



Medium Landing Ship Homeporting at Joint Base Pearl Harbor-Hickam, Hawai‘i Environmental Impact Statement

June 2026

ID#: EISX-7-17-USN-1773920284

The United States (U.S.) Department of the Navy is preparing an Environmental Impact Statement (EIS) to assess the potential environmental effects associated with the proposed homeporting of Medium Landing Ship (LSM)-class ships at Joint Base Pearl Harbor-Hickam (JBPHH).

The Navy is the lead agency for the Proposed Action and is responsible for Section 106 consultation under the National Historic Preservation Act (NHPA). The U.S. Army Corps of Engineers has been invited to be a cooperating agency in the preparation of the EIS due to its jurisdiction by law or special expertise concerning impacts on U.S. waters.

Homeporting

Homeporting is the act of assigning a particular naval base or port as the location where a ship and its crew will primarily be based, maintained, and supported. Home ports provide a central location for ships to undergo routine maintenance, resupply, support training, and have administrative support when not deployed at sea. Home ports also serve as a staging area for deployments and a return point after completion of missions.



Rendering of an LSM-class ship.

Medium Landing Ship

The LSM-class ship is a specialized vessel designed to transport troops, vehicles, and equipment directly to shore. The LSM-class ship, formerly known as the Light Amphibious Warship, will be introduced in 2031. The LSM-class ship is intended to support Marine Littoral Regiments, which are specialized U.S. Marine Corps units designed for maritime operations outside of the home territory of the United States, particularly in the Indo-Pacific.

Virtual Presentation

The Navy encourages you to visit the project website at www.nepa.navy.mil/lsmeis to view a virtual presentation and learn more about the Proposed Action, its purpose and need, the National Environmental Policy Act and National Historic Preservation Act Section 106 processes, and public involvement opportunities.



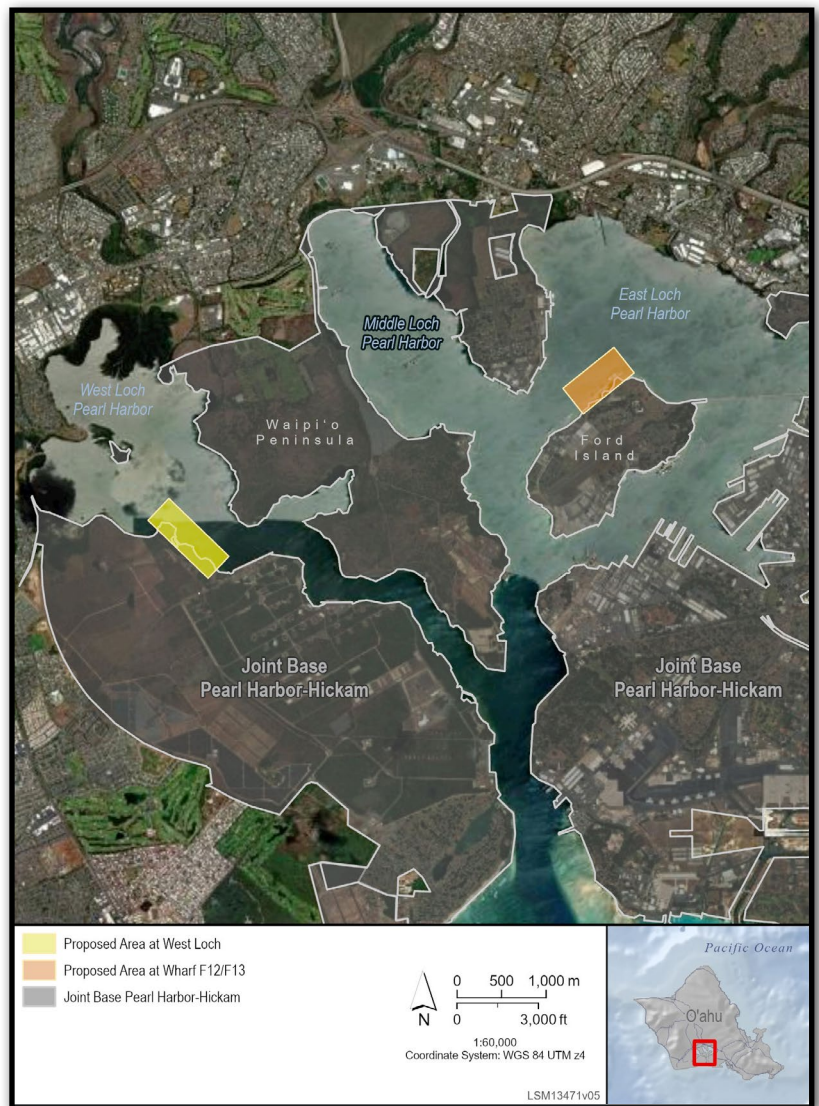
www.nepa.navy.mil/lsmeis

Proposed Action

The Proposed Action is to home port up to nine LSM-class ships at JBPHH, including the demolition of the existing wharf and construction of a dedicated berthing wharf along Ford Island and Roll-on/Roll-off (RORO) facilities required to support LSM-class ships. The Navy's Proposed Action is needed to support littoral expeditionary forces, such as Marine Littoral Regiments, across the Pacific region.

The proposed project would occur on O'ahu within JBPHH (Figure 1). The proposed berthing wharf would be located on the northern side of Ford Island at Wharf F12/F13, and the proposed RORO ramp would be located at West Loch. Dredging and the construction of upland shore support facilities, including administrative buildings, parking lots, and utilities, would be limited to the boundaries of JBPHH.

To meet the need for increased capability for Marine Littoral Regiments in the Pacific, the Navy requires a new home port by fiscal year 2031. The selected location must be outside the continental United States, near Marine Littoral Regiments, such as the 3rd Marine Littoral Regiment in Hawai'i, and within an existing Department of War installation on O'ahu. The location must also provide immediate access to maintenance facilities and have RORO capability. The Navy developed screening criteria to evaluate potential homeporting alternatives, including safety and security standards, seismic performance, size requirements, operational capacity, and others.



● Figure 1: LSM Homeporting EIS Proposed Project Areas.

Preliminary Alternatives to be Analyzed

The Navy initially identified seven siting alternatives but only two preliminary action alternatives met the purpose of and need for the project. These two preliminary action alternatives will be carried forward for more detailed analysis. A No Action Alternative will also be analyzed.

Alternative 1 includes constructing the new LSM home port berth partially within the existing Wharf F12/F13 footprint and shifted northeast along Ford Island to provide an additional buffer area between the proposed facility and the USS Utah National Historic Landmark (Figure 2). Alternative 1 also includes constructing a concrete RORO ramp at West Loch (Figure 3) and associated homeporting support facilities within the boundaries of JBPHH.

Alternative 2 includes constructing the new LSM home port berth within the existing footprint of Wharf F12/F13 along Ford Island (Figure 2). Constructing a concrete RORO ramp and associated homeporting support facilities would be the same as Alternative 1.

Under a **No Action Alternative**, the Navy would not home port the LSM-class ships at JBPHH, and a new homeporting berth or RORO facilities would not be constructed. The No Action Alternative is included for the purpose of establishing a baseline for the environmental impact analysis to compare the degree of potential environmental effects of the Proposed Action with current conditions.



● **Figure 2: Comparison of Alternatives 1 and 2.** Alternative 1 includes constructing the new LSM home port berth partially within the existing Wharf F12/F13 footprint and shifted northeast along Ford Island, while Alternative 2 includes constructing the new LSM home port berth within the existing Wharf F12/F13 footprint. Alternative 1 provides an additional buffer area between a new LSM home port berth and USS Utah.



Alternative 1
provides an additional
buffer area between the
proposed LSM facility and
the USS Utah National
Historic Landmark.

● **Figure 3: Roll-on/Roll-off Facilities at West Loch.** Proposed Roll-on/Roll-off Facilities at West Loch under Alternatives 1 and 2.

Environmental Resource Considerations

The Navy identified environmental resource considerations associated with the Proposed Action to be assessed in the EIS. The public is encouraged to identify additional considerations and submit comments on the potential effects and relevant information, studies, or analyses.

- **Cultural Resources:** Activities may result in adverse effects under NHPA Section 106 because:
 - Wharf F12/F13 is a contributing element to the Pearl Harbor National Historic Landmark.
 - The USS Utah is listed in the National Register of Historic Places and is a designated individual National Historic Landmark.
- **Biological Resources:** Homeporting and military construction activities may impact terrestrial and marine biological resources, including threatened, endangered, and sensitive species.
- **Socioeconomic Resources:** Homeporting may impact O'ahu's socioeconomic resources, such as housing.
- **Transportation:** Homeporting may impact traffic in and around JBPHH due to an increase in personnel.
- **Dredging:** Dredging for the proposed RORO ramp would be limited to West Loch. This activity would inherently impact the marine environment, and the Navy would take steps to minimize those impacts. Impacts on the terrestrial environment from dredging would occur only if an upland disposal method is selected over ocean disposal or beneficial reuse.

Resource Areas to be Analyzed

The Navy will evaluate the reasonably foreseeable environmental impacts of a No Action Alternative and two action alternatives on multiple environmental resource areas including, but not limited to:

- Noise
- Cultural resources
- Biological resources
- Water resources
- Transportation (land and marine)
- Socioeconomics
- Hazardous materials and waste
- Air quality



Wedge-tailed shearwater, U.S. Navy



Housing near Ewa Beach, O'ahu



Dredging



Green sea turtle, NOAA Pacific Islands Fisheries Science Center

Additional Assessments, Surveys, and Studies

The Navy is conducting additional assessments, surveys, and studies to support the environmental impact analysis and required regulatory permitting and authorizations.

- Air Quality Impact Study
- Aquatic Resources Delineation
- Archaeological Survey and Testing Desktop Assessment
- Biological and Benthic Studies
- Cultural Resources Assessment
- In-water Magnetometer
- Marine Navigation Analysis
- Natural Resources Assessment (terrestrial and marine species)
- Socioeconomic Impact Analysis Report
- Traffic Impact Analysis Report
- Underwater Cultural Resources Desktop Assessment
- USS Utah Hydrographic Survey Report
- Vibration Analysis and Noise Modeling Study



Traffic

Traffic Study

As part of the EIS, the Navy will complete a traffic study to determine existing traffic operating conditions and estimate the number of vehicle trips that may result from the Proposed Action. The Navy recognizes that the neighboring Halawa area is undergoing development, which will be considered in the traffic study.

Environmental Protection

The Navy would implement best management practices during construction and measures to avoid, minimize, or mitigate potentially significant effects on natural and cultural resources and historic properties.



**Hawaiian monk seal,
Danny Heilprin**



USS Utah

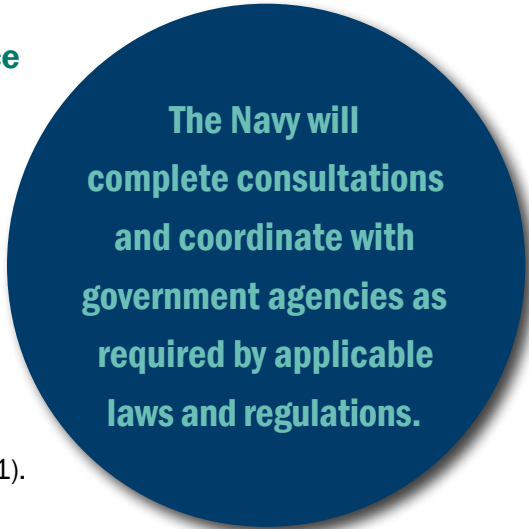
Cultural Resources Protection

The USS Utah is a National Historic Landmark and is listed in the National Register of Historic Places. The ship was hit by Japanese torpedoes at the start of the attack on Pearl Harbor, where it currently remains as a designated war grave. At its nearest point, the partially submerged battleship is approximately 140 feet away from Wharf F12/F13. Potential impacts on historic properties will be identified and analyzed in the EIS. The Navy would take great care to avoid any impact on the USS Utah.

National Environmental Policy Act and Environmental Compliance

By preparing an EIS, the Navy is complying with the National Environmental Policy Act (NEPA), a law that directs federal agencies to examine the reasonably foreseeable environmental effects of the agency’s proposed activities. The law encourages and facilitates public involvement to inform decision makers on actions that may affect the community or the environment. Federal agencies comply with NEPA by analyzing potential environmental impacts and documenting how the findings influenced the final decision.

In addition to complying with NEPA, the Navy will complete all coordination and consultation required by the NHPA, the Endangered Species Act, the Magnuson-Stevens Fishery Conservation Management Act, the Clean Water Act, and other laws and regulations determined to be applicable to the project (Table 1).



● **Table 1: Applicable Laws and Regulations and Responsible Agency.**

Law/Regulation	Responsible Agency
Clean Water Act Section 401 Water Quality Certification	State of Hawai'i Department of Health
Coastal Zone Management Act	State of Hawai'i Office of Planning and Sustainable Development
Endangered Species Act	U.S. Fish and Wildlife Service National Marine Fisheries Service
Magnuson-Stevens Fishery Conservation and Management Act	National Marine Fisheries Service
National Environmental Policy Act	Department of War
National Historic Preservation Act Section 106	Hawai'i State Historic Preservation Officer Other consulting parties
Rivers and Harbors Act Section 10 and Clean Water Act Section 404	U.S. Army Corps of Engineers
Section 103 of the Marine Protection, Research, and Sanctuaries Act – Title I Ocean Dumping	U.S. Army Corps of Engineers U.S. Environmental Protection Agency

National Historic Preservation Act Section 106

The NHPA is a law that requires federal agencies to identify and consider the potential effects of their actions on historic properties that may be present and look for ways to avoid, minimize, or mitigate effects. By definition, historic properties may include archaeological sites, sacred and religious sites, submerged historic resources, traditional cultural places, or historic buildings, structures, or objects.

Pursuant to the 2012 Navy Region Hawai'i Programmatic Agreement¹, the Navy will consult with the Hawai'i State Historic Preservation Officer and other stakeholders regarding potential effects to historic properties that may result from the Proposed Action, referred to as the “undertaking” (Table 2). The Navy will also consider input received from the public.

If it is determined that the undertaking would result in adverse effects on historic properties, the Navy will consult with the State Historic Preservation Officer and other consulting parties, as applicable, to seek resolution of the adverse effect through the development of a Section 106 agreement document. The Navy will also provide the Advisory Council on Historic Preservation with an opportunity to comment on the undertaking. Resolution may include measures to avoid, minimize, or mitigate any adverse effects.

¹ Programmatic Agreement among the Commander Navy Region Hawaii, the Advisory Council on Historic Preservation, and the Hawaii State Historic Preservation Officer regarding Navy Undertakings in Hawaii, July 2012.

Public and stakeholder participation is an important part of the NHPA Section 106 process. The Navy encourages federal, state, and local agencies; Native Hawaiian Organizations; the public; and interested persons to help identify historic properties within the proposed area of potential effects and share information regarding the identification of, or potential effects on, historic properties by providing a written comment. You may submit a comment at the public meeting, electronically via the project website, or by mail (see Submitting Comments section).

Parties with demonstrated interest in the undertaking and its effects on historic properties may request to become a consulting party in the Section 106 process. Please visit www.nepa.navy.mil/Ismeis and click on “National Historic Preservation Act Section 106” to request more information on the consultation process.



USS Utah



**The rusted hull of USS LST-480
at West Loch, JBPHH**

● **Table 2: National Historic Preservation Act Section 106 Process.**

Initiate the Process

- Identify the federal activity, or “undertaking”
- Coordinate with other reviews, such as the National Environmental Policy Act review
- Identify consulting parties, including the State Historic Preservation Office (SHPO)
- Plan to involve the public

Identify Historic Properties

- Determine the Area of Potential Effect
- Make a reasonable and good faith effort to identify historic properties in the area, e.g., research, survey
- Determine whether cultural resources are “historic properties”
- Seek input from SHPO and consulting parties
- Involve the public

Assess Adverse Effects

- Determine how the undertaking will affect historic properties
- Consider input from consulting parties
- Continue to involve the public

Resolve Adverse Effects

- Develop and consider alternatives or modifications to avoid, minimize, or mitigate adverse effects
- Notify the Advisory Council on Historic Preservation
- Continue consultation with SHPO and consulting parties
- Continue to involve the public

Proceed

Public Involvement

Public involvement is a fundamental aspect of the NEPA and NHPA Section 106 processes. The Navy welcomes and values your input, which allows decision makers to consider community concerns and benefit from local knowledge. Substantive comments are considered in the development of the EIS, and all comments will become part of the public record.

Public Meeting

The Navy is holding an open-house public meeting, which will include informational poster stations staffed by Navy representatives who will answer questions and share information about the Proposed Action and the upcoming environmental analysis. The public meeting is planned as follows:

Monday, July 13, 2026

4-7 p.m.

O'ahu Veterans Center, Ballard Hall

1298 Kukila St.

Honolulu, HI 96818

Submitting Comments

The Navy invites the public to comment on the Proposed Action, alternatives to be analyzed, potential effects, and relevant information, studies, or analyses. Public input helps the Navy identify a range of alternatives, potentially impacted environmental resources, and historic properties to be addressed in the EIS. The Navy is accepting comments during a 30-day public comment period from **June 24 through July 24, 2026**.

Public comments will be considered under NEPA and Section 106 of the NHPA. Comments may be submitted at the public meeting, via the project website at www.nepa.navy.mil/lsmeis, or by mail to:

Naval Facilities Engineering Systems Command Pacific
Attention: LSM EIS Project Manager
258 Makalapa Drive, Suite 100
Joint Base Pearl Harbor-Hickam, HI 96860-3134

Comments must be postmarked or received online no later than **July 24, 2026**, for consideration in the preparation of the EIS.



www.nepa.navy.mil/lsmeis