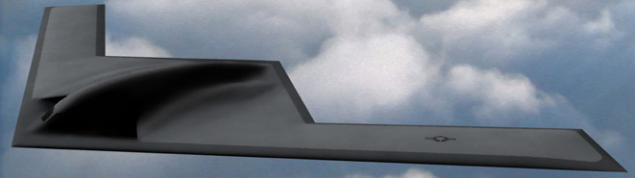


B-21 Main Operating Base 1 Beddown

at Dyess AFB, Texas, or
Ellsworth AFB, South Dakota



ENVIRONMENTAL IMPACT STATEMENT



Public Hearing Brochure

Environmental Impact Statement (EIS)
for the B-21 Main Operating Base 1 Beddown
at Dyess AFB, Texas
or Ellsworth AFB, South Dakota



September – November 2020

What is the National Environmental Policy Act? The National Environmental Policy Act (NEPA) is our national charter for making informed decisions while considering environmental impacts. NEPA requires all federal agencies making a proposal that may significantly impact the environment to consider:

- ▶ A range of reasonable alternatives.
- ▶ Potential environmental or human health consequences.
- ▶ Public and government agency input.

What is a Public Hearing?



The Air Force has issued the Draft Environmental Impact Statement (EIS) for the B-21 Main Operating Base 1 Beddown at Dyess AFB, Texas or Ellsworth AFB, South Dakota and it is in the 46-day public comment period and public hearing stage. The

hearings are part of the ongoing public involvement process associated with the EIS. The purpose of a hearing is to receive public comments on the environmental impacts of the proposed actions presented in the Draft EIS.

In compliance with the Centers for Disease Control best practices to contain the spread of COVID-19, the Air Force has decided to host four virtual public hearings in October 2020 to allow members of the public to learn about the project and provide verbal public comments.

The virtual public hearings will be held at the following dates and times:

- Tuesday, October 13, 2020, 5:30 p.m. – 7:30 p.m. CST**
- Thursday, October 15, 2020, 5:30 p.m. – 7:30 p.m. CST**
- Tuesday, October 20, 2020, 5:30 p.m. – 7:30 p.m. MST**
- Thursday, October 22, 2020, 5:30 p.m. – 7:30 p.m. MST**

What is an Environmental Impact Statement?

An EIS is required under NEPA and must:

- ▶ Identify and describe the affected environment.
- ▶ Evaluate the potential environmental consequences from a range of reasonable alternatives.
- ▶ Identify environmental permits and suggested mitigation measures to prevent or minimize environmental impacts, if required.

Timeline





What is the Background of the Project?

The Department of Defense is developing a new bomber aircraft, called the B-21 “Raider,” in honor of the Doolittle Raiders of World War II.

The B-21 will operate under the direction of the Air Force Global Strike Command. The B-21 will have both conventional and nuclear roles and will be capable of penetrating and surviving in advanced air defense environments.

The B-21 Raider will eventually replace existing B-1 and B-2 bomber aircraft. The Air Force intends to beddown B-21 aircraft through a series of three basing decisions: Main Operating Base (MOB) 1, MOB 2 and MOB 3. This Draft EIS considers the Air Force proposal for MOB 1 to host B-21 Operational Squadrons, a B-21 Formal Training Unit and a Weapons Generation Facility.

The additional two MOB locations (MOB 2 and MOB 3) will be evaluated in future NEPA analyses, after the location for MOB 1 is chosen.

The EIS will consider two beddown locations for MOB 1, where B-21 Raider training and operational activities would take place: Dyess Air Force Base (AFB), Texas and Ellsworth AFB, South Dakota.

What is the Purpose and Need for the Proposed Action?

THE AIR FORCE’S PURPOSE OF THE PROPOSED ACTION IS TO IMPLEMENT THE GOALS OF THE 2018 NATIONAL DEFENSE STRATEGY BY MODERNIZING THE U.S. BOMBER FLEET CAPABILITIES.

- ▶ The B-21 Raider will:
 - Carry conventional and nuclear payloads.
 - Support the nuclear triad modernization, which includes aircraft-, land- and submarine-launched weapons.
 - Provide a visible and flexible nuclear deterrent capability that will assure allies and partners through the United States’ commitment to international treaties.

THE AIR FORCE’S NEED FOR THE PROPOSED ACTION IS TO SUPPORT DETERRENCE CAPABILITIES BY BASING THE B-21 AT AN INSTALLATION THAT CAN SUPPORT THE AIR FORCE GLOBAL STRIKE COMMAND’S MOB 1 MISSION.

- ▶ The B-21 will provide the only advanced stealth bomber capability and capacity needed to deter, and if necessary, defeat our adversaries in an era of renewed great power competition.
- ▶ The installation will support training of crewmembers and personnel in the operation and maintenance of the B-21 aircraft.

Commonalities Between the Dyess AFB Alternative and the Ellsworth AFB Alternative

The Proposed Action includes common elements among both candidate bases. These commonalities are associated with personnel, airfield operations, airspace and range utilization, and the Weapons Generation Facility (WGF).

Personnel Associated with the B-21 Mission:

- ▶ Includes military personnel and dependents associated with Operational Squadrons and a B-21 Formal Training Unit
 - Approximately 3,500 military personnel
 - Approximately 4,200 dependents

Airfield Operations Associated with the B-21 Mission:

- ▶ Approximately 9,100 total B-21 operations per year.
- ▶ Approximately 40% of which would be conducted between the hours of 10 p.m. and 7 a.m.

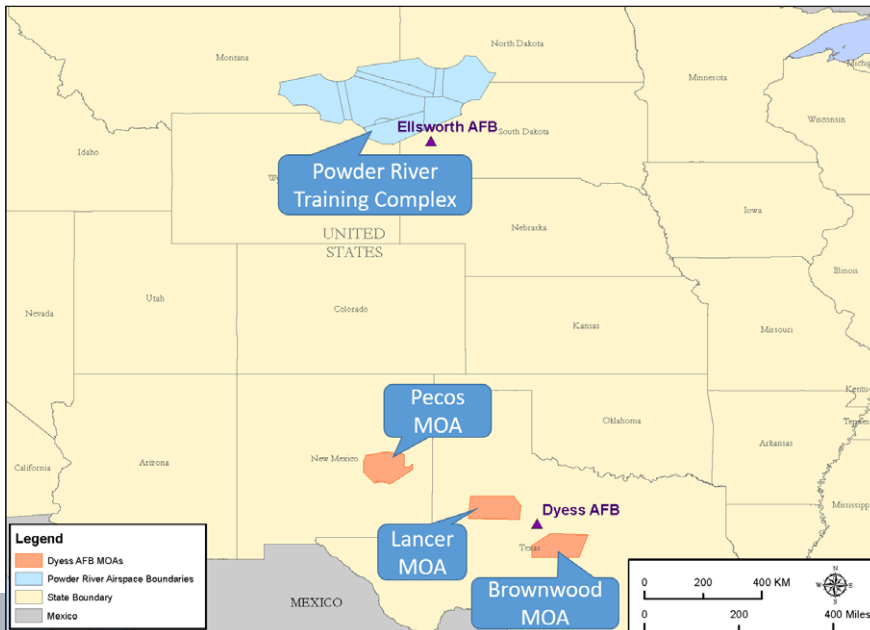


WGF Associated with the B-21 Mission:

- ▶ The WGF is a facility that requires new construction at the selected base.
- ▶ Offers a safe and secure location for storage of nuclear munitions.
- ▶ Requires approximate 35-acre footprint with approximate 52,000-square-foot building and a 17,000-square-foot munitions maintenance building.
- ▶ Provides a consolidated facility within a single, controlled site that accommodates maintenance, storage, and support functions to deliver enhanced operations and security measures for the entire mission.
- ▶ Due to national security, further details regarding the infrastructure associated with the WGF are not releasable.

Airspace and Range Utilization:

- ▶ For aircraft associated with Dyess AFB:
 - The primary training areas would be the Pecos Military Operating Area (MOA) and the Lancer MOA.
 - Additional training areas would be Brownwood MOA and the Powder River Training Complex (PRTC).
- ▶ For aircraft associated with Ellsworth AFB:
 - The primary training area would be the PRTC.
- ▶ For all airspace this includes their associated air traffic control assigned airspaces, or ATCAAs.



THIS MAP SHOWS THE AIRSPACE THE U.S. AIR FORCE MAY UTILIZE DEPENDING ON THE BEDDOWN LOCATION.

Dyess AFB Alternative

Establish MOB 1 at Dyess AFB, Texas

The Dyess AFB Alternative would establish MOB 1 at Dyess AFB, Texas, which includes all common elements plus the alternative-specific construction of facilities and infrastructure and siting of the WGF.

Facilities and Infrastructure:

- ▶ General planned areas of construction are shown in the map below.
- ▶ Specific locations cannot be illustrated due to operational security concerns.
- ▶ Construction will allow initial operational flying and flight training activities for both the operations and FTU squadrons.

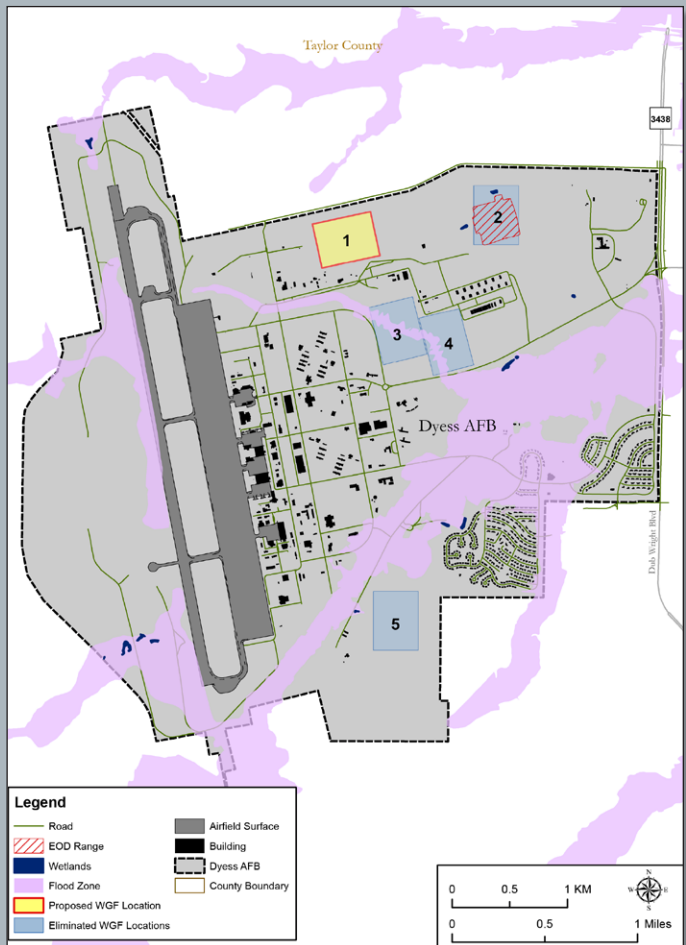
Weapons Generation Facility:

- ▶ Location 1, shown in the map below, satisfied all evaluation criteria that are unique to the WGF and has been carried forward as part of the Dyess AFB Alternative.

Dyess AFB Alternative
Establish MOB 1 at Dyess AFB, Texas



THIS FIGURE SHOWS THE FACILITIES AND INFRASTRUCTURE PLANNED AREAS OF CONSTRUCTION FOR DYESS AFB.



THIS FIGURE SHOWS THE WGF LOCATION (IN YELLOW) FOR DYESS AFB.

Ellsworth AFB Alternative

Establish MOB 1 at Ellsworth AFB, South Dakota

The Ellsworth AFB Alternative would establish MOB 1 at Ellsworth AFB, South Dakota, which includes all common elements plus the alternative-specific construction of facilities and infrastructure and siting of the WGF.

Facilities and Infrastructure:

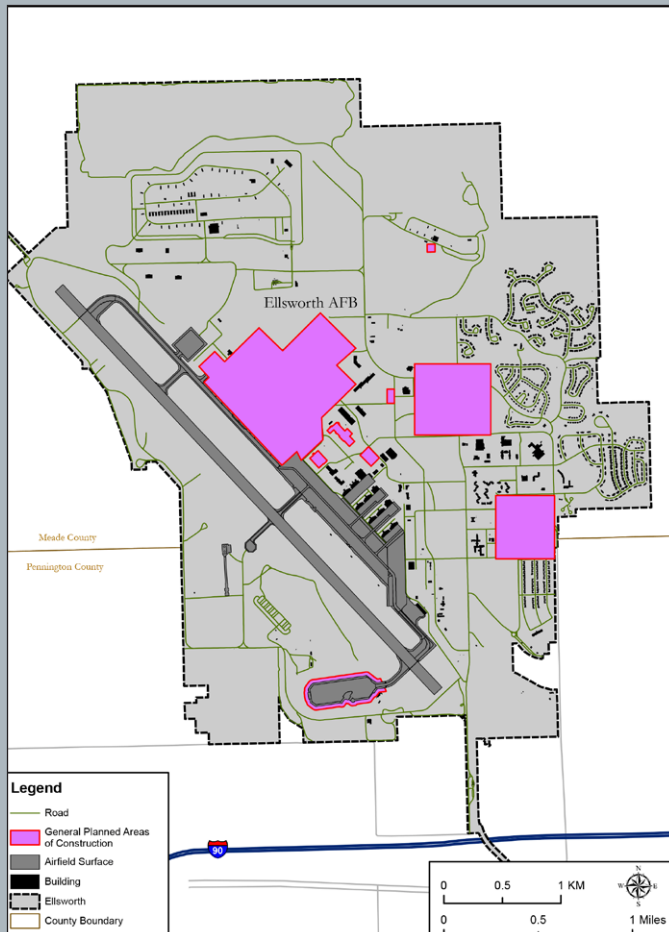
- ▶ General planned areas of construction are shown in the map below.
- ▶ Specific locations cannot be illustrated due to operational security concerns.
- ▶ Construction will allow initial operational flying and flight training activities for both the operations and FTU squadrons.

Weapons Generation Facility:

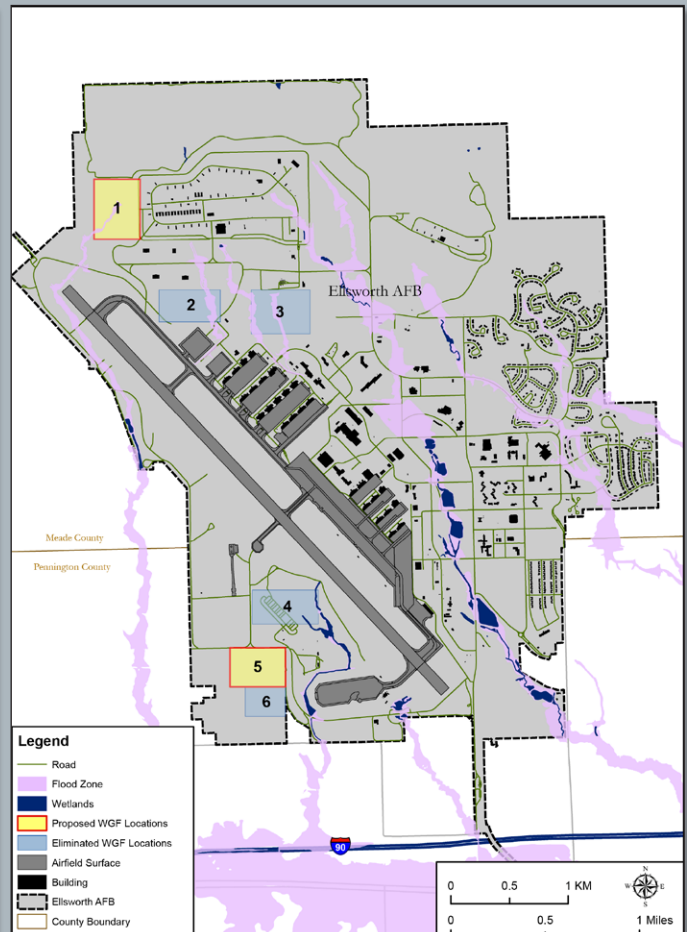
- ▶ The following locations, as shown on the map below, satisfied all evaluation criteria that are unique to the WGF and have been carried forward as subalternatives:
 - Location 1 - North WGF Site
 - Location 5 - South WGF Site

Ellsworth AFB Alternative

Establish MOB 1 at Ellsworth AFB, South Dakota



THIS FIGURE SHOWS THE FACILITIES AND INFRASTRUCTURE PLANNED AREAS OF CONSTRUCTION FOR ELLSWORTH AFB.



THIS FIGURE SHOWS THE WGF ALTERNATIVE LOCATIONS (IN YELLOW) FOR ELLSWORTH AFB.

No Action Alternative

No Action Alternative

- ▶ NEPA requires that the analysis in the EIS must include a “No Action Alternative”
- ▶ For this EIS, the No Action Alternative states:
 - The B-21 would not beddown at either Dyess or Ellsworth AFB
 - Each installation would continue their individual missions (including the B-1 mission) at current levels
- ▶ The No Action Alternative represents the baseline for the analysis, against which decision makers can compare the magnitude of potential environmental effects resulting from the action alternatives.

Environmental Resources Analyzed:

The EIS examines potential impacts on the human and natural environments that could be affected by the proposed alternatives. The following environmental resource areas are addressed in the Draft EIS; however, this brochure provides an overview of the key resource areas (in blue) potentially impacted by the B-21 aircraft beddown.

- ▶ Air Quality
- ▶ Airspace Use and Management
- ▶ Biological Resources
- ▶ Cultural Resources
- ▶ Environmental Justice
- ▶ Hazardous Materials and Solid Wastes
- ▶ Health and Safety
- ▶ Land Use
- ▶ Noise
- ▶ Physical Resources (water and soils)
- ▶ Socioeconomics
- ▶ Transportation
- ▶ Utilities

Each affected resource compares the end-state to the No Action Alternative. The end-state is defined as when all B-21 aircraft have beddown and all B-1 aircraft have retired.



Airspace Use and Management Impact Summary

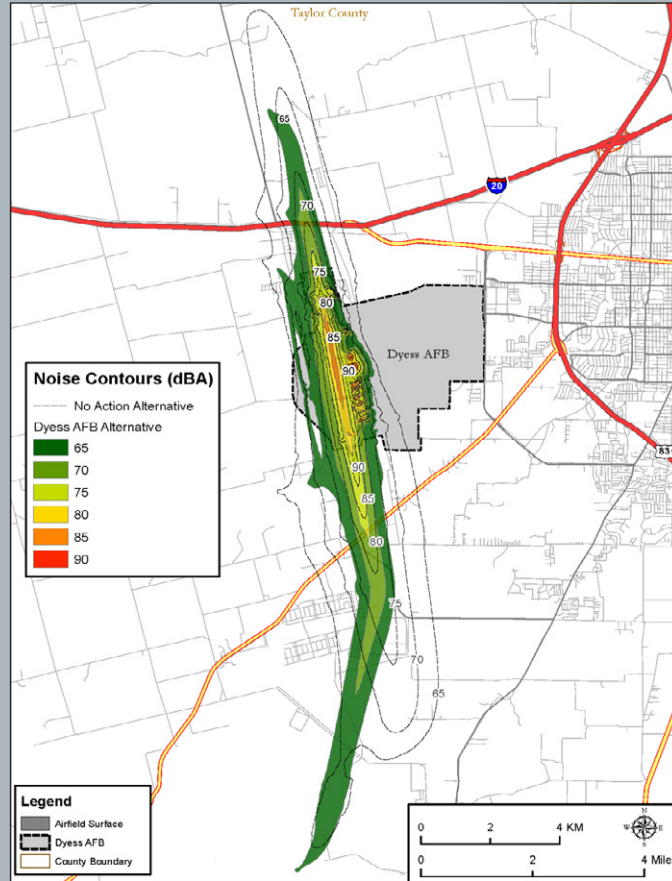
For the Dyess AFB Alternative and the Ellsworth AFB Alternative:

- ▶ There are no plans to modify any of the airspace as part of the Proposed Action.
- ▶ PRTC-related B-21 air operations would adhere to the legal descriptions for the PRTC MOAs published in the National Flight Data Digest.
- ▶ Increases in airspace operations could lead to increased congestion and/or scheduling impacts; however, airspace would not be adversely impacted since the B-21 is projected to use higher airbands.

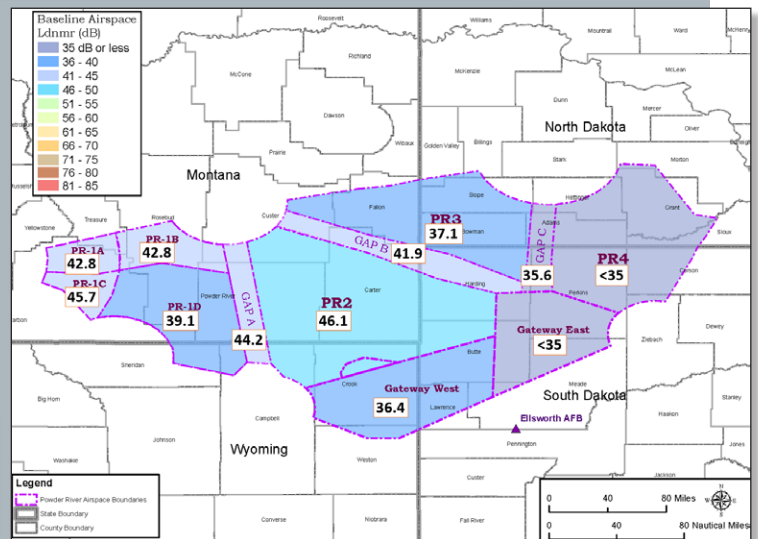
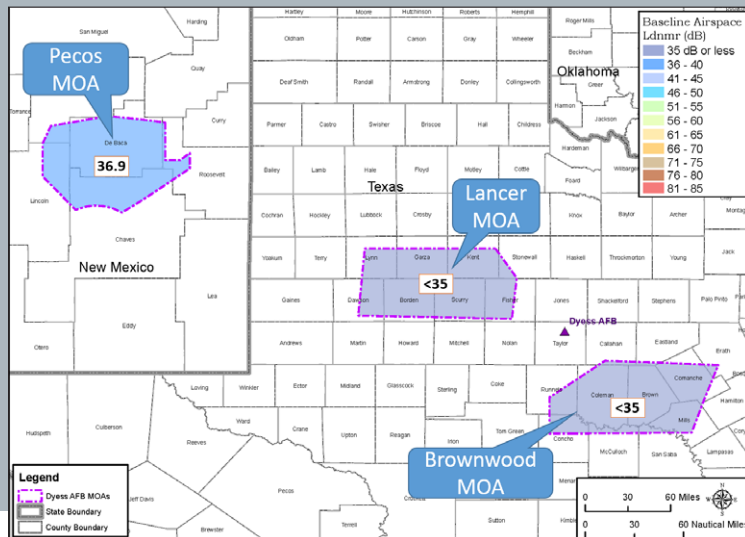
AIRCRAFT OPERATIONS SUMMARY			
AIRFIELD/AIRSPACE	NO ACTION ALTERNATIVE	PROPOSED ACTION	CHANGE FROM NO ACTION ALTERNATIVE
DYESS AFB ALTERNATIVE			
DYESS AFB AIRFIELD	48,940	48,394	-546 (-1.12%)
PRTC	2,778	2,760	-18 (-0.65%)
BROWNWOOD MOA	2,467	2,454	-13 (-0.53)
LANGER MOA	1,376	1,132	-244 (-17.73%)
PECOS MOA	2,425	2,781	356 (+14.68%)
ELLSWORTH AFB ALTERNATIVE			
ELLSWORTH AFB AIRFIELD	8,910	10,318	1,408 (+15.8%)
PRTC	2,778	3,921	1,143 (+41.1%)

Noise Impact Summary for the Dyess AFB Alternative

- ▶ Approximate 62% **decrease** in acres of land exposed to noise levels exceeding 65 dB DNL
 - Decrease of 7,142 acres from the No Action Alternative
- ▶ Approximate 65% **decrease** in number of persons exposed to noise levels exceeding 65 dB DNL
 - Decrease of 923 persons from the No Action Alternative
- ▶ **No change** in noise levels at PRTC from the No Action Alternative
- ▶ Pecos MOA
 - A **decrease** of 19 dB L_{dnmr} from the No Action Alternative
 - Noise levels would be reduced to 36.9 dB L_{dnmr}
- ▶ Lancer MOA
 - A **decrease** of 8.4 dB L_{dnmr} from the No Action Alternative
 - Noise levels would be reduced to less than 35 dB L_{dnmr}
- ▶ Brownwood MOA
 - **No change** from the No Action Alternative
 - Noise levels would remain at less than 35 dB L_{dnmr}



THIS FIGURE SHOWS THE PROJECTED NOISE LEVELS SURROUNDING DYESS AFB UNDER THE DYESS AFB ALTERNATIVE.

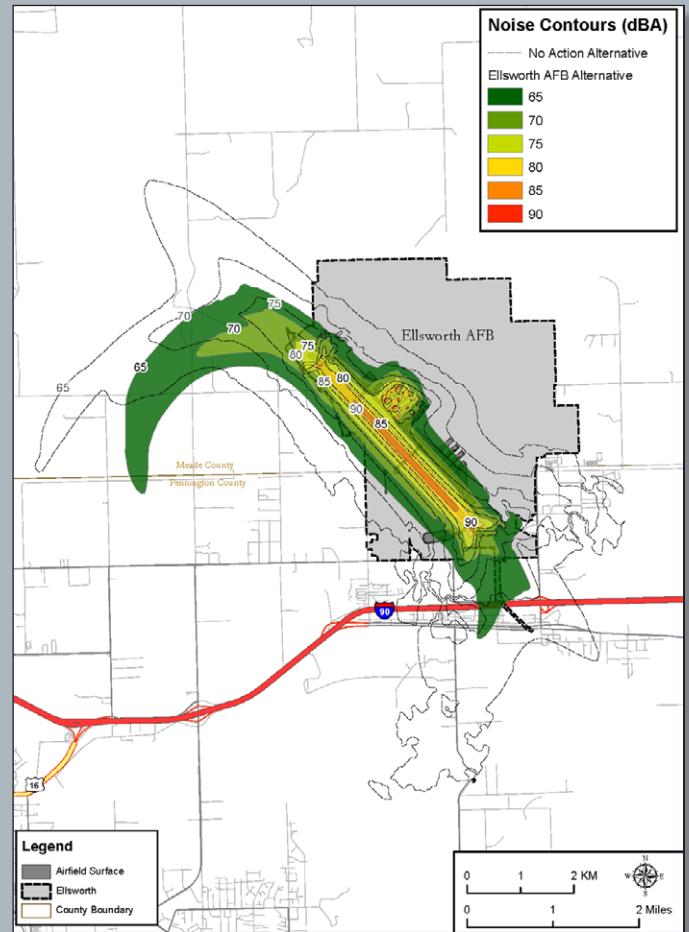


THIS FIGURE SHOWS THE PROJECTED NOISE LEVELS BENEATH THE PRTC UNDER THE DYESS AFB ALTERNATIVE.

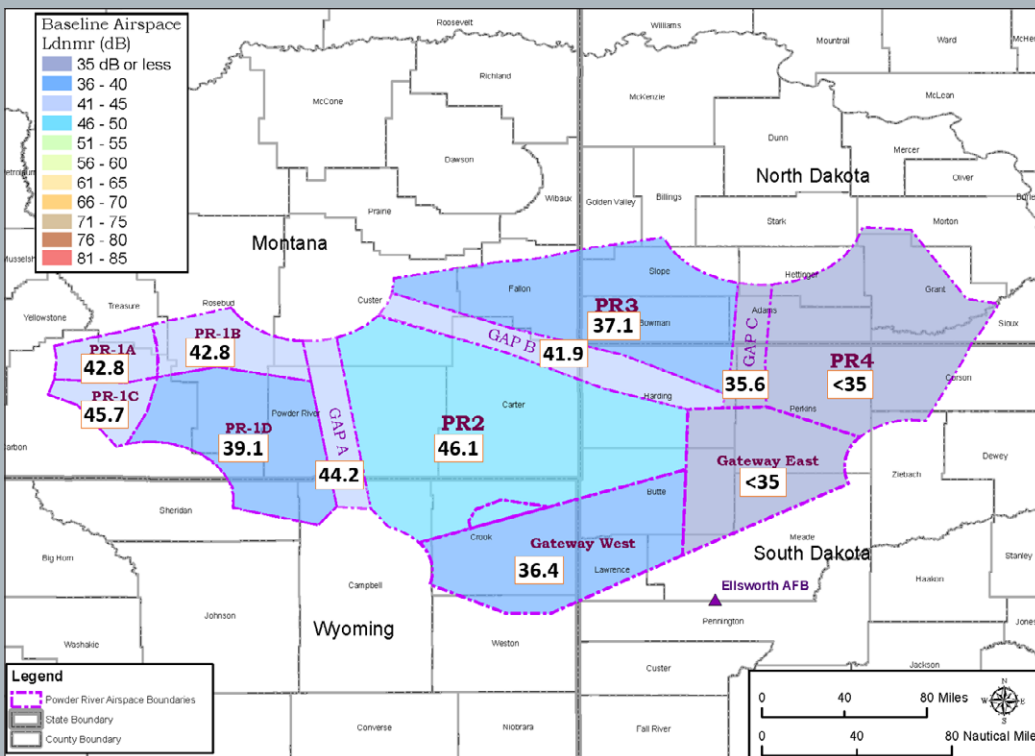
THIS FIGURE SHOWS THE PROJECTED NOISE BENEATH MOAs UNDER THE DYESS AFB ALTERNATIVE.

Noise Impact Summary for the Ellsworth AFB Alternative

- ▶ Approximate 72% **decrease** in acres of land exposed to noise levels exceeding 65 dB DNL
 - Decrease of 4,224 acres from the No Action Alternative
- ▶ Approximate 82% **decrease** in number of persons exposed to noise levels exceeding 65 dB DNL
 - Decrease of 1,627 persons from the No Action Alternative
- ▶ Noise levels at PRTC would **decrease** up to 11 dB L_{dnmr} from the No Action Alternative
 - Noise levels at PRTC would range from less than 35 to 42 dB L_{dnmr}



THIS FIGURE SHOWS THE PROJECTED NOISE LEVELS SURROUNDING ELLSWORTH AFB UNDER THE ELLSWORTH AFB ALTERNATIVE.



THIS FIGURE SHOWS THE PROJECTED NOISE LEVELS BENEATH THE PRTC UNDER THE ELLSWORTH AFB ALTERNATIVE.

Socioeconomics Impact Summary

For the Dyess AFB Alternative and the Ellsworth AFB Alternative:

SOCIOECONOMIC FACTOR	CHANGE FROM NO ACTION ALTERNATIVE	
	DYESS AFB ALTERNATIVE	ELLSWORTH AFB ALTERNATIVE
TOTAL PERSONS	3,953 (39% INCREASE)	3,147 (30% INCREASE)
SCHOOL AGE CHILDREN	727	284
DIRECT JOBS	1,645	1,664
INDIRECT JOBS	477	582
VALUE	\$19,945,461	\$23,878,400
HOUSING	1,170 UNITS	1,011 UNITS
PUBLIC SERVICE PROFESSIONALS DEMAND	48	39

Environmental Justice Impact Summary

Dyess AFB Alternative:

- ▶ There would be a 65 percent decrease in total residents exposed to noise levels greater than 65 dB
- ▶ Environmental Justice (EJ) and sensitive populations exposed to noise levels greater than 65 dB would also decrease by between 63 and 73 percent
- ▶ Positive impacts to EJ and sensitive populations would occur due to decreased noise levels

Ellsworth AFB Alternative:

- ▶ There would be a 82 percent decrease in total residents exposed to noise levels greater than 65 dB
- ▶ EJ and sensitive populations exposed to noise levels greater than 65 dB would also decrease by between 81 and 86 percent
- ▶ Positive impacts to EJ and sensitive populations would occur due to decreased noise levels

Cultural Resources Impact Summary

Commonalities Between the Dyess AFB Alternative and the Ellsworth AFB Alternative

- ▶ No adverse impacts to cultural resources are anticipated from flight operations under either alternative
 - Noise levels at either base would be expected to decrease and would be well below the thresholds that might cause damage to historical properties/structures
 - Noise levels at the PRTC under both alternatives as well as the Brownwood, Pecos, and Lancer MOAs under the Dyess AFB Alternative would either stay the same or be reduced
 - The B-21 generally flies higher than the B-1, so the visibility of the aircraft from historic properties below these airspaces would decrease
 - Since the 2014 PRTC Programmatic Agreement has expired, the Air Force would continue to adhere to the 2014 stipulations until the Programmatic Agreement is renegotiated

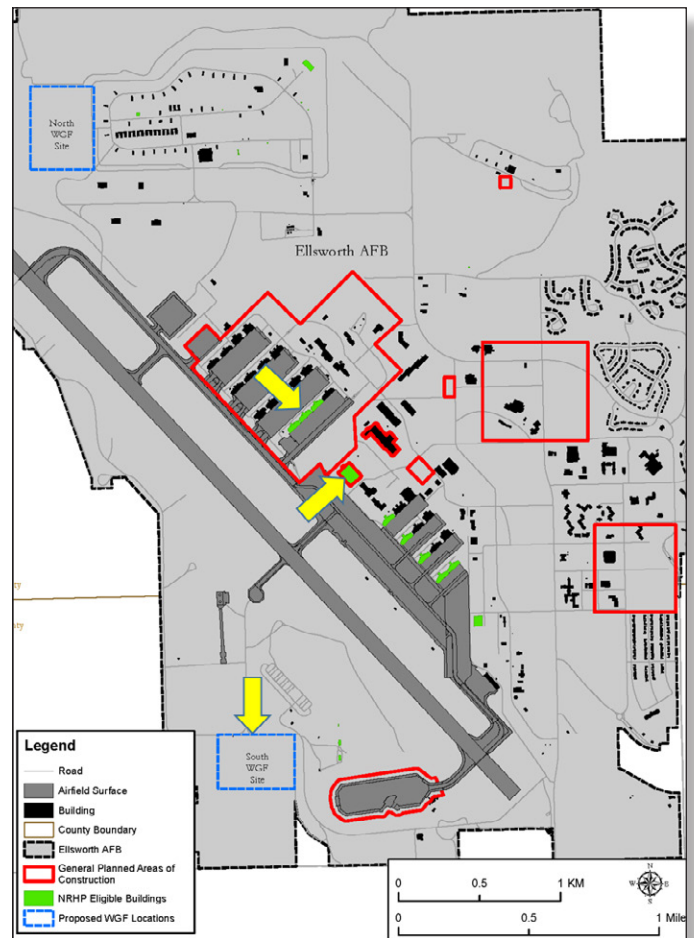
Dyess AFB Alternative:

- ▶ No historic properties or archaeological resources occur within the proposed construction footprints at Dyess AFB
- ▶ No adverse impacts to cultural resources are anticipated from construction activities
- ▶ Consultation with Texas State Historic Preservation Officer (SHPO) is not required



Ellsworth AFB Alternative:

- ▶ Development of facilities and infrastructure would require the demolition of three historic properties and renovation of a fourth historic property (the PRIDE Hangar)
 - Consultation with South Dakota SHPO is ongoing
 - SHPO has concurred with the finding of an adverse effect for the demolition of the three historic properties and the finding of no adverse effect for the renovation of the PRIDE Hangar
- ▶ South WGF Site Subalternative requires an archaeological survey for Section 106 compliance, as the land was acquired after the base-wide 1994 survey
- ▶ Results of SHPO consultation and the archaeological survey will be included in the Final EIS

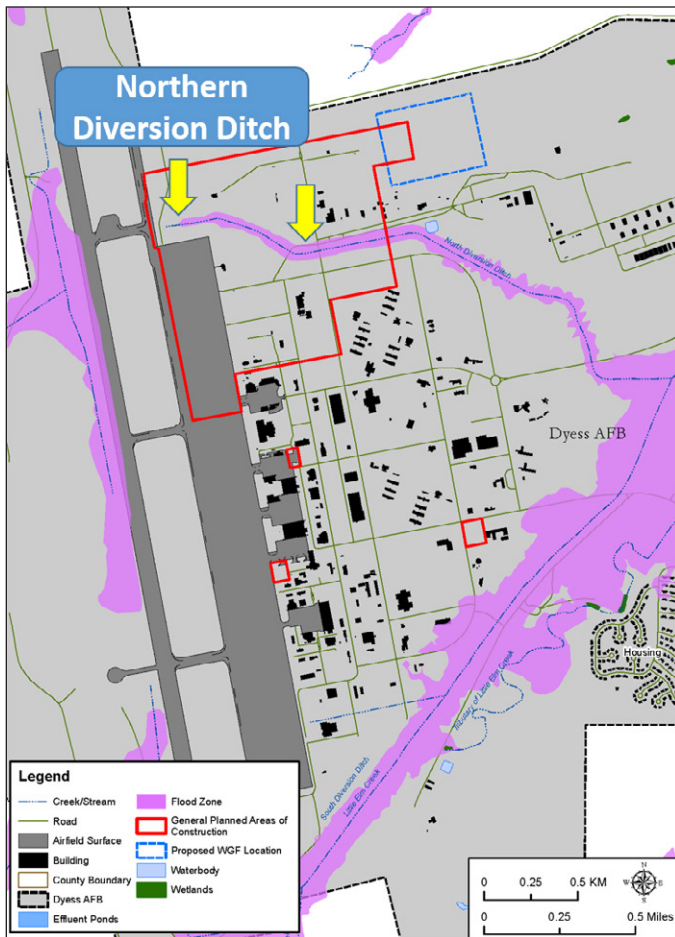


THIS FIGURE SHOWS HISTORIC PROPERTIES WITHIN THE CONSTRUCTION FOOTPRINT AT ELLSWORTH AFB.

Physical Resources Impact Summary

For the Dyess AFB Alternative:

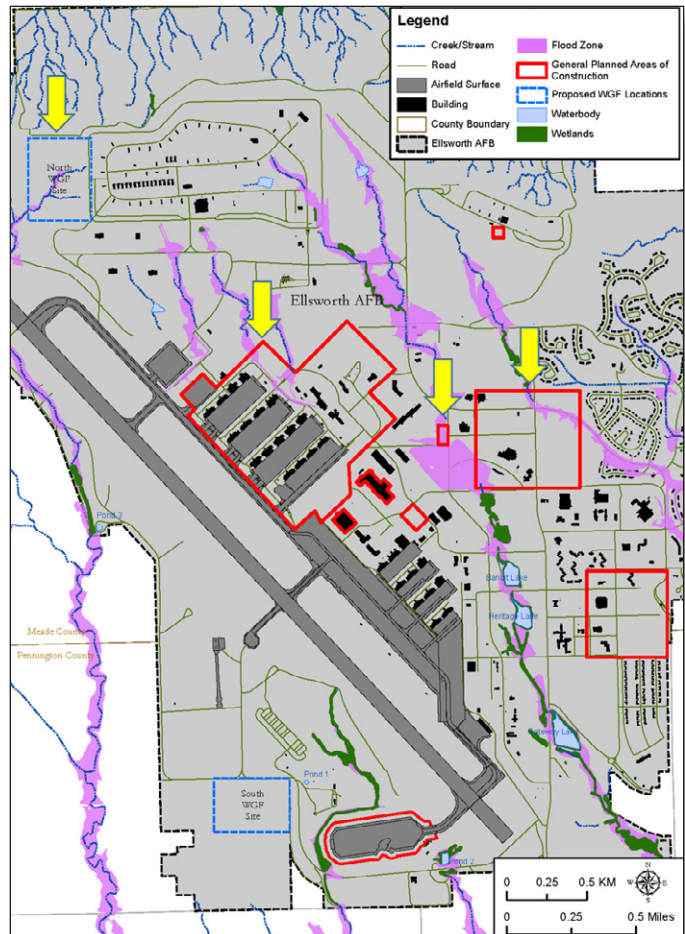
- ▶ One of the planned construction areas includes 100-year floodplains
- ▶ Buildings would be sited to avoid 100-year floodplains, where feasible
- ▶ Proposed expansion of the existing aircraft parking apron would impact a portion of the Northern Diversion Ditch, including approximately 2 acres of floodplains
 - Area is an already disturbed environment
 - Expansion would extend existing culvert, maintaining flow capacity and discharge routes
 - Hydrological properties of the floodplain would not be impacted
- ▶ A Finding of No Practicable Alternative will be included in the Record of Decision
- ▶ Overall, no significant impacts would occur



THIS FIGURE SHOWS THE 100-YEAR FLOODPLAINS AT DYESS AFB.

For the Ellsworth AFB Alternative:

- ▶ Some of the planned construction areas and the planned North WGF Site include 100-year floodplains
- ▶ Buildings would be sited to avoid 100-year floodplains, where feasible
- ▶ A Finding of No Practicable Alternative will be included in the Record of Decision
- ▶ Overall, no significant impacts would be expected with:
 - Implementation of erosion control measures in areas with moderate to steep topography
 - Proper design of facilities in the 100-year floodplain



THIS FIGURE SHOWS THE 100-YEAR FLOODPLAINS AT ELLSWORTH AFB.

Air Quality Summary

Dyess AFB Alternative:

- ▶ Air emissions from personnel and training operations would increase for all criteria pollutants by less than 3.5 percent, except for carbon monoxide, which would decrease
- ▶ Air emissions under the MOAs would decrease or remain nominal
- ▶ No adverse impacts to regional air quality are anticipated



Ellsworth AFB Alternative:

- ▶ Air emissions from personnel and training operations would decrease for all criteria pollutants except for nitrogen oxides, which would increase by approximately 1.6 percent
- ▶ Air emissions in the PRTC would decrease for all criteria pollutants
- ▶ No adverse impacts to regional air quality are anticipated



Hazardous Materials and Hazardous and Solid Wastes Summary

For the Dyess AFB Alternative and the Ellsworth AFB Alternative:

- ▶ No changes to permits, hazardous waste generator status, or management procedures would be required at either location
- ▶ Management of toxic substances and hazardous and nonhazardous wastes would be accomplished in accordance with all regulatory requirements and established procedures
- ▶ Development on or near any Environmental Restoration Program (ERP) or per- and polyfluoroalkyl substances (PFAS) sites would be coordinated with the state regulatory agency and other relevant stakeholders, as applicable





How to submit comments on the Draft EIS:

Comments on the Draft EIS may be submitted in a variety of ways. You may make a verbal comment at a virtual public hearing or submit written comments electronically or by mail, as stated below.

All comments must be received or postmarked by **November 9, 2020** to be considered in the Final EIS.

Electronic comments can be submitted on the project website at:

www.B21EIS.com

Written comments can be mailed to:

Leidos
ATTN: B-21 EIS
1456 Woodlawn Way
Gulf Breeze, FL 32563

Inquiries should be directed to:

Dyess AFB Public Affairs, (325) 696-4820,
or after hours (325) 268-6554

Ellsworth AFB Public Affairs, (605) 385-5056,
or after hours (605) 391-7436



Keys to making effective substantive comments:

- ▶ Be specific. State particular reasons for your concerns about environmental impacts instead of making broad statements.
- ▶ Focus your comments on particular environmental issues or resources and provide details, if possible. For example, offer differences in interpretations of information, such as interpretations of significance, scientific, or technical conclusions.
- ▶ Describe how your issue of environmental concern relates to the Draft EIS, such as information that is factually inaccurate or analytically inadequate or identify impacts that are not analyzed.
- ▶ Make a separate comment for each issue. Avoid blending multiple issues in a single paragraph to ensure greater clarity.
- ▶ Other input might include identifying reasonable alternatives or feasible mitigations not included in the EIS or ask clarifying questions about the EIS process or the proposed action or alternatives.
- ▶ Avoid the following types of comments:
 - non-specific
 - agree or disagree with the proposal
 - vote for or against a proposal or particular alternative
 - state a personal preference or opinion



For more information please visit the project website at
www.B21EIS.com

Comments must be received or postmarked by November 9, 2020 to be considered in the Final EIS.