

FINDING OF NO SIGNIFICANT IMPACT

**IMPLEMENTATION OF 2005 BASE REALIGNMENT
AND CLOSURE RECOMMENDATION 133
(WASHINGTON HEADQUARTERS SERVICES)
FORT BELVOIR, VIRGINIA**

Recommendation 133 of the 2005 Defense Base Closure and Realignment (BRAC) Commission, made in conformance with the provisions of the Base Closure and Realignment Act of 1990 (Public Law 101-510, as amended), requires the relocation of elements identified under the recommendation, which includes miscellaneous Department of Defense (DoD), Defense Agency, and Field Activities currently located in leased facilities within the National Capital Region (NCR), to Fort Belvoir, Virginia.

Pursuant to the Council on Environmental Quality (CEQ) Regulations (Title 40 of the *Code of Federal Regulations* [CFR] Parts 1500–1508) for implementing the procedural provisions of the National Environmental Policy Act (Title 42 of the United States Code [U.S.C.] 4321 *et seq.*) and 32 CFR Part 651 (*Environmental Analysis of Army Actions*), the Army conducted an environmental assessment (EA) of the potential environmental and socioeconomic effects associated with implementing BRAC Commission Recommendation Number 133 (“BRAC 133”).

Proposed Action

The Army proposes to relocate approximately 6,409 personnel identified under BRAC 133, which consists of miscellaneous DoD, Defense Agency, and Field Activities, including Washington Headquarters Services (WHS), to Fort Belvoir. Fort Belvoir has been defined for these purposes to include the General Services Administration (GSA) warehouse site in Springfield, Virginia, or other potential sites for BRAC 133 in the vicinity of Fort Belvoir. The purpose of the proposed action is to provide administrative space for these units for occupancy by the BRAC deadline of September 15, 2011. The need for the proposed action is to carry out BRAC directives as required by law. BRAC 133 personnel who now work in various leased office buildings throughout northern Virginia would relocate into Army-owned space. The action would eliminate the use of approximately 1,850,000 square feet of leased administrative space within the NCR and relocate personnel and functions within a military installation fence line. Relocation of BRAC 133 elements would require up to 1.8 million square feet of existing or newly-constructed administrative and specific-function space, and 1.3 million square feet of associated parking facilities.

Alternatives Considered

Three sites were considered as alternatives for the proposed action and were evaluated. These alternatives were acquisition, construction, and operation of administrative facilities at a warehouse site owned by the GSA in Springfield (Alternative A); acquisition, construction, and operation of administrative facilities at a privately owned office complex on Eisenhower Avenue in Alexandria, Virginia, called the Victory Center (Alternative B); and acquisition, construction, and operation of administrative facilities at a privately owned office complex on Seminary Road in Alexandria called the Mark Center (Alternative C). Two other site alternatives for BRAC 133, the Engineer Proving Ground (EPG) and Main Post on Fort Belvoir, were previously considered and evaluated in the *Final Environmental Impact Statement (EIS) for Implementation of 2005 Base Realignment and Closure (BRAC) Recommendation and Related Army Actions at Fort Belvoir, Virginia* (June 2007). Should either of these two sites be selected for BRAC 133, such selection will be done through a supplemental Record of Decision (ROD) rather than pursuant to this document. Therefore, EPG and Main Post are outside the scope of this document. Five other alternatives were assessed and ultimately rejected for not conforming to Army relocation criteria, and were therefore not evaluated in detail. As prescribed by the CEQ Regulations, the EA also evaluated the No Action

Alternative, in which BRAC 133 agencies would not be relocated, but rather would remain where they are.

SELECTION

Alternative C, acquisition, construction, and operation of administrative facilities at the Mark Center, is the selected site. This action will not have a significant impact on the human environment for the reasons discussed below. The remaining alternatives also would not have a significant impact.

Factors Considered in Determining That No Environmental Impact Statement Is Required

An EA, which is attached hereto and incorporated by reference into this Finding of No Significant Impact (FNSI), examined in detail the potential effects of the proposed action and alternatives and the No Action Alternative on areas of environmental and socioeconomic concern: land use, transportation, air quality, noise, geology and soils, water resources, biological resources, cultural resources, socioeconomics (including environmental justice and protection of children), aesthetics and visual resources, utilities, and hazardous and toxic materials.

Implementation of the proposed action would result in a combination of short- and long-term minor but not significant adverse effects as well as long-term minor beneficial effects. Long-term minor beneficial effects on land use, economic development, and aesthetic and visual resources would be realized for the GSA site alternative in construction and operation of high-rise office buildings more consistent with the character of the area in which it would be built, and economic benefits for all alternatives from an influx of office workers to each area. Long-term beneficial effects on water resources would occur from an increase in pervious surfaces on site layouts under the GSA site and Victory Center alternatives. There would be long-term negligible to minor but not significant adverse effects on land use, transportation, air quality, noise, wildlife, and schools associated with operational activities under all the alternatives. In the case of transportation, this conclusion is based on the inclusion in the proposed action of the mitigation measures listed below. Long-term negligible to minor but not significant adverse effects on water resources, vegetation, and wildlife would occur under the Mark Center alternative from loss of forested areas and habitat and an increase in impervious surfaces. There would be short-term negligible to minor adverse effects on air quality, noise, soils, surface water, groundwater, coastal zone, wildlife, environmental justice populations, aesthetics and visual resources, and utilities, primarily associated with construction and renovation activities, under all the alternatives. Short-term minor adverse effects on housing, social services, and schools under all the alternatives would be expected until municipal and private sector services would be able to respond to an increase in residents in the area with increases in these services. Cumulative adverse effects would be minor, and therefore not significant, and would reflect the cumulative addition of effects from the proposed action plus the implementation of other proposals in the vicinity of the site alternatives on transportation, air quality, water resources, biological resources, cultural resources, socioeconomics, aesthetics and visual resources, and utilities. Cumulative activities in the region would also be expected to have beneficial effects on land use, water resources, and cultural resources.

Mitigation actions for the proposed BRAC 133 project would be undertaken in accordance with existing regulations and policies. Such regulatory or policy driven actions to reduce, avoid, or compensate for adverse effects would include, for example, following all applicable laws and regulations for handling all hazardous materials and wastes; implementing state-approved best management practices (BMPs) for storm water control during construction; designing facilities according to the principles of low-impact development; recycling construction debris where possible; and revegetating disturbed sites. Sound engineering practices and BMPs, current and future, would be used to the maximum extent practicable to mitigate any adverse environmental impacts and are listed in Table ES-2 of the EA. In addition to these

BMPs, the following mitigations for transportation and air quality have been identified to help offset adverse effects.

Transportation network improvement actions under the GSA site alternative include expansion of Metropolitan Center Drive and GSA site entrance intersections with Loisdale Road to allow for turn movements, widening of Metropolitan Center Drive to four lanes, and signal and turn lane improvements at surrounding intersections. The Army would seek Defense Access Roads (DAR) certification to fund these projects. Should any or all of the projects not receive DAR certification, the Army would seek direct funding of the projects through the Congressional appropriation process. In addition, construction of a direct connection from the Franconia–Springfield Parkway/Frontier Drive to the vicinity of the GSA site is planned. These projects are necessary to achieve the finding of no significant impact. The Army will negotiate with adjacent property owners to allow BRAC 133 tenants to use the proposed shuttle bus system and pedestrian walkway between Metropolitan Center Drive and the Franconia–Springfield Metro station. Transportation network improvement measures under the Victory Center alternative consist of installation of a traffic signal for at least one Victory Center driveway location, implementation of traffic signal timing and phasing modifications along with minor physical improvements at intersections adjacent to the site, and promotion of alternative transit measures, such as ridesharing, to offset parking space cap on site. Transportation network improvement measures under the Mark Center alternative consist of construction of a third left turn lane from northbound Seminary Road to westbound North Beauregard Street and a second left turn lane from westbound North Beauregard Street to Mark Center Drive. These improvements at the Victory Center and Mark Center sites would be included as part of proffers for development of those sites. Inclusion of these projects is necessary to achieve the finding of no significant impact. The Army would also seek to secure shuttle bus service from the Mark Center to Metro stations. A transportation mitigation measure for all the alternatives is promotion of alternative transit measures such as ridesharing to offset a parking space cap on-site. These measures would be discussed in a Transportation Management Plan (TMP) to be implemented as part of the proposed action. NEPA documentation for the above transportation improvement projects would be completed as required at a later time. It is assumed that any NEPA documentation for regional transportation improvements will be completed by the implementing agency if required once the design reaches a level sufficient for analysis.

Air quality mitigation measures for all three sites consist of limiting construction on Code Orange, Red, and Purple ozone days, requiring all non-road diesel equipment not meeting Tier 2 or better standards be retrofitted with emission control devices, implementing anti-idling restrictions for both onroad and non-road vehicles and equipment, using Ultra-Low Sulfur Diesel (ULSD), alternate fuels or fuel additives, and meeting new engine standards for non-road vehicles. The Army also has included as an attachment to this FNSI the *Final Construction Performance Plan for the Reduction of Air Emissions for Implementation of 2005 Base Realignment and Closure (BRAC) Recommendations and Related Army Actions at Fort Belvoir, Virginia (July 2007)*.

The Virginia Department of Environmental Quality (VDEQ) provided comments, recommendations, and regulatory and coordination requirements in its September 2, 2008 letter applicable to enforceable policies under the Virginia Coastal Management Program. These include the following: Transportation; Water Quality and Wetlands; Subaqueous Lands; Erosion and Sediment Control and Stormwater Management; Chesapeake Bay Preservation Areas; Solid and Hazardous Wastes and Hazardous Materials; Pesticides and Herbicides; Natural Heritage Resources; Wildlife Resources and Protected Species; Water Supply; Historic Structures and Archaeological Resources; Local Comments; Pollution Prevention and Energy Conservation. The Army will take into account the noted comments, recommendations, and regulatory and coordination requirements for the above resource areas as the proposed action proceeds through design and construction. On 18 September 2008, VDEQ concurred with the Army consistency determination under the Coastal Zone Management Act.

Public Comment

Interested parties were invited to review and comment on the Final EA and Draft FNSI from July 14, 2008 through August 13, 2008. A Notice of Availability was published in the Fairfax County Times, Alexandria Times, Mount Vernon Voice, Mount Vernon Gazette, and Belvoir Eagle newspapers on July 10, 2008, and in the Washington Post on July 13, 2008.. Copies of the Final EA and Draft FNSI also were provided to the following local libraries: Fort Belvoir Van Noy Library, Fort Belvoir, VA; six Fairfax County Public Library branches (Sherwood Regional Branch, John Marshall Branch, and Kingstowne Branch in Alexandria, VA; Richard Byrd Branch in Springfield, VA; Lorton Branch in Lorton, VA; Fairfax City Regional Branch in Fairfax, VA); and two Prince William County libraries (Chinn Park Regional Library in Prince William, VA, and Lake Ridge Neighborhood Library in Woodbridge, VA).

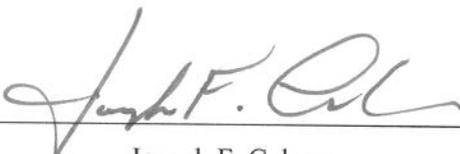
During the 30-day comment period, the Army received comments from 14 public reviewers, consisting of three private citizens (one of which wrote on behalf of a community association) and 11 agencies or government entities: Virginia Department of Transportation (VDOT), Fairfax County, Prince William County, City of Alexandria, GSA, Washington Metropolitan Area Transit Authority (WMATA), Virginia Railway Express (VRE), National Capital Planning Commission (NCPC), Virginia Department of Environmental Quality (VDEQ), Institute for Defense Analysis (IDA), and the Catawba Indian Nation. Public comments primarily expressed concerns over traffic and transportation issues and air quality, with additional comments also directed at socioeconomic and land use issues. Several commentors also provided comments relating to water resources, biological resources, and cultural resources.

The IDA pointed out that it owns 20% of the property identified as the Mark Center site in the Army's EA and also noted that it is planning to construct two additional buildings there. The Army's site selection decision was based on a revised Mark Center site that did not include the portion owned by IDA; nevertheless, the conclusions remain the same because the region of influence for impacts to each resource area is the same.

The Army received no comments objecting to the finding of no significant impact on environmental or socioeconomic resources associated with implementing any of the three BRAC 133 site alternatives evaluated in the EA.

Conclusions

Based on the EA, it has been determined that implementing the proposed action under any of the alternatives will have no significant direct, indirect, or cumulative adverse effects on the quality of the natural or human environment. Because no significant environmental impacts will result from implementing the proposed action, an Environmental Impact Statement is not required and will not be prepared. By letter dated September 18, 2008, VDEQ determined that the proposed action is consistent with the air pollution control enforceable policy of the Virginia Coastal Management Program.



Joseph F. Calcara

Deputy Assistant Secretary of the Army
(Installations and Housing)

2008 09 25
DATE

FINAL

***Construction Performance Plan for the Reduction of Air Emissions for
Implementation of 2005 Base Realignment and Closure (BRAC)
Recommendations and Related Army Actions at Fort Belvoir, Virginia***



Prepared for

Fort Belvoir, Virginia

by the

U.S. Army Corps of Engineers, Mobile District

July 2007

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1.0 Introduction

The U.S. Army has developed design and construction standards for equipment and vehicles that reduce air emissions through use restrictions on critical ozone days, diesel oxidation catalysts (DOCs), ultra-low sulfur diesel fuel (ULSD), idling restrictions, and cleaner vehicle options. This construction performance contract plan outlines policy and procedures for complying with emissions reduction requirements and air quality laws of the Commonwealth of Virginia during the period of construction for the Base Realignment and Closure (BRAC) and related activities at Fort Belvoir. This construction performance plan will be enacted during years that the project is expected to exceed the applicability threshold levels for air emissions in the National Capital Interstate Air Quality Control Region.

2.0 Code Red and Purple Ozone Days

Requirements

Contractors and sub-contractors shall not operate diesel powered non-road construction equipment with engine horsepower (HP) ratings of 60 HP and above on predicted Code Red and predicted Purple Ozone days. This restriction will be in effect between 7am to 5pm on the first two predicted Code Red or predicted Purple Ozone days during the period beginning June 1 and ending on August 31 of each calendar year.

Exemptions

The following activities are exempt from this requirement:

1. Operations for mandatory for testing, servicing, repairing, or diagnostic purposes;
2. Operations when verifying that the equipment is in safe operating condition as required by law and that all equipment is in good working order, either as part of a daily vehicle inspection or as otherwise needed, provided that such engine operation is mandatory for such verification;
3. Operation of authorized emergency vehicles while in the course of providing services for which the vehicle is designed; or
4. Operation for loading or offloading deliveries scheduled more than one day in advance.

Reporting Requirements

There are no special reporting requirements under the Code Red and Purple Ozone Days policy.

3.0 Code Orange Ozone Days

Requirements

Contractors and sub-contractors shall not operate diesel powered non-road construction equipment with engine horsepower (HP) ratings of above 600 HP unless equipped with selective catalytic reduction emission controls on predicted Code Orange days. This restriction will be in effect between 7am to 5pm on predicted Code Orange Ozone days during the period beginning June 1 and ending on August 31 of each calendar year.

Exemptions

The following activities are exempt from this requirement:

1. At the contractor's discretion, operations on the 3rd consecutive predicted Code Orange days, and subsequent consecutive predicted Code Orange days are exempt from this requirement;
2. This requirement is limited to a total of 10 days per year of limited operations;
3. Operations for mandatory for testing, servicing, repairing, or diagnostic purposes;
4. Operations when verifying that the equipment is in safe operating condition as required by law and that all equipment is in good working order, either as part of a daily vehicle inspection or as otherwise needed, provided that such engine operation is mandatory for such verification;
5. Operation of authorized emergency vehicles while in the course of providing services for which the vehicle is designed; or
6. Operation for loading or offloading deliveries scheduled more than one day in advance.
7. The use of cranes after the period when clearing and grading would occur.

Reporting Requirements

The contractor must include the dates which they enforce this requirement in their monthly report.

4.0 Limited Off-Road Trucks or Use of New Emission Standard Vehicles

Requirements

Contractors and sub-contractors shall not operate trucks that do not meet the on road emission standards for the National Capital Region. This restriction will be in effect beginning June 1 and ending on August 31 of each calendar year.

Exemptions

The following activities are exempt from this requirement:

1. The use of tier 2, 3 or 4 compliant nonroad trucks;
2. The use of nonroad trucks that have been retrofitted with selective catalytic reduction control technology;
3. The limited use of nonroad trucks that have prior approval from the ACO and Fort Belvoir ENRD; or
4. The use of nonroad trucks required ensuring safe and OSHA compliant construction operations.

Reporting Requirements

Construction shall not proceed until the contractor submits a list of the non-road and onroad diesel powered trucks that will be used onsite during the initial month of onsite work. The list shall include (1) the equipment number, type, make, and contractor/sub-contractor name; (2) the emission control device make, model and EPA verification number; (3) the type and source of fuel to be used; and (4) total cumulative number of days the equipment is expected to be on the site. No diesel-powered trucks may be brought onsite until this information has been submitted. Within 5 days of the end of each month, the contractor shall submit a report detailing the actual usage of the trucks during the previous month and the required information about trucks expected to be used during the current month.

5.0 Diesel Retrofit

Requirements

All Contractor and sub-contractor diesel powered non-road construction equipment with engine horsepower (HP) ratings of 60 HP and above that are assigned to the contract for a period in excess of 30 cumulative calendar days over the life of the project shall be retrofitted with Emission Control Devices in order to reduce diesel emissions. The Retrofit

Emission Control Devices shall consist of oxidation catalysts, or similar retrofit equipment control technology that (1) is included on the Environmental Protection Agency (EPA) *Verified Retrofit Technology List* and (2) is verified by EPA or certified by the manufacturer to provide a minimum emissions reduction of 20% PM₁₀, 40% CO, and 50% HC.

Exemptions

This requirement does not apply:

1. If the vehicle or equipment is either EPA Tier 2, 3 or 4 Rule compliant; or
2. To on-road vehicles and equipment. However, Contractors, Subcontractors and Suppliers that transport materials regularly to and from the project sites are encouraged to follow these requirements to the best of their ability.

Reporting Requirements

Construction shall not proceed until the contractor submits a list of the non-road diesel powered construction equipment that will be used onsite during the initial month of onsite work. The list shall include (1) the equipment number, type, make, and contractor/sub-contractor name; (2) the emission control device make, model and EPA verification number; (3) the type and source of fuel to be used; and (4) total cumulative number of days on the site. The contractor shall submit monthly summary reports, updating the same information stated above. The addition or deletion of non-road diesel equipment shall be included on the monthly report.

6.0 Anti-Idling Restrictions

Requirements

No contractor will allow any diesel-fueled commercial motor vehicles or diesel non-road construction equipment to idle for a period greater than 5 minutes.

Exemptions

The following activities are exempt from this requirement:

1. Idling when the vehicle must remain motionless due to traffic conditions, an official traffic control device, or an official traffic control signal over which the driver has no control, or at the direction of a police officer;
2. Idling of the primary engine or operating when forced to remain motionless due to immediate adverse weather conditions affecting the safe operation of the vehicle or due to mechanical difficulties over which the driver has no control;

3. Idling of the primary engine or operating a diesel-fueled is mandatory for testing, servicing, repairing, or diagnostic purposes;
4. Idling to verify that the vehicle is in safe operating condition as required by law and that all equipment is in good working order, either as part of a daily vehicle inspection or as otherwise needed, provided that such engine idling is mandatory for such verification;
5. Idling of the primary diesel engine outside of the hours of 7 AM – 5 PM when it is necessary to power a heater, air conditioner, or any ancillary equipment during sleeping or resting in a sleeper berth while on the project site;
6. Idling of the primary engine or operating a diesel-fueled authorized emergency vehicles while in the course of providing services for which the vehicle is designed; or
7. Idling during periods when ambient temperatures are less than 30 degrees Fahrenheit.

Reporting Requirements

There are no special reporting requirements under the anti-idling policy.

7.0 Use of Ultra Low Sulfur Diesel Fuel

Requirements

The contactor and subcontractor shall fuel all onroad construction and non-road diesel vehicles and equipment with only ultra low-sulfur diesel fuel with sulfur content of 15 ppm or lower. It should be noted that ULSD fuel is readily available in the project area. In addition, it should be noted that the requirements stated herein are compatible with current Federal requirements for the use of ULSD fuel for on-road vehicles, but in advance of the 2010 Federal requirements for the use of ULSD fuel for off-road vehicles.

Exemptions

This requirement does not apply to fueling activities outside the National Capital Region unless required by law.

Reporting Requirements

The contactor and/or subcontractor shall record and maintain onsite record of all fuel deliveries to the site. Documentations shall include information suitable for verification of the ULSD requirements.

8.0 Required By Law

Requirements

All construction should be accomplished in full compliance with the Virginia Regulations for the Control and Abatement of Air Pollution, particularly 9 VAC 5, Chapter 40, Part II. Articles of particular relevance are:

- Article 1, Visible Emissions and Fugitive Dust/Emissions (9 VAC 5-40-60 to 120);
- Article 39, Asphalt Paving Operations (9 VAC 5-40-5490 to 5590);
- Article 40, Open Burning (9 VAC 5-40-5600 to 5645);
- Article 42, Portable Fuel Containers Spillage Control (9 VAC 5-40-5700 to 5770);
- Article 49, Architectural and Industrial Maintenance Coatings (9 VAC 5-40-7120 to 7230); and
- Article 50, Consumer Products (9 VAC 5-40-7240 to 7360).

This listing is not all-inclusive; contractors should ensure compliance with all applicable Virginia air pollution control regulations.

Exemptions

There are no exemptions. Mandatory compliance with all laws of the Commonwealth of Virginia is required.

Reporting Requirements

There are no special reporting requirements.

9.0 Compliance Plan and Affirmative Commitment

Requirements

Construction shall not proceed until the contractor submits a plan outlining policies, procedure and systems to ensure compliance with this guidance to the ACO to be approved by Fort Belvoir ENRD. Included in the plan will be a Certificate of Intention to Comply signed by a responsible contractor representative. An example has been attached to this plan.

Exemptions

1. Outside the ozone season (April 1 through October 31) construction may begin without an approved plan to comply. However, a plan must be approved within 30 days of notice to proceed is given or April 1st which ever comes first.

Reporting Requirements

There are no special additional reporting requirements.

10.0 Enforcement

During the construction phase of the Fort Belvoir BRAC action, Administrative Contracting Officers (ACO) and their agents are anticipated to number 100 or more. One of their primary responsibilities will be to monitor and inspect the activities of the contractors and subcontractors performing the work and they will have the authority and responsibility to insure compliance with the policies and procedures outlined in this plan. All work shall be conducted under the general direction of the ACO and is subject to Government inspection at all places and at all reasonable times to ensure strict compliance (FAR 52.246-12).

The contractor holds an affirmative obligation to maintain an adequate inspection system and perform such inspections as will ensure that the work performed under the contract conforms to these requirements. The Contractor shall maintain complete inspection records and make them available to the Government.

The Administrative Contracting Officer maintains the authority, by written order to the Contractor, to require the Contractor to stop all, or any part, of the work (FAR 52.242-15). When the ACO, or their agent, determines a violation of policies and procedures outlined in this guidance exists, he/she will notify the Contractor in writing within one business day, and direct the Contractor to correct the deficiency within a specified timeframe. The specified timeframe, which begins upon Contractor notification, will be from immediately to 24 hours long, based on the urgency of the situation and the nature of the deficiency. The ACO or their agent shall be the sole judge of these conditions. Upon receipt of the order, the Contractor shall, at their own expense, immediately comply with its terms and take all reasonable steps to come into compliance with policies and procedures outlined in this guidance.

If a Contractor or sub-contractor accumulates three (3) violations for the same issue, all Contractor operations will be shut down at their own expense until the deficiency is corrected and additional systems and controls are put in place to ensure future compliance.

Attachment 1 - Equipment Worksheet(s)

FORT BELVOIR BRAC ACTION AND ASSOCIATED PROJECTS
CONTRACTOR EQUIPMENT LISTING

Construction Air Quality – Diesel Vehicle Emissions Control

Month, Year: _____

Machine #	Description	Unit #	Serial #	Year	Horsepower Rating	Tier	Date Retrofitted (if applicable)	Number of Days on Site (Cumulative)	On Road Truck (Y/N)	Off Road Truck (Y/N)
1										
2										
3										
4										
5										
6										
7										
8										
9										
10										
11										
12										
13										
14										
15										
16										
17										
18										

Certify the above information is accurate.

Company _____

Print Name _____

Title _____

Signature _____

Date _____

Dates Code Orange Limitation was enacted _____

REVIEWED BY: _____

Attachment 2 - Certificate of Intention to Comply

CERTIFICATE OF INTENTION TO COMPLY
FOR

***Construction Performance Plan for the Reduction of Air Emissions for
Implementation of 2005 Base Realignment and Closure (BRAC)
Recommendations and Related Army Actions at Fort Belvoir, Virginia***

I, authorized signatory for _____,
whose principal place of business is at _____,
do hereby certify our intent to comply with the Construction Performance Plan for the
Reduction of Air Emissions for Implementation of 2005 Base Realignment and Closure
(BRAC) Recommendations and Related Army Actions at Fort Belvoir, Virginia. The
requirements herein included but are not limited to:

- Limiting construction on Code Orange, Red and Purple ozone days;
- Limiting the use of off-road trucks on the project site;
- Requiring all non-road diesel equipment not meeting Tier 2 or better standards be retrofitted with emission control devices;
- Implementing anti-idling restrictions for both onroad and non-road vehicles and equipment;
- The use of Ultra-Low Sulfur Diesel (ULSD), alternate fuels or fuel additives; and
- Meeting new engine standards for nonroad vehicles.

I acknowledge that this certificate is being furnished as a requirement under this contract, and is subject to applicable, State and Federal Laws, both criminal and civil.

Date

Signature

Printed Name and Title