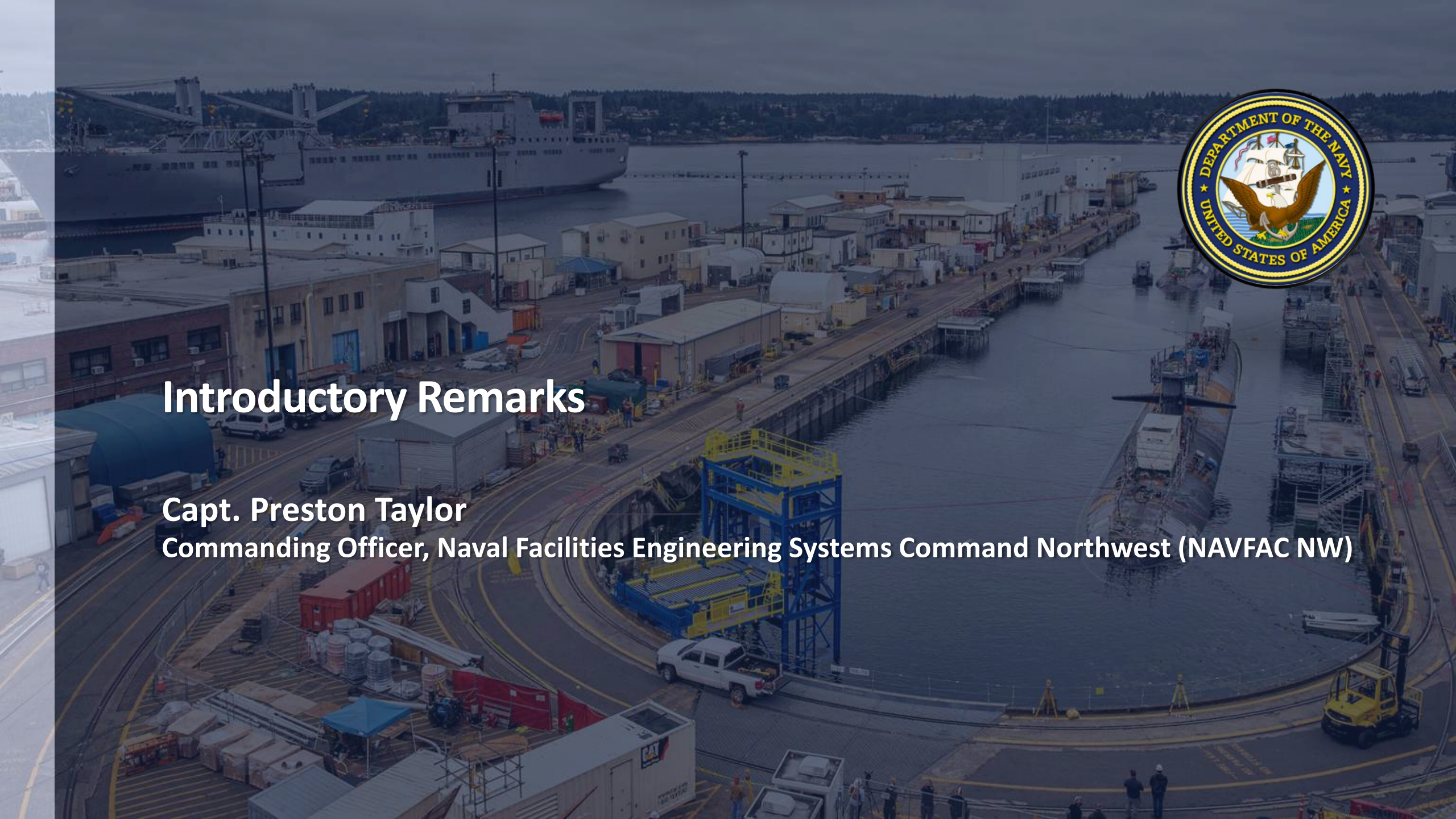
Infrastructure Improvements at PSNS & IMF: Modernization to Support the Navy's Fleet of the Future

Kitsap Industrial Readiness Summit

August 21, 2025



Introductory Remarks

Capt. Preston Taylor
Commanding Officer, Naval Facilities Engineering Systems Command Northwest (NAVFAC NW)

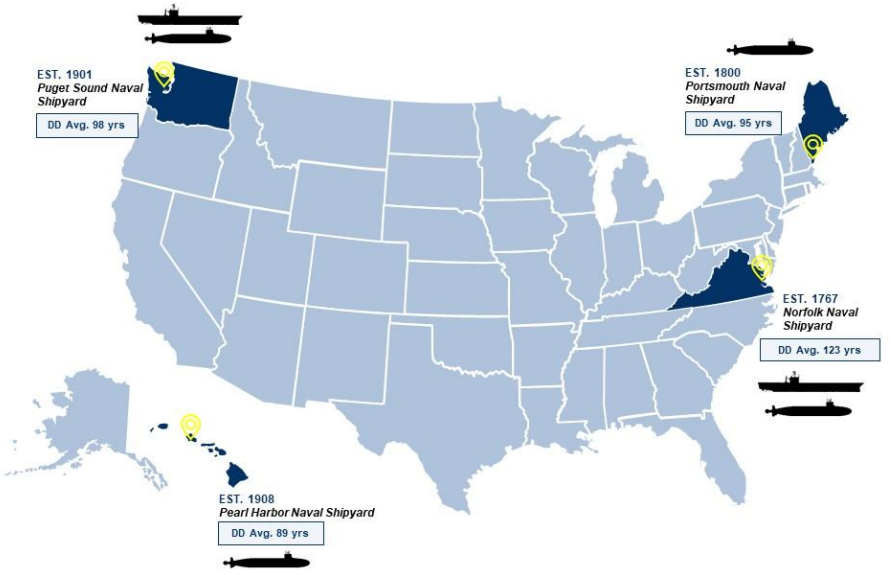
Overview of the Navy's Shipyard Infrastructure Optimization Program (SIOP)

Mr. Dave Sweet
Director, SIOP Department at PSNS & IMF

Shipyard Infrastructure Optimization Program

Problem Statement

- Condition, capacity, and configuration of facilities, dry docks, and equipment at the four public shipyards contribute to inadequate throughput and loss of fleet operational availability.
- Shipyards designed for constructing conventional ships are not optimized for repairing the nuclear fleet.



Baseline Performance (2018)

- Dry dock capability/survivability gaps: insufficient dry docks for Block IV Virginia-class submarines and Ford-class aircraft carriers.
- Inadequate facilities and equipment led to maintenance delays that contributed to >1,300 lost operational days for carriers and >12,500 lost operational days for submarines. (FY00-16, GAO).

Solution: SIOP

LOE 1: Construct and recapitalize dry docks and piers

LOE 2: Recapitalize and reconfigure infrastructure for optimization

LOE 3: Modernize industrial plant equipment

SIOP North Star

Enable increased submarine and carrier maintenance throughput by recapitalizing shipyard infrastructure and equipment required to conduct scheduled depot maintenance and by reconfiguring infrastructure layout to deliver reductions in availability durations.

SIOP – Dry Dock Modernization

Norfolk Naval Shipyard (NNSY) – Dry Dock 8 Modernization
Five projects including $486M cooling water for Ford-class aircraft carriers
Ford-class in the Atlantic

Portsmouth Naval Shipyard (PNSY) – Dry Dock 1 Expansion
$2.5B project underway in support of Virginia-class submarines
3 to 5 dry docks

Active Nuclear Fleet
Ford: 1
Nimitz: 10
Ohio (SSBN): 14
Ohio (SSGN): 4
Seawolf: 3
Virginia: 24
Los Angeles: 25

Pearl Harbor Naval Shipyard (PHNSY) – New Dry Dock 5
$4.5B project underway in support of Virginia-class submarines
2 to 3 Virginia-class dry docks

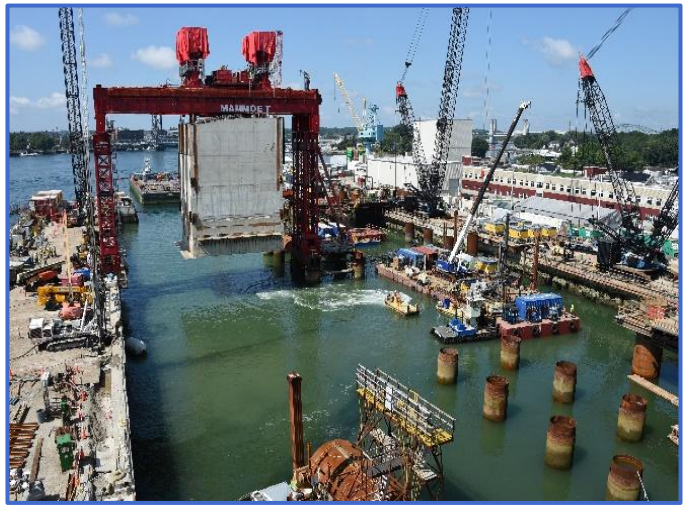
Puget Sound Naval Shipyard (PSNS)– New Multi-Mission Dry Dock
Approaching 80% design, NEPA, and Tribal consultations underway
Ford-class in the Pacific

SIOP Progress

- ***Work Underway***
  - **$6.1B** of construction -- three new dry docks; converting a fourth
  - **64** pieces of industrial plant equipment in procurement valued at **$450M**
  - PHNSY Dry Dock 5, NNSY Dry Dock 8, and PNSY Dry Dock 1 are in construction
- ***Completed Since 2018***
  - Major Defense Acquisition Program (MDAP) Gates 1-3 (requirements and alternative selection) and Gate 4 (configuration baseline) for PHNS
  - **46** completed projects valued at **$1.2B**
  - **277** pieces of industrial plant equipment delivered valued at **$640M**
- ***Quarterly Achievements***
  - PHNSY Dry Dock 5 main dredging completed
  - The Navy and Suquamish Tribe signed a framework for Government-to-Government consultations regarding the proposed multi-mission dry dock at PSNS
  - NNSY Dry Dock 8 dewatering pumps, 3.5MW generators, and saltwater system tested
  - PNSY Waterfront Production Facility completed
  - USS Cheyenne undocked through PNSY Dry Dock 1
  - 5-Axis Router (NNSY), Horizontal Boring Mill (PNSY), and 25-ton Portal Crane (PSNS) delivered

	PHNS	PSNS	NNSY	PNSY
	In Progress: # projects / total value under contract, as of August 2025			
MILCON Design	2 / $16M	4 / $246M	2 / $24M	2 / $27M
MILCON Construction	1 / $3,281M	1 / $145M	2 / $226M	2 / $1,677M
RM Design	7 / $36M	13 / $28M	4 / $7M	5 / $7.5M
RM Construction	8 / $140M	19 / $218M	3 / $249M	9 / $146M
IPE Procurement	18 / $105M	22 / $113M	13 / $165M	11 / $67M

PHNSY DD 5 Dredging

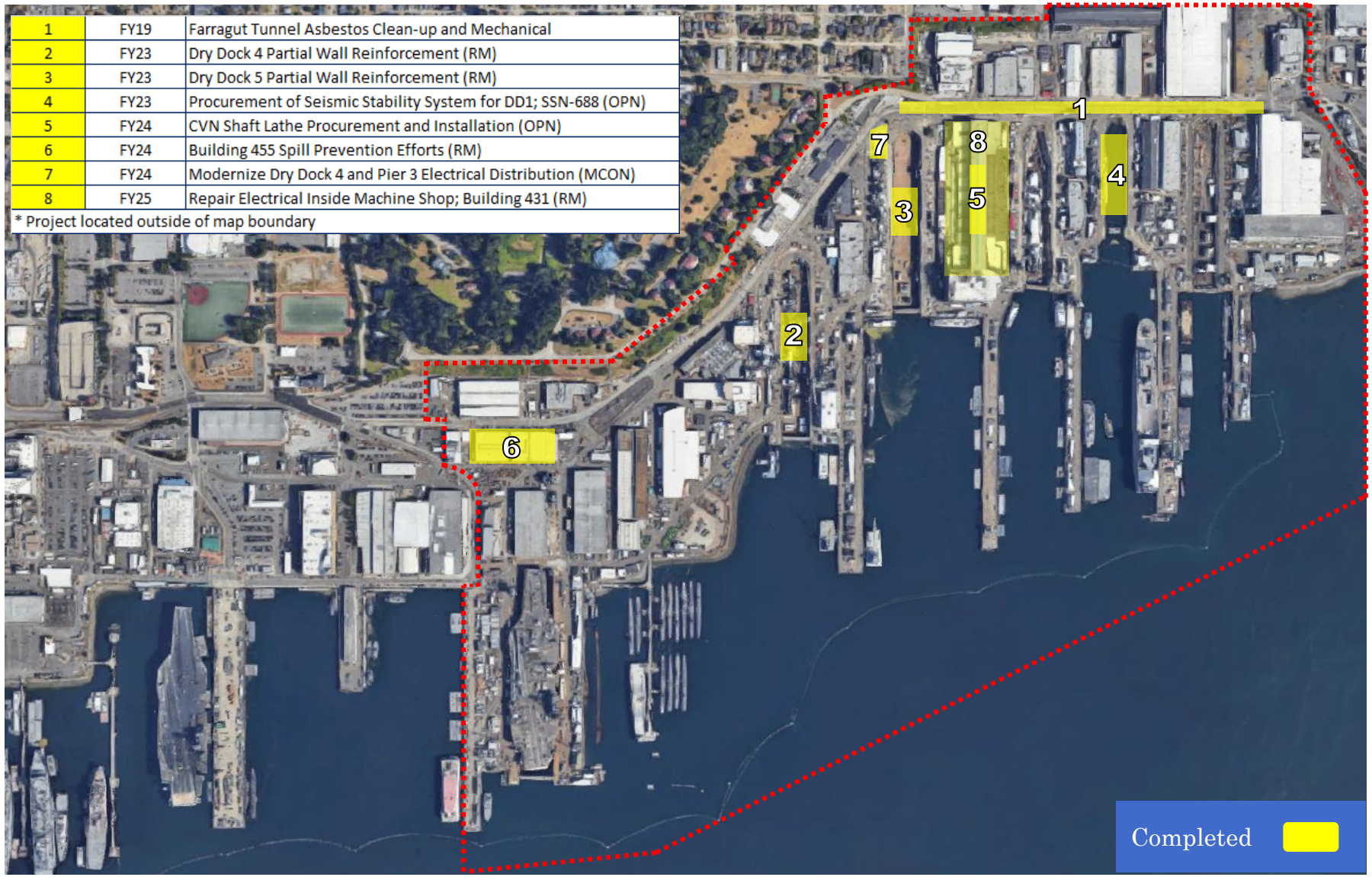


PNSY DD 1 Monolith Install

PSNS: Completed SIOP Facility Projects

1	FY19	Farragut Tunnel Asbestos Clean-up and Mechanical
2	FY23	Dry Dock 4 Partial Wall Reinforcement (RM)
3	FY23	Dry Dock 5 Partial Wall Reinforcement (RM)
4	FY23	Procurement of Seismic Stability System for DD1; SSN-688 (OPN)
5	FY24	CVN Shaft Lathe Procurement and Installation (OPN)
6	FY24	Building 455 Spill Prevention Efforts (RM)
7	FY24	Modernize Dry Dock 4 and Pier 3 Electrical Distribution (MCON)
8	FY25	Repair Electrical Inside Machine Shop; Building 431 (RM)

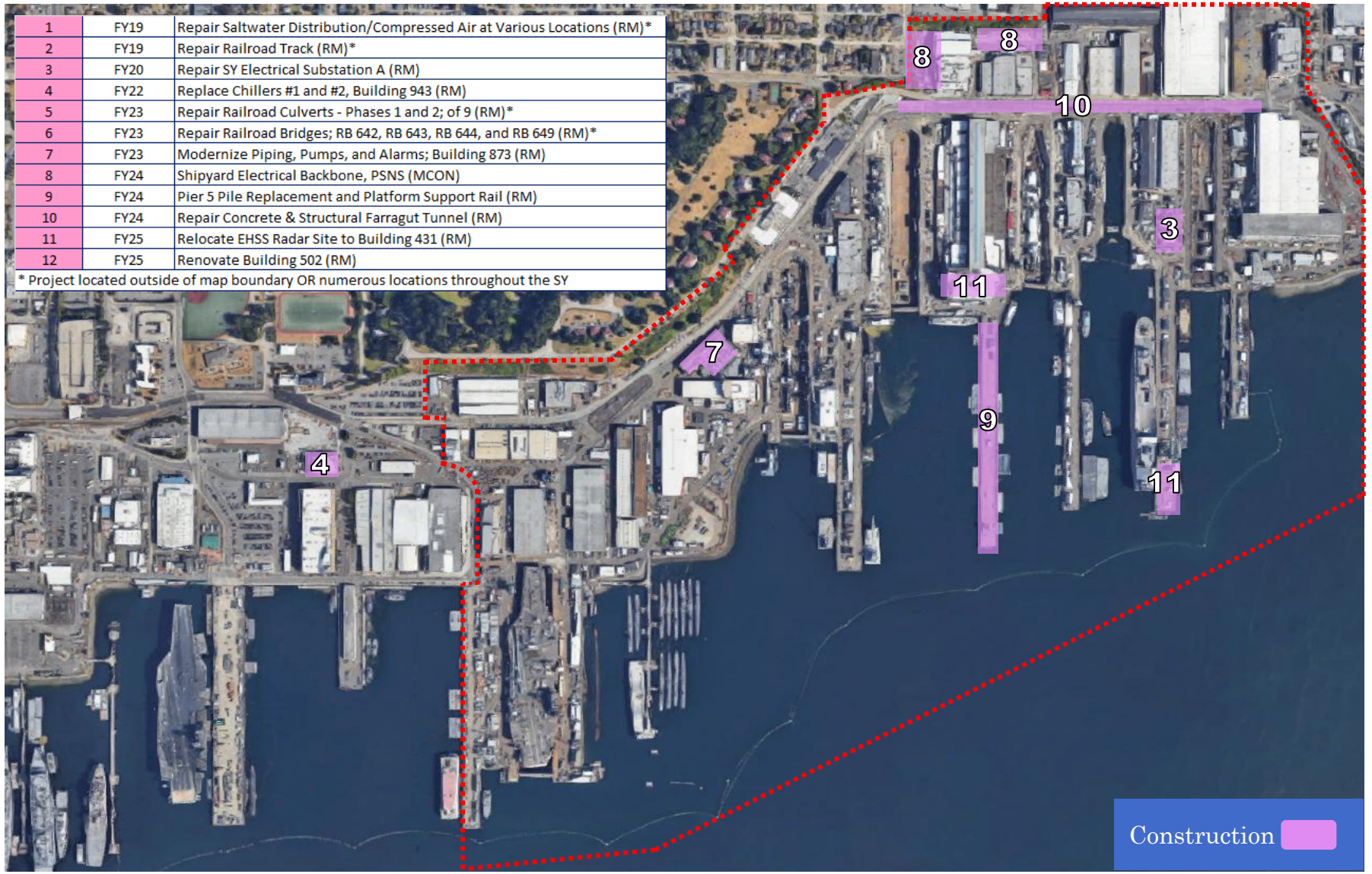
* Project located outside of map boundary



PSNS: SIOP Facility Projects (Construction)

1	FY19	Repair Saltwater Distribution/Compressed Air at Various Locations (RM)*
2	FY19	Repair Railroad Track (RM)*
3	FY20	Repair SY Electrical Substation A (RM)
4	FY22	Replace Chillers #1 and #2, Building 943 (RM)
5	FY23	Repair Railroad Culverts - Phases 1 and 2; of 9 (RM)*
6	FY23	Repair Railroad Bridges; RB 642, RB 643, RB 644, and RB 649 (RM)*
7	FY23	Modernize Piping, Pumps, and Alarms; Building 873 (RM)
8	FY24	Shipyard Electrical Backbone, PSNS (MCON)
9	FY24	Pier 5 Pile Replacement and Platform Support Rail (RM)
10	FY24	Repair Concrete & Structural Farragut Tunnel (RM)
11	FY25	Relocate EHSS Radar Site to Building 431 (RM)
12	FY25	Renovate Building 502 (RM)

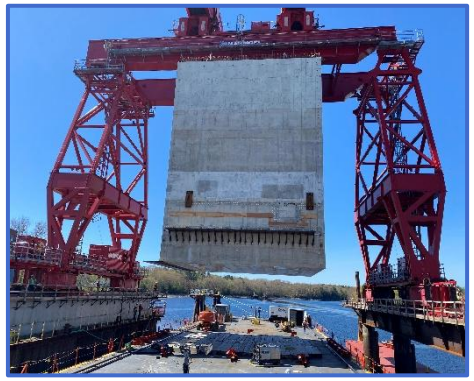
* Project located outside of map boundary OR numerous locations throughout the SY



Challenges of Working in a Shipyard

Cannot interfere with the vital work of maintenance availabilities – must work around

- Limited ingress due to security (Controlled Industrial Area)
- Limited space for laydown. Constrained areas.
- Aged infrastructure – some buildings uninhabitable, unsafe; tools and equipment broken or lost, etc.
  - Avg. age 82 years
- **Environment**
  - Soil contaminants
  - Flooding/natural disasters
  - Electrical power instability
  - Seismic safety considerations
  - Historic and natural resources



Temporary Lifting Device

Portsmouth Dry Dock Project

Prefab location in Brewer, ME

Job site (PNSY)

Have to transport ~200 miles due to space constraints

Closing

PNSY DD1 Monolith Manufacturing

PHNSY DD5 Floor Unit Fabrication

USS Cheyenne Departing PNSY DD1

PNSY Paint, Blast, and Rubber

PSNS 25T Portal Crane

NNSY DD8 Pump Well Motor Install

NNSY DD4 RSC Modular Assembly Yard

RFID Hand-Held Scanners

SIOP Industry Day

PSNS Electrical Transformer Replacement

Bremerton Waterfront Infrastructure Improvements Environmental Impact Statement at Puget Sound Naval Shipyard and Intermediate Maintenance Facility, Naval Base Kitsap-Bremerton

Mr. Rory Lee
Senior Environmental Planner, NAVFAC NW

www.BremertonWaterfrontImprovementsEIS.com

Project Overview: Proposed Action

The U.S. Navy proposes to:

- Construct and operate a new multi-mission dry dock.
- Modify, construct, demolish, replace, and/or construct piers, wharves, moorings, cranes, buildings, and support facilities; primarily at PSNS&IMF.
- The Proposed Action also includes dredging to create adequate water depth at wharves and piers and as required for construction of new structures.

The Notice of Intent published in June 2022 included several projects that are no longer part of the Proposed Action.

- Pier 5 demolition, Pier 6 replacement, and Dry Dock 6 seismic upgrades are not currently funded or programmed for implementation.
- Completion of the NEPA process for these projects will occur when implementation has been determined.

Purpose and Need

To address critical deficiencies in dry dock capability, capacity, and seismic survivability to enable PSNS & IMF to continue to meet its mission to support the Navy's nuclear fleet into the foreseeable future.

- PSNS & IMF does not have the dry dock capability to support the Navy's newest class of aircraft carriers.
- PSNS & IMF does not have the dry dock and pier capacity for required future overhauling, refueling, inactivating, and recycling of submarines. PSNS & IMF must also maintain the capacity to perform emergent work such as battle damage repair.

About the Shipyard

- PSNS & IMF is the Navy's primary provider for the maintenance, repair, modernization, inactivation, and recycling of ships, submarines, and aircraft carriers in the Pacific Fleet.
    - PSNS & IMF is the only Navy shipyard on the West Coast with a dry dock that can accommodate nuclear-powered aircraft carriers for repair and maintenance.
    - PSNS & IMF is the only Navy shipyard that is approved to recycle nuclear-powered submarines.
- Most of the infrastructure at PSNS & IMF dates back to the late 1800s and early 1900s.
- Since World War II, few major updates have been made.

Alternatives Carried Forward for Analysis

- Alternative 1: No Action Alternative
- Alternative 2: Multi-Mission Dry Dock at Dry Dock 3 (Preferred Alternative)
- Alternative 3: Multi-Mission Dry Dock at Mooring A

Alternative 1: No-Action Alternative

- The Proposed Action would not occur.
  - The proposed multi-mission dry dock would not be built.
  - The Navy would not be able to service the Navy's newest class of aircraft carriers anywhere on the West Coast.
  - The Navy would continue to maintain, repair, and operate existing facilities.
- NEPA documents are required to evaluate the No-Action Alternative. The no-action alternative serves to establish a comparative baseline for analysis of the action alternatives.

Alternative 2: Multi-Mission Dry Dock at Dry Dock 3

Alternative 2 is the Preferred Alternative

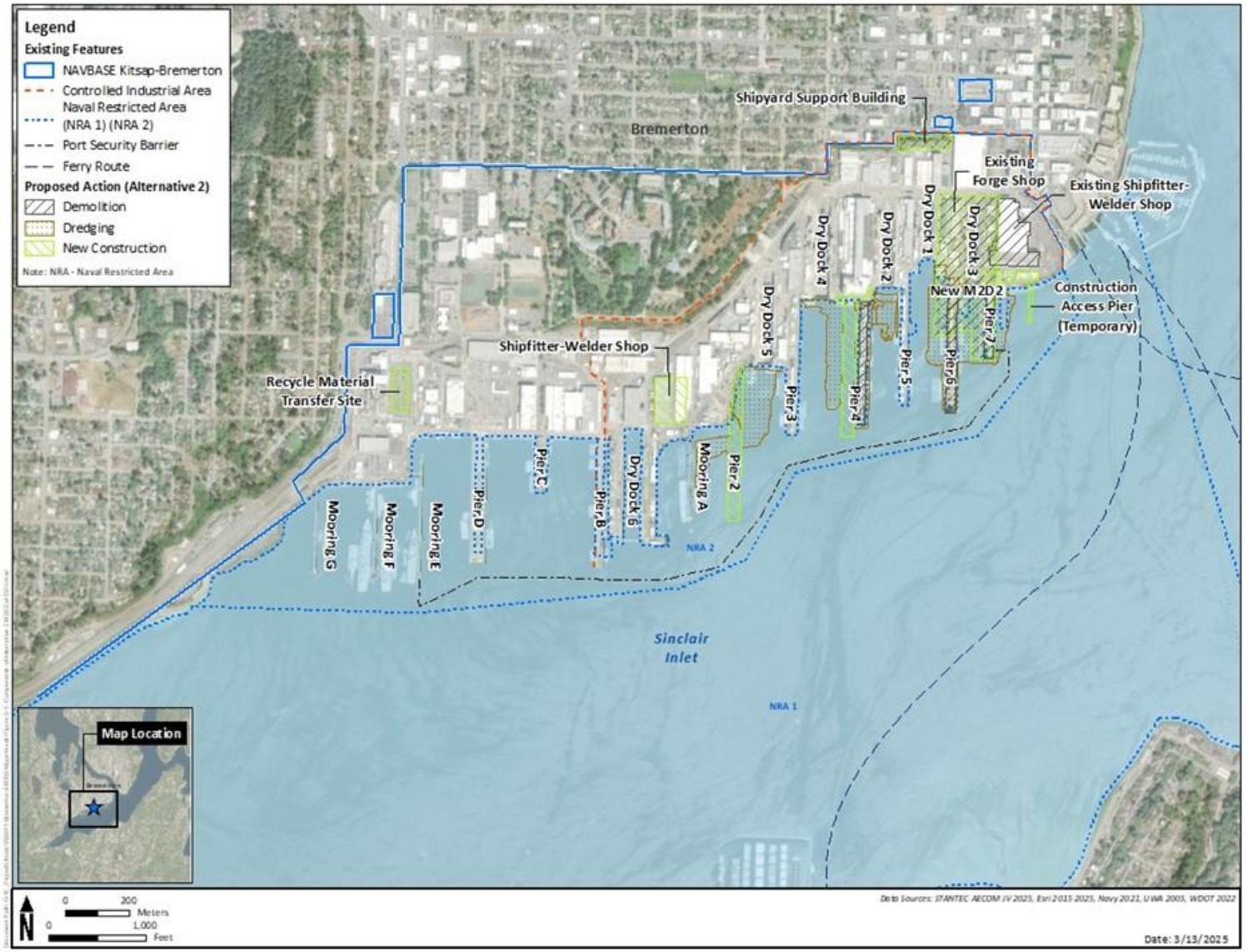
Construction

- New M2D2 at DD3 location, including Wharf 6 and Wharf 7
- New Pier 2
- New Shipfitter-welder shop and new shipyard support building
- At Naval Base Kitsap-Bangor, new Forge Shop and Radio Hill Complex Expansion
- New Pier 4

Demolition

- Demolish DD3, Piers 6 and 7, and pile footings from former Pier 8
- Demolish Hammerhead Crane, shipfitter-welder shop, forge shop, storage building, and other upland buildings
- Demolish Pier 4

Alternative 2: Multi-Mission Dry Dock at Dry Dock 3



Alternative 3: Multi-Mission Dry Dock at Mooring A

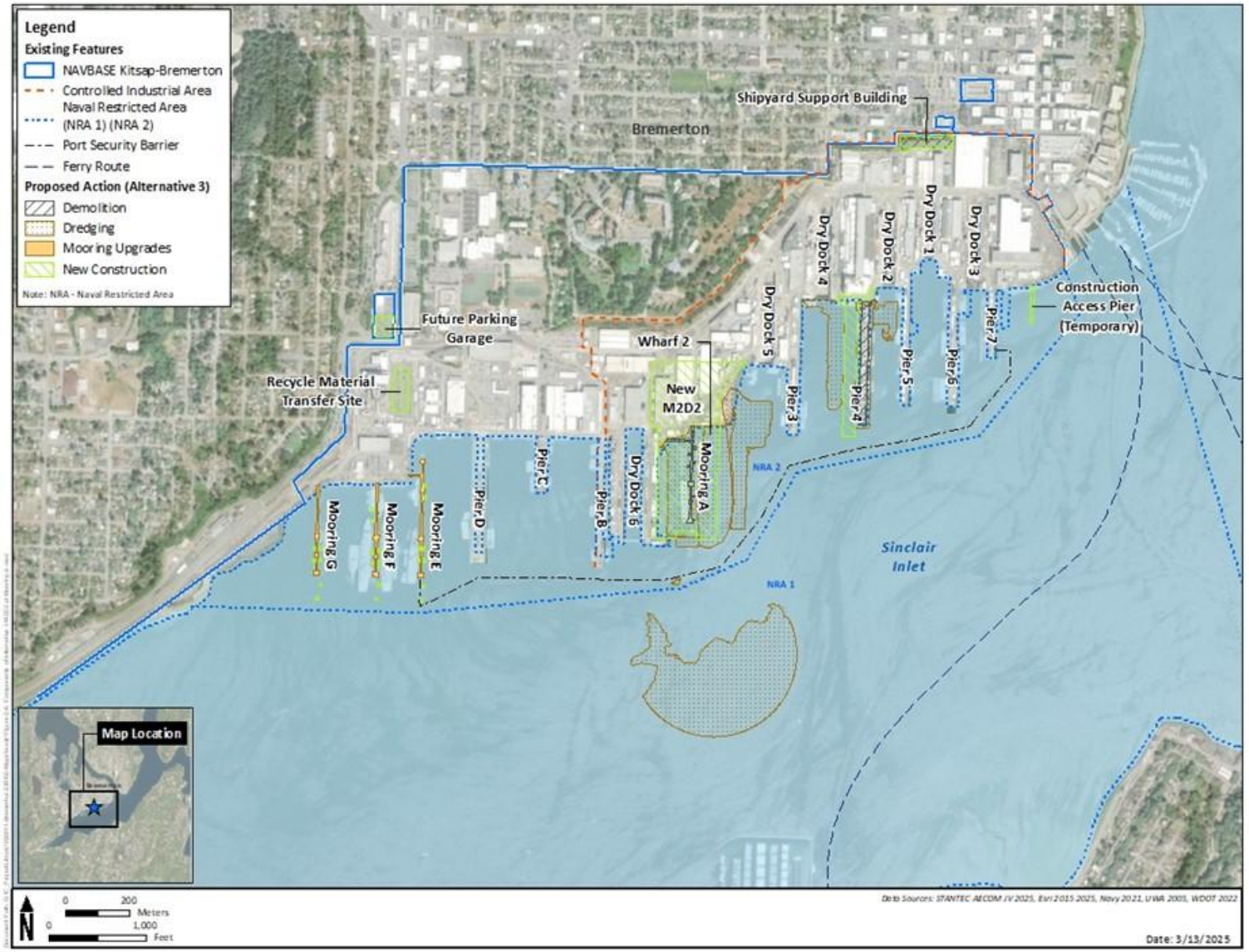
Construction

- New M2D2 at Mooring A location, including Wharf 2
- Modification of Moorings E, F, and G
- New Shipyard support building and new parking garage
- At Naval Base Kitsap-Bangor, Radio Hill Complex Expansion
- New Pier 4

Demolition

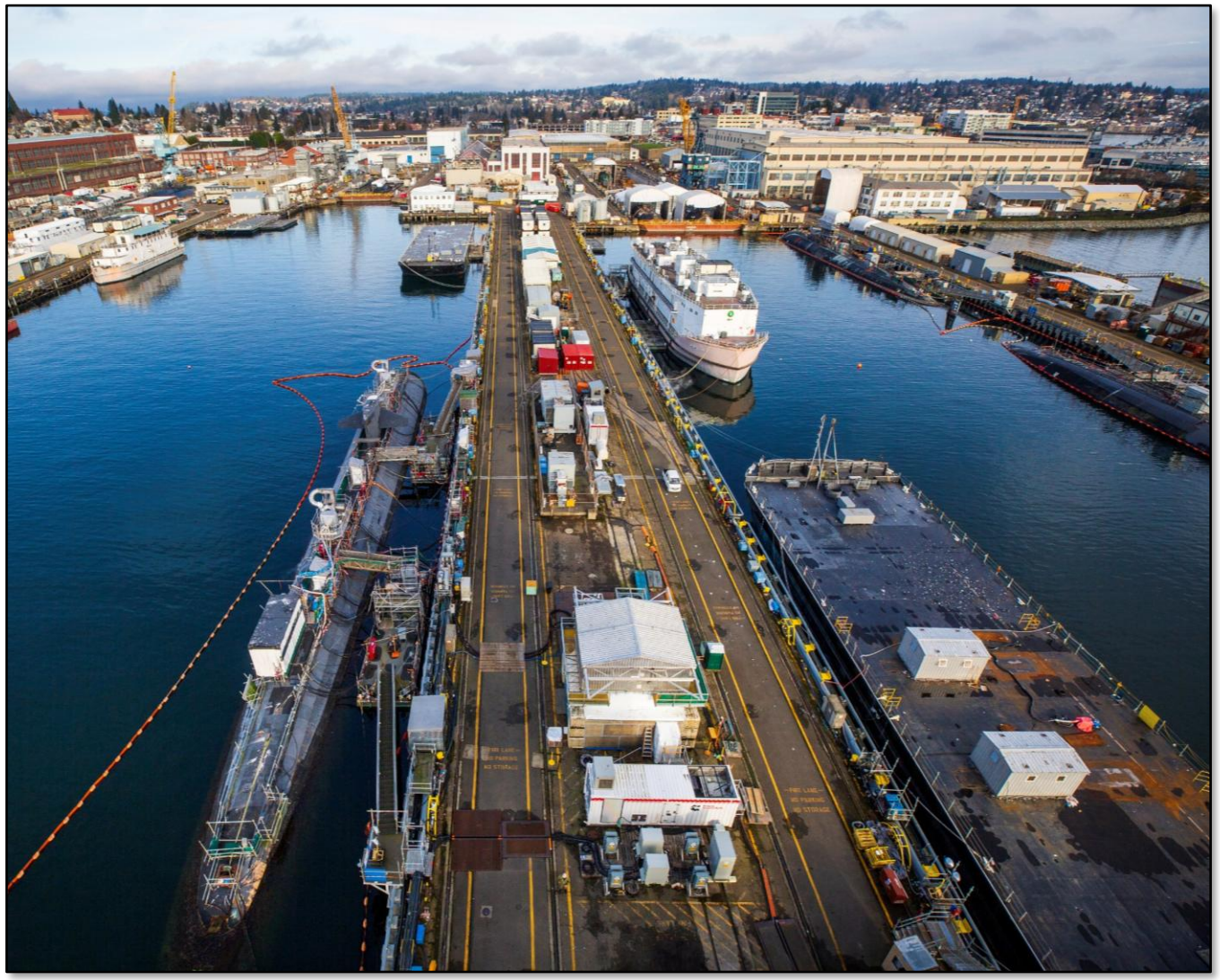
- Demolish Mooring A
- Demolish Hammerhead Crane, storage building, and other upland buildings
- Demolish Pier 4

Alternative 3: Multi-Mission Dry Dock at Mooring A



Alternatives Considered but Eliminated

- The Navy considered alternatives to meet the purpose and need, such as:
  - Alternative sites and/or Navy locations for a new multi-mission dry dock.
  - Acquisition of a floating dry dock.
  - Seismic upgrades to Dry Dock 6 without building a new multi-mission dry dock.
- The Navy developed screening criteria to evaluate alternatives against the purpose and need.



Summary of the Potential Impacts

Air Quality

- Increased emissions and dust generated during construction.
- Emissions from operations may decrease as new facilities would be more energy efficient.

Water Resources

- Temporary negative impacts due to in-water construction and dredging. Impacts mitigated through compliance with Clean Water Act permits for construction.
- Long-term improvements in water quality due to installation of new stormwater piping and stormwater treatment infrastructure.
- More stormwater runoff from the increase of impervious surfaces.
- Impacts would be mitigated in accordance with applicable permits and best management practices.

Geological Resources

- Minimal impacts to topography at Naval Base Kitsap-Bremerton.
- Clearing, grading, and filling at Naval Base Kitsap-Bangor for Radio Hill complex expansion and new forge shop.
- Dredging will remove large volumes of contaminated sediment.
- Excavation will remove large volumes of contaminated soil.
- Temporary negative impacts would be minimized by implementing erosion control best practices and maintaining compliance with Clean Water Act permits for construction.

Summary of the Potential Impacts (continued)

Biological Resources

- Impacts to terrestrial and marine wildlife during construction and operations. Impacts would be mitigated in accordance with the applicable consultations and permits.
- Loss of marine vegetation and invertebrates during construction and operations.
- Impacts to salmon migration from increased; nearshore barriers, predation, overwater shade, and lighting.
- Long-term improvements to the benthic habitat and Essential Fish Habitat from removal of contaminated sediment.
- Habitat removal and increased human activity at Naval Base Kitsap-Bangor for the Radio Hill complex expansion and new forge shop.

Cultural Resources

- Demolition of historic properties and alterations to the PSNS Historic District and Navy Yard Puget Sound National Historic Landmark.
- Mitigation to be developed in consultation with agencies and tribes.

Summary of the Potential Impacts (continued)

Land Use and Recreation

- Possible recreational fishing impacts due to increased marine vessel traffic and behavioral changes in salmon from construction activities.

Visual Resources

- Permanent impacts from the removal of both the Hammerhead Crane and shipfitter-welder shop, replacement of the existing Storage Facility, and the addition of the multi-mission dry-dock.
- The multi-mission dry dock, replacement buildings, and the presence of Ford-class aircraft carriers would be visually consistent with the existing shipyard and facilities.

The shipfitter-welder shop, a large rectangular building, and the Hammerhead Crane are the visible features of PSNS & IMF from this key observation point.

Summary of the Potential Impacts (continued)

American Indian Traditional Resources

- Temporary impacts on availability and harvestability of traditional resources and interfere with Tribal fishing during construction and from increased vessel traffic.
- Possible long-term beneficial impacts to traditional resources due to the possible improvement of water and sediment quality from the removal of contaminated sediment.
- In accordance with federal law and Navy policy, the Navy is continuing government-to-government consultation with the Suquamish Indian Tribe of the Port Madison Reservation, Skokomish Indian Tribe, Port Gamble S'Klallam Tribe, Jamestown S'Klallam Tribe, and Lower Elwha Tribal Community.

Noise

- Increased impacts to noise sensitive areas due to pile driving during construction.

Utilities and Infrastructure

- Short-term, minimal impacts from relocation of existing utilities during construction.

Transportation and Traffic

- Increased traffic to and from Naval Base Kitsap-Bremerton and Naval Base Kitsap-Bangor and increased parking demand during construction.

Summary of the Potential Impacts (continued)

Marine Navigation

- Increased marine vessel traffic in Sinclair Inlet and Rich Passage due to construction vessels.
- Marine traffic would return to pre-construction levels following the completion of the Proposed Action.

Public Health and Safety

- Localized impacts from an increase in noise, traffic, use of hazardous substances, and generation of solid waste and potentially hazardous waste during construction.
- Impacts during operations would be similar to current shipyard operations.

Hazardous Materials and Wastes

- Increased use of hazardous substances and generation of solid waste and potentially hazardous waste during construction.
- Increased potential of human and environmental exposure to hazardous material during construction.

Socioeconomics:

- Minimal increase to local population and demand for housing and public services.
- Direct, indirect, and induced job creation and temporary increases in local gross product and tax revenue.

The NEPA Process and Community Involvement

NEPA Process and Timeline		
Milestone	**Description**	**Current EIS Schedule**
Notice of Intent	Announces an agency's intent to prepare an EIS	June 8, 2022
★ **Public Scoping Period**	Public process to review and comment on the scope and issues to be analyzed in the EIS	***Comment Period:*** June 8 – July 11, 2022 ***Public Scoping Meeting:*** June 23, 2022
Draft EIS	Presents the analysis of potential environmental impacts for each identified alternative	July 18, 2025
★ **Draft EIS Public Review and Comment Period**	Opportunity for public review and comment on the analysis presented in the Draft EIS	July 18 – September 3, 2025
Final EIS	Includes updates to the Draft EIS and responses to public comments received during the Draft EIS comment period	Summer 2026
30-Day Wait Period	Agencies are generally required to wait 30 days after the Final EIS is published before making a final decision on which alternative in the EIS will be selected	Summer 2026
Record of Decision	Announces the formal decision on the selected alternative	Summer/Fall 2026

Community Involvement

Community involvement is an important part of the NEPA process. Public input allows decision makers to benefit from local knowledge and consider local issues and concerns.

The public participates in the NEPA process during two key stages:

- Scoping
- Draft EIS Public Review

During the Draft EIS public review and comment period, the public has an opportunity to review, evaluate, and comment on the environmental impact analysis presented.

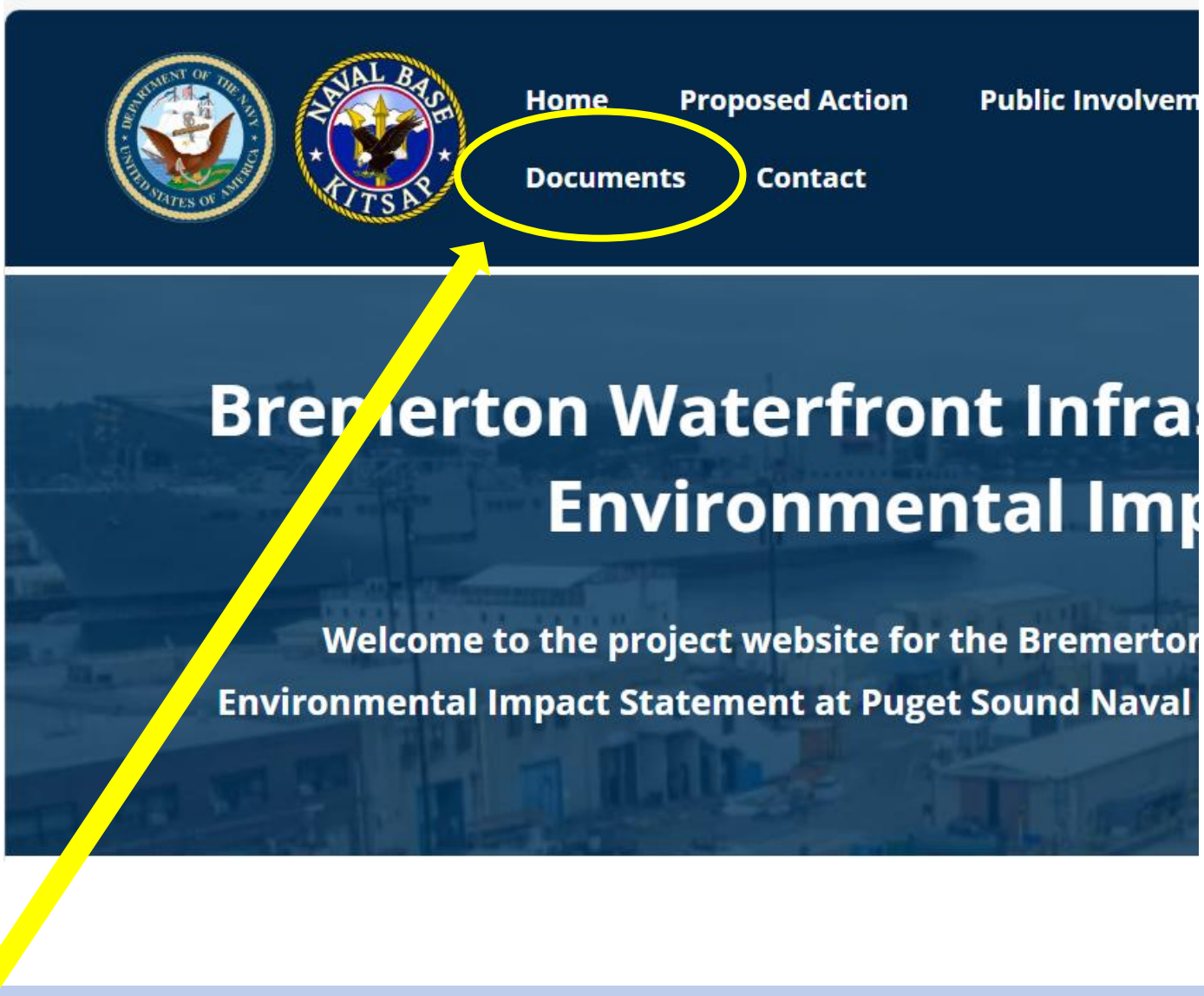
Comments are Welcome!

★ Opportunities for the public to participate in the NEPA process.

NHPA Section 106 Process

Initiate the Process	• Determine undertaking and coordinate with NEPA review • Notify State Historic Preservation Officer (SHPO), federally recognized Tribes, and other consulting parties
Identify Historic Properties	• Determine Area of Potential Effect • Identify historic properties • Consult with SHPO, NPS, federally recognized Tribes, and consulting parties
Assess Adverse Effects	• Apply criteria of adverse effect • Consult with SHPO, federally recognized Tribes, and consulting parties
Resolve Adverse Effects	• Avoid, minimize, or mitigate adverse effects • Notify Advisory Council on Historic Preservation • Consult with SHPO, federally recognized Tribes, and consulting parties • Involve the public
Agreement	• Programmatic Agreement • Process is complete with this stage

For More Information



- Fact Sheet
  - Provides quick overview of:
  - Navy's Proposed Action
  - Environmental analysis
  - Public review process
- Draft Environmental Impact Statement (EIS)
  - Reader's Guide
  - Executive Summary
  - Draft EIS
  - Appendices

How to Submit a Public Comment

Written comments must be submitted electronically or postmarked by **Sept. 3, 2025** (11:59 p.m. PDT) to be considered in the development of the Final EIS.

How to submit written comments:

- **Send an electronic comment via email:** info@BremertonWaterfrontImprovementsEIS.com
- **Send a comment via the online form:** www.BremertonWaterfrontImprovementsEIS.com
- **Mail written comments to:**

  Naval Facilities Engineering Systems Command Northwest
  Attention: Bremerton EIS Project Manager
  1101 Tautog Circle, Room 210
  Silverdale, WA 98315

Scan for the Project Website

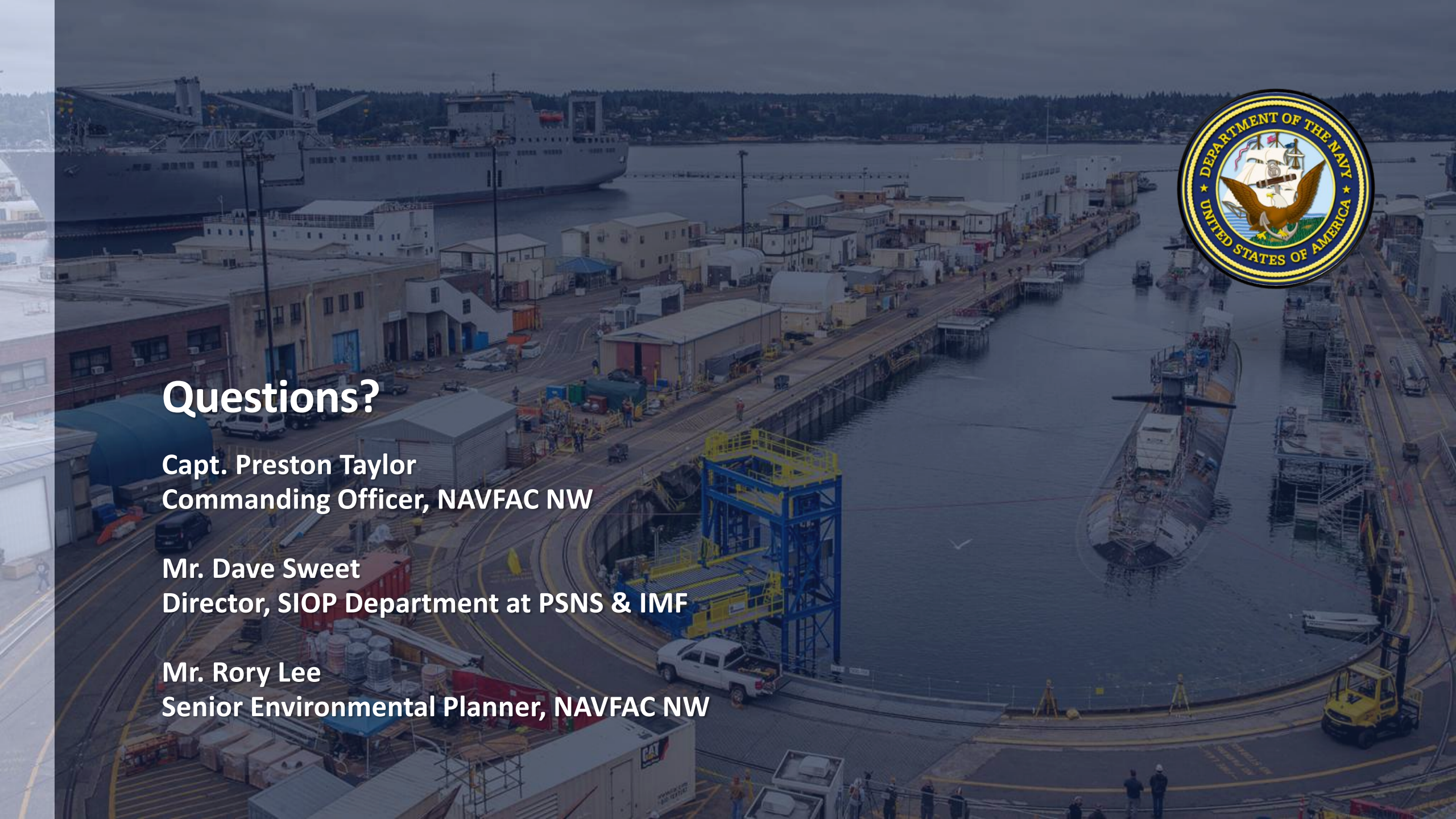
WORKLOAD PROJECTIONS:

Work needed under both alternatives:

- Dredging
- Barging
- Concrete
- Demolition
- Support to subcontractors
- Housing for contractors
- Real estate (RFIs pending)

SCAN FOR A LIST OF UPCOMING PROJECTS!

NAVFAC NW Workload Projections



Questions?

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