a concise public document to briefly provide sufficient evidence and analysis for determining the need to prepare an Environmental Impact Statement (EIS) or a Finding of No Significant Impact (FONSI).

Public Scoping Period: The Coast Guard is seeking public input on the scope of environmental issues to be addressed in the EA. Please submit your written comments by October 18, 2013, via USPS mail, fax, or electronic mail to:

LYNN KELLER, EI, PMP
Project Manager
Environmental Protection Specialist
USCG SILC EMD (det) Oakland
1301 Clay Street, Suite 700N
Oakland, CA 94612
510-637-5513 (fax)
Lynn.M.Keller@uscg.mil

($37.62) (114) (10/4)

The Ocean Star

Appendix F
Comments Received on the Draft EA

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
GREATER ATLANTIC REGIONAL FISHERIES OFFICE
55 Great Republic Drive
Gloucester, MA 01930-2276

AUG 27 2014

Dean Amundson
Environmental Planning Program Manager
United States Coast Guard
Shore Infrastructure Logistics Center
300 East Main Street, Suite 800
Norfolk, VA 23510-9104

Re: Hurricane Sandy Recapitalization Project Rebuild USCG Station Manasquan Inlet, New Jersey

Dear Mr. Amundson:

We have completed an Endangered Species Act (ESA) section 7 consultation in response to your letter we received on August 1, 2014. We concur with your determination that the proposed project may affect, but is not likely to adversely affect, any species listed as threatened or endangered by us under the ESA of 1973, as amended. Our supporting analysis is provided below.

Proposed Project
You are proposing to rebuild the existing bulkhead along the waterfront and replace the guide piles of the existing floating docks with taller ones at USCG Station Manasquan Inlet, New Jersey, which is located on Loughran Point in Point Pleasant Beach. Approximately 219-foot long steel sheet pile bulkhead will be installed via an impact hammer.

Twelve existing guide piles will be removed and replaced with taller piles. The piles will be steel or concrete and the diameter of the piles has not been determined yet. The piles will be driven via impact hammers.

You are also proposing to construct a new building on land and replace the boat ramp's wooden decking with a concrete deck, neither of which will involve in-water work and will have no effect on ESA-listed species. This construction will not be considered further in this consultation.

Description of the Action Area
The action area is defined as "all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action" (50 CFR § 402.02). For this project, the action area includes the project footprint as well as the underwater area where effects of pile driving (*i.e.*, elevated levels of underwater noise) will be experienced. Analysis of pile driving activities indicate that effects of increased under water noise will be experienced from a 10-1,000 meter radius of the pile to be driven/drilled (Illingworth and Rodkin, Inc. and Jones and Stoke

2009; HDR Alaska, Inc 2011). As such, the action area is considered to be that area of the Manasquan River located within a 10-1,000 meter radius of piles being driven. This area is expected to encompass all of the direct and indirect effects of the proposed project. The action area lies within a naturally shoaling tidal river with strong currents, depths of up to 15 feet, and mixed silty, sandy and muddy bottoms.

NMFS Listed Species in the Action Area

Atlantic Sturgeon

There are five DPSs of Atlantic sturgeon listed as threatened or endangered. Atlantic sturgeon originating from the New York Bight, Chesapeake Bay, South Atlantic, and Carolina DPSs are listed as endangered, while the Gulf of Maine DPS is listed as threatened. The marine range of all five DPSs extends along the Atlantic coast from Canada to Cape Canaveral, Florida.

Atlantic sturgeon spawn in their natal river, with spawning migrations generally occurring during February-March in southern systems, April-May in Mid-Atlantic systems, and May-July in Canadian systems (Murawski and Pacheco 1977; Smith, 1985; Bain 1997; Smith and Clugston 1997; Caron et al. 2002). Young remain in the river/estuary until approximately age 2 and at lengths of 30-36 inches before emigrating to the open ocean as subadults (Holland and Yelverton 1973; Dovel and Berggren 1983; Dadswell 2006; ASSRT 2007). After emigration from the natal river/estuary, subadults and adult Atlantic sturgeon travel within the marine environment, typically in waters between 16 to 164 feet in depth, using coastal bays, sounds, and ocean waters (Vladykov and Greeley 1963; Murawski and Pacheco 1977; Dovel and Berggren 1983; Smith 1985; Collins and Smith 1997; Welsh et al. 2002; Savoy and Pacileo 2003; Stein et al. 2004; Laney et al. 2007; Dunton et al. 2010; Erickson et al. 2011).

Based on the above information, adult and subadult Atlantic sturgeon from any of the five DPSs could occur in the action area but are not likely to occur at the pile driving site, which is very shallow (i.e., less than 15 feet). However, as young remain in their natal river/estuary until approximately age 2, and early life stages are not tolerant of saline waters, no eggs, larvae, or juvenile Atlantic sturgeon will occur within the waters of the Manasquan River.

Effects of the Action

Pile Driving

The installation of piles via pile driving can produce underwater sound pressure waves that can affect aquatic species. The proposed project will involve the installation of steel sheet piles via an impact hammer. Based on the available literature (*i.e.,* Illingworth and Rodkin, Inc. and Jones and Stoke, 2009), the table below (Table 1) describes the estimated average underwater noise levels produced by the driving of this type of pile. The estimated underwater noise levels are taken from a distance of 10 meters from the pile being driven.

The underwater noise levels produced during the installation of the replacement guide piles will be quieter than that of the driving of the steel sheet piles. If steel pipe piles of 24 inches or greater are used, a wood cushion block will be placed on top of the piles throughout the installation process. The cushion block will absorb sound energy, attenuating underwater noise. Based on the best available information, wooden cushion blocks can reduce source level

pressures by 11 to 26 dB (Illingworth and Rodkin, Inc. and Jones and Stoke 2009). The method used to remove the existing piles has not been determined. One method that may be used that will produce underwater sound pressure waves is by a vibratory extractor. Any underwater noise levels produced by a vibratory extractor would be below noise levels produced by the driving of steel sheet piles. Given this information, we will analyze the underwater noise levels generated by the driving of the steel sheet piles.

Table 1. Estimated average underwater noise levels produced by the driving of steel sheet piles.

Type Pile	Hammer Type	Estimated Peak Noise Level (dB_{Peak}[1])	Estimated Pressure Level (dB_{RMS}[2])	Estimated cumulative sound exposure level (cSEL)[3]
Steel Sheet Piles	Impact	205	189	179

These levels are dependent not only on the pile and hammer characteristics, but also on the geometry and boundaries of the surrounding underwater and benthic environment. As the distance from the source increases, underwater sound levels produced by pile driving are known to attenuate rapidly. Using data from Illingworth and Rodkin, Inc. and Jones and Stoke (2009), underwater noise levels produced from the driving of steel sheet piles will attenuate approximately 5 dB per doubling of distance, up to 20 meters, and from 20 meters on, attenuate approximately 10 dB per doubling of distance.

Pile driving affects fish through underwater noise and pressure which can cause effects to hearing and air containing organs, such as the swim bladder. Effects to fish can range from temporary avoidance of an area to death due to injury of internal organs. The type and size of pile, type of installation method (*i.e.,* vibratory vs. hammer), type and size of fish (smaller fish are more often impacted), and distance from the sound source (*i.e.,* sound attenuates over distance so noise levels are greater closer to the source) all contribute to the likelihood of effects to an individual fish. The available literature on effects of pile driving on aquatic species is difficult to summarize due to inconsistent methods of measuring underwater sound, the diversity of pile driving methods and receiving substrates, and the differing tolerances of aquatic species to underwater noise. Generally, however, the larger the pile and the closer a fish is to the pile, the greater the likelihood of effects.

[1] Peak sound pressure level is the largest absolute value of the instantaneous sound pressure and is expressed as dB re: 1 μPa.

[2] Root Mean Square (RMS) pressure is the square root of the time average of the squared pressure and is expressed as dB re: 1 μPa. Current thresholds for determining impacts to sea turtles typically center around RMS.

[3] Sound Exposure Level (SEL) is defined as that level which, lasting for one second, has the same acoustic energy as the transient and is expressed as dB re: 1μPa^2•sec. Accumulative or cumulative SEL (cSEL) is calculated as SELcumulative = SELsingle strike + 10 log (# of pile strikes).

An interagency work group, including the U.S. Fish and Wildlife Service (USFWS) and NMFS, has reviewed the best available scientific information and developed criteria for assessing the potential of pile driving activities to cause injury to fish (Fisheries Hydroacoustic Working Group (FHWG) 2008). The workgroup established dual sound criteria for injury, measured 10 meters away from the pile, of 206 dB re 1 μPa_{Peak} and 187 dB accumulated sound exposure level (dBcSEL; re: $1\mu Pa^2 \cdot sec$) (183 dB accumulated SEL for fish less than 2 grams). While this work group is based on the U.S. West Coast, species similar to Atlantic sturgeon were considered in developing this guidance (green sturgeon). As these species are biologically similar to the species being considered herein, it is reasonable to use the criteria developed by the FHWG.

Based on the best available information, peak pressure levels and cSEL levels produced by the driving of steel sheet piles described in Table 1 will produce underwater noise levels below 206 dB re 1 μPa_{Peak} and 187cSEL (see Table 1) within 10 meters of the pile being driven. As such, the installation of sheet piles is extremely unlikely to cause injury to Atlantic sturgeon.

In addition, for purposes of assessing behavioral effects of pile driving at several West Coast projects, NMFS has employed a 150 dB re 1 μPa_{RMS} sound pressure level criterion at several sites, including the San Francisco-Oakland Bay Bridge and the Columbia River Crossings. As we are not aware of any studies that have considered the behavior of Atlantic sturgeon in response to pile driving noise, given the available information from studies on other fish species (*i.e.,* Anderson *et al.* 2007; Purser and Radford 2011; Wysocki *et al.* 2007), we consider 150 dB re 1 μPa_{RMS} to be a reasonable estimate of the noise level at which exposure may result in behavioral modifications. As such, for the purposes of this consultation, we will use 150 dB re 1 μPa_{RMS} as a conservative indicator of the noise level at which there is the potential for behavioral effects (*e.g.,* temporary startle to avoidance of an ensonified area).

Based on attenuation rates, underwater noise levels are expected to be below 150 dB re 1 μPa_{RMS} at a distance beyond 150 meters from the pile being driven. In the worst case, sturgeon would avoid the area where noise levels are above 150 dB re 1 μPa_{RMS}. Given the small size of the area where noise levels will be elevated at any one time (*i.e.,* an area with a radius of no more than 150 meters), and the large width of the river (1 km) a large area for a zone of passage will exxist. Temporary avoidance of the noisy area would involve small changes in the movements of individual sturgeon but any changes in movement will not be detectable or measureable. These small behavioral changes are not expected to result in any increased energy expenditure or cause any disruption to normal behaviors such as foraging, migrating or resting. As such, all effects to Atlantic sturgeon from pile driving will be insignificant and discountable.

Water Quality

The installation and removal of piles will disturb bottom sediments. However, little increase in sedimentation or turbidity is expected to result from these construction activities. If any sediment plume does occur, it is expected to be small and suspended sediment is expected to settle out of the water column within a few hours and any increase in turbidity will be short term. Additionally, sturgeon are expected to be able to temporarily avoid the area and continue normal behaviors in nearby waters. Therefore, there would not be any disruption of essential behaviors such as migrating or foraging. As such, any effects of installation or removal of piles are expected to be insignificant.

Addition of Floating Docks

The replacement of a floating dock may create new areas of shading that did not exist previously. Due to the small area to be covered by the structures, dissolved oxygen levels in the action area are not expected to be impacted by the minor amounts of increased shading. Atlantic sturgeon are not likely to occur at the pile driving site, as discussed above. Therefore, alteration of habitat (e.g., shading) due to this project is not expected to remove critical amounts of prey resources from the action area. Also, a floating dock will not cause any obstruction to migrating sturgeon and thus will not alter the habitat in any way that prevents sturgeon from accessing other areas. Based on this information, the effects on Atlantic sturgeon migration and foraging from the addition of a floating dock are expected to be insignificant and discountable.

Conclusions

Based on the analysis that any effects to listed species will be insignificant or discountable, we are able to concur with your determination that the proposed project is not likely to adversely affect any listed species under NMFS jurisdiction. Therefore, no further consultation pursuant to section 7 of the ESA is required.

Reinitiation of consultation is required and shall be requested by the Federal agency or by the Service, where discretionary Federal involvement or control over the action has been retained or is authorized by law and: (a) If new information reveals effects of the action that may affect listed species or critical habitat in a manner or to an extent not previously considered in the consultation; (b) If the identified action is subsequently modified in a manner that causes an effect to the listed species or critical habitat that was not considered in the consultation; or (c) If a new species is listed or critical habitat designated that may be affected by the identified action. No take is anticipated or exempted. If there is any incidental take of a listed species, reinitiation would be required. Should you have any questions about this correspondence please contact Dan Marrone at 978-282-8465 or by email (Daniel.Marrone@noaa.gov).

NMFS Habitat Conservation Division (HCD) is responsible for overseeing programs related to Essential Fish Habitat (EFH) designated under the Magnuson-Stevens Fishery Conservation and Management Act and other NOAA trust resources under the Fish and Wildlife Coordination Act. HCD is currently reviewing the DEA and accompanying EFH assessment. Comments and EFH conservation recommendations will be provided to you separately. If you wish to discuss this further, please contact Karen Greene (732-872-3023 or karen.greene@noaa.gov).

Sincerely,

for John K. Bullard
Regional Administrator

Ec: Greene, NMFS/HCD
Marrone, NMFS/PRD
File Code: H:\Section 7 Team\Section 7\Non-Fisheries\USCG\Informal\2014\Manasquan Inlet Recapitalization PCTS: NER-2014-11442

References

Anchor Environmental. 2003. Literature Review of effects of resuspended sediments due to dredging. June 2003. 140 pp.

Army Corps of Engineers (ACOE). 2007. Winthrop Shores Reservation Restoration Program Endangered Species Biological Assessment. Prepared by Normandeau Associates. Submitted to NMFS Northeast Regional Office on February 7, 2007. 46 p.

Atlantic Sturgeon Status Review (ASSRT). 2007. http://www.nero.noaa.gov/prot_res/CandidateSpeciesProgram/AtlSturgeonStatusReviewReport.pdf

Bain, M. B. 1997. Atlantic and shortnose sturgeons of the Hudson River: Common and Divergent Life History Attributes. Environmental Biology of Fishes 48: 347-358.

Burton, W.H. 1993. Effects of bucket dredging on water quality in the Delaware River and the potential for effects on fisheries resources. Versar, Inc., 9200 Rumsey Road, Columbia, Maryland 21045.

Cameron, S. 2010. "Assessing the Impacts of Channel Dredging on Atlantic Sturgeon Movement and Behavior". Presented to the Virginia Atlantic Sturgeon Partnership Meeting. Charles City, Virginia. March 19, 2010.

Caron, F., D. Hatin, and R. Fortin. 2002. Biological characteristics of adult Atlantic sturgeon (*Acipenser oxyrinchus*) in the Saint Lawrence River estuary and the effectiveness of management rules. Journal of Applied Ichthyology 18: 580-585.

Collins, M. R. and T. I. J. Smith. 1997. Distribution of shortnose and Atlantic sturgeons in South Carolina. North American Journal of Fisheries Management. 17: 995-1000.

Dadswell, M. 2006. A review of the status of Atlantic sturgeon in Canada, with comparisons to populations in the United States and Europe. Fisheries 31: 218-229.

Dovel, W. L. and T. J. Berggren. 1983. Atlantic sturgeon of the Hudson River estuary, New York. New York Fish and Game Journal 30: 140-172.

Dunton *et al.* 2010. Abundance and distribution of Atlantic sturgeon (*Acipenser oxyrinchus*) within the Northwest Atlantic Ocean, determined from five fishery-independent surveys. *Fish. Bull. 108(4):450–465.*

Environmental Protection Agency (EPA). 1986. Quality Criteria for Water. EPA 440/5-86-001.

ERC (Environmental Research and Consulting, Inc.) 2011. Acoustic telemetry study of the movements of juvenile sturgeons in reach B of the Delaware River during dredging operations. Prepared for the US Army Corps of Engineers. 38 pp.

Erickson *et al.* 2011. Use of pop-up satellite archival tags to identify oceanic-migratory patterns for adult Atlantic Sturgeon, Acipenser oxyrinchus oxyrinchus Mitchell, 1815. *J. Appl. Ichthyol. 27: 356–365.*

Holland, B.F., Jr. and G.F. Yelverton. 1973. Distribution and biological studies of anadromous fishes offshore North Carolina. North Carolina Department of Natural and Economic Resources, Division of Commercial and Sports Fisheries, Morehead City. Special Scientific Report 24:1-132.

Illingworth and Rodkin, Inc. and Jones and Stokes. 2009. Technical Guidance for Assessment and Mitigation of the Hydroacoustic Effects of Pile Driving on Fish. Prepared for California Department of Transportation.

Laney, R.W., J.E. Hightower, B.R. Versak, M.F. Mangold, W.W. Cole Jr., and S.E. Winslow. 2007. Distribution, Habitat Use, and Size of Atlantic Sturgeon Captured during Cooperative Winter Tagging Cruises, 1988-2006. American Fisheries Society Symposium 56: 000-000.

Murawski, S.A. and A.L. Pacheco. 1977. Biological and fisheries data on Atlantic Sturgeon, *Acipenser oxyrhynchus* (Mitchill). National Marine Fisheries Service Technical Series Report 10: 1-69.

Parsley, M.J., and N.D. Popoff. 2004. Site fidelity, habitat associations, and behavior during dredging operations of white sturgeon at Three Tree Point in the lower Columbia River. U. S. Geological Survey's Final Report to the U. S. Army Corps of Engineers. Cook, Washington. 140p.

Savoy, T. 2007. Prey Eaten by Atlantic Sturgeon in Connecticut Waters. American Fisheries Society Symposium 56: 157-165.

Savoy, T. and D. Pacileo. 2003. Movements and important habitats of subadult Atlantic sturgeon in Connecticut waters. Transactions of the American Fisheries Society 132: 1-8.

Smith, T. I. J. 1985. The fishery, biology, and management of Atlantic sturgeon, *Acipenser oxyrhynchus*, in North America. Environmental Biology of Fishes 14(1): 61-72.

Smith, T. I. J. and J. P. Clugston. 1997. Status and management of Atlantic sturgeon, *Acipenser oxyrinchus*, in North America. Environmental Biology of Fishes 48: 335-346.

Stein, A. B., K. D. Friedland, and M. Sutherland. 2004. Atlantic sturgeon marine distribution and habitat use along the northeastern coast of the United States. Transactions of the American Fisheries Society 133: 527-537.

Vladykov, V.D. and J.R. Greeley. 1963. Order Acipenseroidea. Pages 24-60 in Fishes of the Western North Atlantic. Memoir Sears Foundation for Marine Research 1(Part III). xxi + 630 pp.

Welsh, Stuart A., Michael F. Mangold, Jorgen E. Skjeveland, and Albert J. Spells. 2002. Distribution and Movement of Shortnose Sturgeon (*Acipenser brevirostrum*) in the Chesapeake Bay. Estuaries Vol. 25 No. 1: 101-104.

State of New Jersey

DEPARTMENT OF ENVIRONMENTAL PROTECTION
OFFICE OF PERMIT COORDINATION AND ENVIRONMENTAL REVIEW
P.O. Box 420 Mail Code 401-07J Trenton, New Jersey 08625-0420
Telephone Number (609) 292-3600
FAX NUMBER (609) 633-2102

CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

BOB MARTIN
Commissioner

August 21, 2014

Ms. Lynn Keller
Project Manager
Environmental Protection Specialist
USCG SILC EMD (det) Oakland
1301 Clay Street, Suite 700N
Oakland, California 94612

RE: Hurricane Sandy Proposed Recapitalization Project Rebuild
USCG Station Manasquan Inlet
Point Pleasant Beach, Ocean County

Comments on Draft Environmental Assessment

Dear Ms. Keller:

The New Jersey Department of Environmental Protection's (NJDEP) Office of Permit Coordination and Environmental Review (PCER) distributed, for review and comment, the Draft Environmental Assessment for the Hurricane Sandy Proposed Recapitalization Project to Rebuild the US Coast Guard (USCG) Station at Manasquan Inlet, Point Pleasant Beach, Ocean County on August 5, 2014. This office previously provided comment on this project on December 13, 2013 as enclosed.

We offer the following comments for your consideration.

Cultural Resources

HPO Project# 13-1059-5
HPO-H2014-299

The Historic Preservation Office (HPO) has been involved in extensive consultation with the USCG, pursuant to Section 106 of the National Historic Preservation Act, for the undertaking. Enclosed is a letter of June 14, 2014 summarizing the HPO office consultation process. This undertaking will have an adverse effect upon the Manasquan Inlet Station (which was determined eligible for the New Jersey and National Registers of Historic Places) as a result of the demolition of the historic boathouse. The HPO has been working with the USCG to develop an appropriate Memorandum of Agreement (MOA) incorporating measures to avoid/minimize/mitigate the effects of the undertaking. The HPO has recently finalized the draft MOA with the USCG and the final copy has been received from the USCG for HPO signature.

If you have any questions, please do not hesitate to contact Jonathan Kinney at (609) 984-0141 or via email at jonathan.kinney@dep.nj.gov. If additional consultation is required for this undertaking, please reference the HPO project # 13-1059 in any future calls, emails, or written correspondence in order to expedite our review and response.

Natural Resources

The Department's Division of Fish and Wildlife's (DFW) Endangered & Non-game Species Program and the Bureau of Marine Fisheries' (BMF) concerns/recommendations for the project:

Marine Fisheries:

Marine Fisheries recommends the addition of the following endangered species that also inhabit this area:

- Kemps Ridley Sea Turtle
- Atlantic Sturgeon

Other potentially adversely affected species include:
Blueback Herring

- Alewife Herring
- American Shad
- Winter Flounder
- American Eel

The anadromous species can be expected to be adversely affected by the impact hammers and corresponding restrictions should be enforced. In order to protect the anadromous species spawning run in this area, a timing restriction from **March 15 through June 30** is needed on any in-water disturbance, sediment generating activities and pile driving.

Any activities resulting in the deposition of sediment or increasing the flow-rate at the site need to be mitigated or restrictions should be enforced in the interest of Winter Flounder.

Due to the presence of Winter flounder in the area a timing restriction of **January 1 through May 31** is recommended to protect this specie during migration and spawning.

Shellfisheries and Threatened and Endangered Species:
No impacts expected to listed species

If you have any additional concerns, please contact Kelly Davis at (908-236-2008) or via email at kelly.davis@dep.nj.gov

Land Use Regulation

The Division of Land Use Regulation previously commented on this project as per the enclosed letter of December 18, 2013. If you have any additional questions, please contact Kara Turner at (609) 777-3819 or via email at Kara.Turner@dep.nj.gov

Air Planning

The Bureau of Air Quality Planning (BAQP) has reviewed the Draft Environmental Assessments for the Recapitalization Project USCG Station Manasquan Inlet New Jersey The BAQP will not be submitting any comments on the above project.

If you have any additional questions, please contact Angela Skowronek at (609) 984-0337

Stormwater Management

A general permit for Construction Activities, (5G3) may be required from the Department. This general permit authorizes stormwater discharges from construction activities which disturb areas greater than 1 acre or smaller areas that are part of a large plan of common development greater than 1 acre. The applicant must have a certified Soil Erosion and Sediment Control Plan by the Ocean CountySoil Conservation District in order to have the necessary information for a complete permit application. The permit application process is available online at http://www.state.nj.us/dep/dwq/5g3.htm.

Stormwater management issues will be addressed by the local government unless a Department land use issue is involved

If you have any additional questions, please contact Brian McLendon at (609) 633-7021.

Thank you for giving the New Jersey Department of Environmental Protection the opportunity to comment on the Draft Environmental Assessment for the Hurricane Sandy Proposed Recapitalization Project to Rebuild the US Coast Guard Station at Manasquan Inlet, Point Pleasant Beach, Ocean County.

Sincerely,

Ruth Foster, PhD., Section Chief
Office of Permit Coordination
and Environmental Review

Enclosures

C: John Gray, NJDEP-PCER
Jonathan Kinney, NJDEP- HPO
Kelly Davis, NJDEP – DFW
Kara Turner – Land Use
Angela Skowronek – Air Planning
Brian McLendon – Stormwater management
Chron file

HPO Project Number 13-1059-1
HPO-F2013-102

State of New Jersey

MAIL CODE 501-04B
DEPARTMENT OF ENVIRONMENTAL PROTECTION
NATURAL & HISTORIC RESOURCES
HISTORIC PRESERVATION OFFICE
P.O. Box 420
Trenton, NJ 08625-0420
TEL. (609) 984-0176 FAX (609) 984-0578

CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

BOB MARTIN
Commissioner

June 14, 2013

John Poland
USCH SILC
Environmental Management Division Chief
300 East Main Street
Suite 800
Norfolk, VA 23510-9104

Dear Mr. Poland:

As Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 CFR Part 800: Protection of Historic Properties, as published in the *Federal Register* on December 12, 2000 (65 FR 77725-77739) and amended on July 6, 2004 (69 FR 40544-40555), I am providing consultation comments for the following proposed undertaking:

Ocean County, Point Pleasant Beach Borough
Rebuilding USCG Station Manasquan Inlet
HPO Project # 13-1059

The Historic Preservation Office (HPO) and the United States Coast Guard (USCG) previously consulted on this project which resulted in the execution of a Memorandum of Agreement (MOA) in 2002 that has since expired. Therefore, the USCG is reinitiating Section 106 consultation.

800.4 Identification of historic Properties

The Manasquan Inlet Station was determined eligible for listing in the New Jersey and National Registers of Historic Places on November 7, 1991.

800.5 Assessment of Effect

The proposed undertaking consists of the demolition of the existing boathouse, construction of a new facility on the former boathouse site, demolition of the existing UPH building with the site becoming a parking lot, and declaring the existing station building excess. The undertaking, as proposed, will have an **adverse effect** on the Manasquan Inlet Station.

800.6 Resolution of Adverse Effect

The HPO has reviewed the previously executed Memorandum of Agreement (MOA) and has no objection to the document being updated with the appropriate information and being resigned.

If you have any questions regarding this letter, please contact Michelle Hughes at (609) 984-6018. We look forward to further consultation on this undertaking, please reference the HPO project number 13-1059 in any future calls, emails, or written correspondence to help expedite your review and response. Thank you.

Sincerely,

Daniel D. Saunders
Deputy State Historic
Preservation Officer

State of New Jersey

DEPARTMENT OF ENVIRONMENTAL PROTECTION
OFFICE OF PERMIT COORDINATION AND ENVIRONMENTAL REVIEW
P.O. Box 420 Mail Code 401-07J Trenton, New Jersey 08625-0420
Telephone Number (609) 292-3600
FAX NUMBER (609) 633-2102

CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

BOB MARTIN
Commissioner

December 13, 2013

Mr. John Poland, USCG SILC
Environmental Management Division Chief
United States Coast Guard
300 East Main Street, Suite 800
Norfolk, Virginia 23510-9104

RE: USCG Station Manasquan Inlet
Hurricane Sandy Related Proposal to Rebuild Facilities

Comments on Draft Environmental Assessment Letter of Intent

Dear Mr. Poland:

The New Jersey Department of Environmental Protection's (NJDEP) Office of Permit Coordination and Environmental Review (PCER) distributed, for review and comment, your letter dated October 21, 2013 and received by this office on November 18, 2013. The US Coast Guard (USCG) is proposing to prepare an environmental assessment according to the requirements of the National Environmental Policy Act (NEPA) for the Hurricane Sandy Proposed Recapitalization Project to replace the US Coast Guard Station building and boathouse facilities at the US Coast Guard Station Manasquan Inlet. The existing historic station buildings are eligible for listing on the National Register of Historic Places (NRHP). Following damage from Hurricane Sandy in October 2012, this project will involve divesting the historic structures from the USCG inventory and replacing them with the new building to be constructed on the site of the existing boathouse and parking lot. In addition, the bulkhead will be rebuilt. We offer the following comments for your consideration in preparation of the EA for future review by the NJDEP.

Land Use Regulation

In order for the Division of Land Use Regulation to fully review an EA and provide project specific comments, please include design drawings in any future EA to be submitted for review by the NJDEP. Based on the information provided by the US Coast Guard in the above letter, it would appear that the planned activities include in-water and upland activities. These activities would require a Waterfront Development Permit (in-water activities) and a CAFRA permit (upland activities), or a Federal Consistency Determination. If you have any questions, please contact Christopher Jones at (609) 633-6757.

Cultural and Historic Resources

The Historic Preservation Office reviews projects for their effects on historic properties under Section 106 of the National Historic Preservation Act when federal funding, licensing, or permitting is involved. If the project is receiving federal funding, permitting, or licensing, consultation under Section 106, and its implementing regulations, 36 CFR Part 800, will be necessary. The New Jersey Register of Historic Places Act, Chapter 268, Laws of 1970, requires prior written authorization from the Commissioner of the Department of Environmental Protection for any state, county, or municipal, (or any agent thereof), undertaking which may affect properties listed on the New Jersey Register of Historic Places. An Application for Project Authorization should be submitted by any public entity who is planning a project that may affect a historic resource listed on the New Jersey Register of Historic Places.

A list of properties that are listed on the New Jersey Register of Historic Places can be found on the HPO's website at: http://www.state.nj.us/dep/hpo/1identify/nrsr_lists.htm .

Information about the locations of historic properties listed on the New Jersey Register of Historic Places can be found on NJ-Geoweb at: http://njwebmap.state.nj.us/NJGeoWeb/WebPages/Map/MapViewer.aspx?THEME=Surf&UH=True&RIDZ=634719855483329293 .

The HPO also reviews projects requiring Freshwater Wetlands permits, Waterfront Development permits, CAFRA permits, and Highlands Preservation Area Approvals issued by the State of New Jersey's Land Use Regulation Program. Depending upon the nature of the project, a Phase I archaeological survey and/or intensive-level architectural survey may be necessary. For additional information, please contact Kate Marcopul at (609) 984-5816.

Natural Resources

The Department's Division of Fish and Wildlife's (DFW) Endangered & Non-game Species Program will review the forthcoming EA in an effort to identify measures to minimize or eliminate any adverse impacts to plants, fish and wildlife. For additional information, please contact Kelly Davis at (908) 236-2118.

Air Quality Planning

If this project requires Federal funding, permit, approval or license, then a General Conformity Applicability Analysis and possibly a Conformity Determination will be required in accordance with the USEPA's Federal General Conformity regulation. (40 CFR Part 93, Subpart B, Determining Conformity of General Federal Actions to State or Federal Implementation Plans). Our Department continues to work with the Corps of Engineers, including the Philadelphia District, on its General Conformity Determinations for a number of coastal projects. The Department expects to receive additional information regarding this project in the near future. The Department will review this information and provide

recommendations as the information becomes available. For additional information, please contact Angela Skowronek at (609) 984-0337.

Thank you for giving the New Jersey Department of Environmental Protection the opportunity to comment on this proposal to prepare a Draft Environmental Assessment for rebuilding of the US Coast Guard Station facilities at Manasquan Inlet. We look forward to the receipt of the EA. Please provide at least one hard copy of all materials and the additional copies for all applicable programs electronically or on disk. We look forward to working with you in the future. If you have any additional questions, I may be reached at (609) 292-3600

Sincerely,

Ruth Foster, PhD.
Acting Section Chief
Office of Permit Coordination
and Environmental Review

C: John Gray, NJDEP-PCER
Christopher Jones, Land Use
Kate Marcopul, NJDEP- HPO
Kelly Davis, NJDEP – DFW
Angela Skowronek, NJDEP – BAQP