

Environmental Impact Analysis
Process Document
FONPA and Supporting AF Form 813



Construction of DC Army National Guard
(DCARNG) Combined Support
Maintenance Shop (CSMS) Addition
Joint Base Anacostia-Bolling, Washington, D.C.

Finding of No Practicable Alternative



**FINDING OF NO PRACTICABLE ALTERNATIVE (FONPA)
RENOVATE COMBINED SUPPORT MAINTENANCE SHOP B356
D.C. ARMY NATIONAL GUARD
JOINT BASE ANACOSTIA-BOLLING, WASHINGTON, DC**

Agency: United States Air Force (USAF), Air Force District Washington (AFDW)

Background: Pursuant to the provisions of Executive Orders 11988, 13690, and AFMAN-32-7003, Section 3D, the U.S. Air Force conducted an assessment of the potential environmental consequences associated with the implementation of the following Proposed Action: renovate the Combined Support Maintenance Shop (Building 356) occupied by the DC Army National Guard on Joint Base Anacostia-Bolling. The Proposed action was found to fit within a Categorical Exclusion (32 Code of Federal Regulations (CFR) Part 989, Appendix B, paragraph A2.3.11); therefore, further environmental analysis under National Environmental Policy Act of 1969 (NEPA) was not required (see attached AF Form 813). This Finding of No Practicable Alternative (FONPA) summarizes the alternatives considered and explains why the project was designed and sited as proposed. The *Washington Times* published an Early Public Notice on 17 June 2024 requesting input, including practicable alternatives, from the public. **XX** comments were received during the public comment period ending 17 July 2024.

Proposed Action: The purpose of the Proposed Action is for the D.C. Army National Guard to partially renovate and expand their existing Combined Support Maintenance Shop (19,160 SF). The proposed action will expand and modernize the shop with up to an additional 8,554 SF of new maintenance shop space and vehicle maintenance bays to provide adequate amount of space to support the maintenance. The existing CSMS (Building 356) provides inadequate space to accommodate the offices, storage space, and vehicle maintenance bays to support a fleet of over 1000 military vehicles and equipment. The size (width, length, and height) of the existing CSMS maintenance bays limit the types of vehicles that can be maintained within the facility. This project will address space shortfalls and inadequacies. The DCARNG will complete the CSMS renovation in accordance with NGB PAM 415-12, *Army National Guard Facilities Allowances* (25 January 2015). The project scope also includes upgrades to the existing building systems including electrical, HVAC, fire protection, fire alarm, and telecommunications systems. Site improvements include new flexible and rigid pavement and utility upgrades to support the building renovation and expansion.

Alternatives: Four alternatives to implementation of the Proposed Action were considered during the environmental impact analysis process. The first alternative is the preferred alternative described in the proposed action above, which is to renovate and expand the existing CSMS with up to 8,554 SF of additional space. The second alternative was to construct a new 23,264 SF CSMS in the adjacent lot next to Bldg 350, known as the DCARNG Reset Lot. The third alternative was to construct a new two-story 23,264 SF Field Maintenance Shop (FMS) to

the north of the CSMS (Bldg 356) and demolish the existing FMS 2 (Bldg 354) and FMS 3 (Bldg 353). Lastly, the No Action Alternative, would result in continuing to use the existing CSMS and FMS facilities in their current state. All of the buildings included in the alternatives are located also within the 100-year floodplain.

Floodplains: The proposed renovation of B356 will be completed in the 100-year floodplain. Executive Order (EO) 11988, *Floodplain Management*, as amended on 30 January 2015 by EO 13690, *Establishing a Federal Risk Management Standard and a Process for Further Soliciting and Considering Stakeholder Input*, seeks to avoid construction of facilities or structures within the floodplains “to reduce the risk of flood loss, to minimize the impact of floods on human safety, health and welfare, and to restore and preserve the natural and beneficial values served by floodplains”.

Section 3(a) of EO 11988 as amended by EO 13690 states, “The regulations and procedures established under Section 2(d) of this Order shall, at a minimum, require the construction of Federal structures and facilities to be in accordance with the standards and criteria and to be consistent with the intent of those promulgated under the National Flood Insurance Program. The regulations and procedures must also be consistent with the Federal Flood Risk Management Standard (FFRMS). They shall deviate only to the extent that the standards of the Flood Insurance Program and FFRMS are demonstrably inappropriate for a given type of structure or facility.” The National Flood Insurance Program and the FFRMS require non-residential structures to be either elevated above the 100-year floodplain or designed to be watertight.

As discussed above, the standards of the National Flood Insurance Program and the FFRMS are not feasible for the proposed CSMS project, as the project is a proposed addition to a building that is located at current grade. The DCARNG proposes to mitigate for flood risk by for the CSMS project by incorporating removeable flood barriers, dry floodproofing, design measures to protect exterior features, and flood risk emergency safety measures. The proposed project within the floodplain that will be occupied by personnel will not jeopardize human safety, health, and welfare because risk will be mitigated. The CSMS project would meet all FEMA I-Codes, UFC Criteria for flood hazard areas, and applicable elements of the ASCE Standard 24 by incorporating mitigation measures into the design. Furthermore, the project is required to comply with District Department of Environment (DOEE) Erosion and Sediment Control (ESC) regulations and Stormwater Management regulations, as applicable, during construction and post construction.

Alternatively, JBAB is planning a major project to restore and potentially heighten and expand the flood risk management system (FRMS) known as the levee, which was constructed in the 1930s. When constructed, the redeveloped levee will be recertified and mitigate/protect the northern half of JBAB to the 500-year floodplain level, thereby mitigating many missions from flood risk including the DCARNG compound. AFDW is currently pursuing an exemption to the

flood risk related UFC requirements for several projects, including the DCARNG CSMS. The exemption package asserts the forthcoming levee project will serve to mitigate the flood risk areas on northern JBAB. If the exemption is approved, the CSMS project would be mitigated from flood risk using the levee project in lieu of the mitigation measures listed above.

The location of the CSMS project is essential to its functionality, as it's located on the current location of the rest of the DCARNG compound. Most of the northern half of JBAB (formerly known as Anacostia NAS) is located within the 100-year floodplain. Moving the CSMS project outside of the floodplain to a different part of the installation would not be feasible for continuity with the DCARNG campus. Therefore, there is no practicable alternative to siting the project within the floodplain on the northern end of JBAB.

FINDING OF NO PRACTICABLE ALTERNATIVE: Considering the information contained herein (including the attached AF Form 813), in accordance with EO 11988 and 13690 and pursuant to the authority delegated to me, the Air Force finds that there is no practicable alternative to the Proposed Action being located within a floodplain. The entire northern portion of JBAB is located within a floodplain; therefore, the associated floodplain impacts are unavoidable. The Proposed Action, as designed, includes all practicable measures to minimize harm to and within the 100-year floodplain.

RYAN A.F. CROWLEY, Colonel, USAF
Commander, 11th Wing

DATE

Supporting AF Form 813



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| REQUEST FOR ENVIRONMENTAL IMPACT ANALYSIS | | <i>Report Control Symbol (RCS):</i> 24-001 |
| INSTRUCTIONS: <i>Section I to be completed by Proponent; Sections II and III to be completed by Environmental Planning Function. Continue on separate sheets as necessary. Reference appropriate item number(s).</i> | | |
| SECTION I - PROPONENT INFORMATION | | |
| 1. TO (<i>Environmental Planning Function</i>) 11 CES/CEI | 2. FROM (<i>Proponent organization and functional address symbol</i>) Non Air Force - US Army - Robert Walquist, Director, CFMO, National Guard Bureau (NGB) | 2a. TELEPHONE NO. 202-685-9662 |
| 3. TITLE OF PROPOSED ACTION DCARNG Combined Support Maintenance Shop Addition | | |
| 4. PURPOSE AND NEED FOR ACTION (<i>Identify decision to be made and need date</i>) | | |
| <p>1. State the purpose of this action.</p> <p>The purpose of the proposed action is to expand and modernize the current Combined Support Maintenance Shop (CSMS), Building 356. The proposed action consists of a partial renovation of the existing CSMS facility (19,160 SF) and the addition of up to 8,554 SF of new maintenance shop space to provide adequate space to support maintenance operations and organizational programs of the DCARNG.</p> <p>2. State the need for this action.</p> <p>The existing CSMS (Building 356) and three Field Maintenance Shops (FMSs) on the site provide inadequate space to accommodate the offices, support space, and vehicle maintenance bays to support a fleet of over 1000 vehicles. The size (width, length, and height) of the existing vehicle maintenance bays limits the types of vehicles that can be maintained within the facility.</p> <p>Existing vehicle maintenance bays lack adequate workspace and life safety egress, resulting in a degradation of efficiency and increase in accident risk.</p> <p>3. What do you intend to accomplish and why is the action necessary?</p> <p>The proposed action intends to accomplish a renovation and addition to the current Combined Support Maintenance Shop (CSMS), Building 356. The partial renovation of the existing CSMS facility (19,160 SF) and the addition of up to 8,554 SF of new maintenance shop space will provide adequate space to support maintenance operations and organizational programs of the DCARNG. This project will address space shortfalls and inadequacies. The project scope also includes upgrades to the existing building systems including electrical, HVAC, fire protection, fire alarm, and telecommunications systems. Site improvements include, new flexible and rigid pavement and utility upgrades to support the building renovation and expansion.</p> <p>4. What is currently being done to meet the need?</p> <p>The existing Combined Support Maintenance Shop (CSMS), Building 356 was constructed in the 1970s to support the maintenance operations of the DCARNG at the time. The existing CSMS (19,160 SF) includes seven (7) vehicle maintenance bays, administrative offices, and support space, but is not adequate to support the DCARNG modern equipment and expanded fleet. Currently, the existing building is being used for the mission.</p> <p>5. Provide any additional details related to the Purpose and Need for Action.</p> <p>The CSMS (Building 356) serves as a focal point for sustainment level maintenance and training for tactical vehicles and ground equipment for the DCARNG. The existing facility is in poor condition, has limited space, and is inadequately configured to support recently obtained modern equipment and vehicles, therefore, the lack of improvements to the facility will significantly degrade operational readiness. The existing building systems are original to the facility and have exceeded life expectancy. The CSMS facility in the current state poses significant challenges for military vehicle access. These challenges include inadequate interior access clearance, poor vehicle circulation, blind corners, and lack of drive through capability for the vehicle maintenance bays. Vehicle maintenance bays are equipped with undersized cranes and workspace size and configuration restrictions necessitate frequent workarounds that increase labor cost and escalate operational risk. The proposed action is also necessary to meet Department of the Army MTOE changes for the CSMS.</p> <p>Functions to be housed within the facility are in accordance with NG PAM 415-12, Army National Guard Facilities Allowances (25 January 2015), Tables 3.3 and 3.4.</p> <p>Need Date: 10/01/2025</p> | | |
| 5. DESCRIPTION OF PROPOSED ACTION AND ALTERNATIVES (DOPAA) (<i>Provide sufficient details for evaluation of the total action.</i>) | | |

1. What other alternatives have been considered (to include the no action alternative)?

- No Action Alternative- Continue using existing CSMS and FMS facilities in current state.
- Construction of a new 23,264 SF CSMS proposed to be located adjacent to Bldg. 350, currently described as the "DCARNG Reset Lot"
- Construction of a new two-story 23,264 SF Field Maintenance Shop (FMS) to the north of the CSMS (Building 356) and demolition of existing FMS 2 (Building 354) and FMS 3 (Building 353). Rework 4,267 SY of organizational vehicle parking and site utility upgrades (electric, water, sewer, and gas).

2. What alternatives were eliminated from consideration and why?

The proposed actions that were considered but eliminated were as follows:

- No Action Alternative- Continue using existing CSMSs and FMS facilities in current state (Eliminated due to inadequate space and facility would not meet the purpose and need of proposed action. Current safety and operational risks associated with the current condition and configuration would not be addressed).
- Construction of a new 23,264 square foot CSMS proposed to be located adjacent to Bldg. 350, currently described as the "DCARNG Reset Lot" (Eliminated due to funding limit of \$15 million. Estimates for this alternative exceed budget constraints.)
- Construction of a new 23,264 SF Field Maintenance Shop (FMS) to the north of the CSMS (Building 356) and demolition of existing FMS 2 (Building 354) and FMS 3 (Building 353). Rework 4,267 SY of organizational vehicle parking and site utility upgrades (electric, water, sewer, storm drainage, and gas). (Eliminated due to funding limit of \$15 million. Estimates for this alternative exceed budget constraints.)

3. Please provide a description of the construction action and timing when it will occur.

Timing: Construction FY26

Partial renovation of the existing CSMS facility (19,160 SF) and the addition of up to 8,554 SF of new maintenance shop space on the north side of Building 356.

Upgrades to the existing building systems including electrical, HVAC, fire protection, fire alarm, and telecommunications systems.

Site improvements include, new flexible and rigid pavement and utility upgrades to support the renovated and expanded facility.

Add second entrance in line with addition, relocate vehicle gate, remove wash rack, and accommodate 20ft Battery Charging Container.

Relocate transformer, replace curb inlet and reroute storm drain system from under addition

Removal and replacement of existing Oil Water Separator (OWS) on the north side of Building 356 to support the renovated and expanded facility.

4. Describe the project location. Attach map(s)/diagram(s) – make sure to include an overview map of where your requested project area is on the installation.

The existing CSMS (Building 356) is located near the northeastern boundary of Joint Base Anacostia-Bolling. The site address is 2796 Mitscher Road, SE. Building 356 consists of a one-story brick structure housing the administrative and support functions and an attached high-bay brick structure to the north housing the vehicle maintenance bays and shop functions. The proposed addition will extend to the north of the existing building.

The project location is located within a Federal Emergency Management Agency (FEMA) delineated 1-percent ACE flood hazard area (100-year floodplain).

5. Describe additional project requirements: 1) Construction and site preparation requirements (include approx. area of ground to be disturbed); 2) Does the project require a laydown yard or storage area? If so, describe the location and groundwork required.

Stormwater design and Best Management Practices (BMPs) are required if the project exceeds 50% of the building's assessed value. This project exceeds that value and will require stormwater BMPs. Acceptable BMPs at Joint Base Anacostia-Bolling include dry swales, rain gardens, manufactured bioretention boxes, green roof, and rainwater harvesting systems. Restoration of existing BMPs will also be considered. Stormwater management design is to meet District of Columbia Department of Energy & Environment (DOEE) standards.

Construction laydown yard and storage area will be required on site to support the project. Location to be coordinated with DCARNG to minimize impacts to CSMS and FMS operations on site.

6. Describe additional project requirements: 3) Will soil boring/sampling/potholing occur during a design phase? If so, a separate dig permit will be required; 4) Detailed operational activities; 5) Equipment/material lists.

The design phase of the project includes a geotechnical subsurface exploration program to assess the subsurface conditions within the project site, develop foundation recommendations for the building, provide recommended design pavement section(s) for the surrounding paved areas, and evaluate groundwater and infiltration characteristics for design of stormwater management facilities. The geotechnical subsurface exploration program includes the following soil borings:

- a. Building addition footprint: Two (2) borings to a depth of 75 ft and one (1) boring to a depth of 100 ft.
- b. Pavements: Two (2) borings to a depth of 10 ft each.
- c. Stormwater Management Facility: One (1) boring to a depth of 15 ft.

Boring depths are estimated and may be increased or decreased depending upon subsurface conditions encountered.

As part of the Subsurface Utility Designating (QL-B) survey to support the design phase, up to five (5) Test Holes will be performed by air vacuum excavation or other non-destructive techniques at locations yet to be determined. The test hole openings will be a minimum 8" x 8" and typically not larger than 12" x 12". The excavations will be backfilled utilizing excavated materials, and Aquaphalt, a pre-mixed, permanent repair material. It is not anticipated that hot patch repairs will be required for this work.

7. Will the project require utilities? How will those utilities be provided to the facility?

Utilities in the existing B356 will be upgraded. The addition will require utilities, which will be incorporated into the design.

8. Provide any additional details related to the Description of the Proposed Action and Alternatives.


N/A

Map Attachments:

[JBAB CSMS Map.pptx](#)

Location Description / Justification:

Building 356 is located on the DCARNG compound on Joint Base Anacostia-Bolling in Washington, DC. The building is located at the intersection of Thomas Rd. SW and Mitscher Rd SW.

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| 6. PROPONENT APPROVAL (<i>Name and Grade</i>) Robert Walquist, Director, CFMO, National Guard Bureau (NGB) | 6a. SIGNATURE WALQUIST.ROBERT.LEROY JR.1137287737  <small>Digitally signed by WALQUIST.ROBERT.LEROY JR.1137287737 Date: 2024.06.12 00:26:01 -04'00'</small> | 6b. DATE 10 JUNE 2024 |
| SECTION II - PRELIMINARY ENVIRONMENTAL SURVEY (<i>Check appropriate box and describe potential environmental effects including cumulative effects.</i>) (+ = positive effect; 0 = no effect; - = adverse effect; U = unknown effect) | <div style="display: flex; justify-content: space-around; font-weight: bold;"> + 0 - U </div> | |
| 7. AIR INSTALLATION COMPATIBLE LAND USE/ZONE USE (<i>Noise, accident potential, encroachment, etc.</i>) | X | |
| 8. AIR QUALITY (<i>Emissions, Attainment status, state implementation plan, etc.</i>) | X | |
| 9. WATER RESOURCES (<i>Drinking water, wastewater, quality, quantity, source, water features, etc.</i>) | X | |
| 10. SAFETY AND OCCUPATIONAL HEALTH (<i>Asbestos/lead-based paint/radiation/chemical exposure, explosives safety quantity distance, bird/wildlife aircraft hazard, etc.</i>) | X | |
| 11. HAZARDOUS MATERIALS/WASTE (<i>Use/storage/generation, solid waste, toxic materials, etc.</i>) | X | |
| 12. BIOLOGICAL RESOURCES (<i>Wetlands/floodplains, threatened or endangered species, etc.</i>) | X | |
| 13. CULTURAL RESOURCES (<i>Burial sites, archaeological, historical, etc.</i>) | X | |
| 14. GEOLOGY AND SOILS (<i>Topography, minerals, geothermal, Installation Restoration Program, seismicity, etc.</i>) | X | |
| 15. SOCIOECONOMIC (<i>Employment/population projections, school and local fiscal impacts, etc.</i>) | X | |
| 16. OTHER (<i>Potential impacts not addressed above, such as Host Nation considerations/concerns for non-US locations.</i>) | X | |

SECTION III - ENVIRONMENTAL ANALYSIS DETERMINATION

17. ☒ PROPOSED ACTION QUALIFIES FOR CATEGORICAL EXCLUSION (CATEX) #A2.3.11.; OR
☐ PROPOSED ACTION DOES NOT QUALIFY FOR A CATEX; FURTHER ENVIRONMENTAL ANALYSIS IS REQUIRED.

18. REMARKS

The Air Force Environmental Impact Analysis Process (EIAP) uses the AF Form 813 to narrow and focus on potential environmental impacts and to document certain categorical exclusion (CATEX) determinations. CATEXs define those categories that do not individually or cumulatively have the potential for significant effects on the environment. Actions that usually do not require additional environmental analysis include those that have minimal adverse effects on the environment; do not result in any significant change to the existing environment; do not have significant cumulative environmental impacts or those actions that are similar to actions that have previously been assessed to have no significant environmental impacts. CATEXs are described in Appendix B to 32 Code of Federal Regulations Part 989.

11CES/CEIE has determined the Proposed Action: DC Army National Guard (DCARNG) Combined Support Maintenance Shop Addition (CSMS) project, qualifies for exclusion from further environmental analysis under CATEX A2.3.11. CATEX A2.3.11 exempts from further environmental analysis actions similar to other actions which have been determined to have an insignificant impact in a similar setting as established in an EIS or an EA resulting in a FONSI. The EPF must document application of this CATEX on AF Form 813, specifically identifying the previous Air Force approved environmental document which provides the basis for this determination.

The DCARNG project was found to be similar to the Construction of the Logistics Readiness Squadron (LRS) Vehicle Maintenance Complex (C-11) analyzed in the MacDill Installation Development Environmental Assessment (IDEA) from 2020. This CATEX Determination is based on tiering from the MacDill IDEA and resulting FONSI for the LRS Complex at MacDill AFB Tampa, Florida. The MacDill construction action was determined to result in less than significant impact on the natural or human environment. The proposed construction action at JBAB was determined to result in less than significant impact on the natural or human environment after the EIAP analysis and comparison to the similar action at MacDill for the LRS Complex.

Project Locations/Scope

MacDill and JBAB are largely developed and in urban settings, MacDill in Tampa and JBAB in Washington, DC. The proposed CSMS site is in a previously developed section of the base, which is also consistent with the land use and setting of the LRS Complex at MacDill. The DCARNG CSMS project is a proposed addition project which will be attached to the existing Vehicle Maintenance Building located in B356. The CSMS is proposed in an existing paved/parking area that is fully developed. The LRS Complex was sited in a grassy area adjacent to a roadway and other existing infrastructure. The MacDill LRS Complex action was needed to correct inadequate maintenance functions that were being performed in multiple deficient buildings that did not meet AMC and USAF standards. The MacDill project proposed to construct a modern consolidated, centrally located facility with direct access to the flightline to fulfill the LRS vehicle maintenance mission. MacDill LRS operates from numerous substandard facilities which are inadequate to support the required administrative and maintenance functions required of a transportation squadron. The new MacDill LRS facility would include administrative space and high vehicle bays. The main structure of the proposed facility would include reinforced concrete foundation and floor slab, concrete masonry unit walls, a standing seam metal roofing system, stucco exterior, a fire detection/suppression system, a laboratory, HVAC, emergency power and associated site utilities, parking, grading, and landscaping. The superstructure of the Wash Bay is anticipated to consist of light gauge cold-formed roof trusses supported by steel beams and concrete masonry unit bearing walls. Supplemental steel framing would support washing equipment as required. The design would address force protection as a small commercial maintenance facility; optimize building location to maximize onsite parking; and protect the existing tidal canal by implementing water quantity and water quality facilities such as infiltration ponds and swales as part of routine storm water management practices.

Similarly, the proposed JBAB project is needed is to expand and modernize the current Combined Support Maintenance Shop (CSMS), Building 356. The action proposes a partial renovation of the existing CSMS facility (19,160 SF) and the addition of up to 8,554 SF of new maintenance shop space to provide adequate space to support maintenance operations and organizational programs of the DCARNG. The existing CSMS (Building 356) and three Field Maintenance Shops (FMS) provide inadequate space to accommodate the offices, support space, and vehicle maintenance bays to support a fleet of over 1000 vehicles. The size (width, length, and height) of the existing vehicle maintenance bays limits the types of vehicles that can be maintained within the facility. This project will address space shortfalls and inadequacies. The project scope also includes upgrades to the existing building systems including electrical, HVAC, fire protection, fire alarm, and telecommunications systems. Site improvements include new flexible and rigid pavement and utility upgrades to support the building renovation and expansion. The MacDill LRS Complex and JBAB DCARNG CSMS projects both address vehicle maintenance facility inadequacies that need to be addressed to meet mission needs.

Block 7. Air Installation Compatible Land Use/Zone Use (AICUZ)

The USAF has established AICUZ around MacDill AFB to recommend compatible uses in areas subject to noise and accident hazards. AICUZ designations ensures compatible development around the airfield and provides for the health, safety, and welfare of personnel from noise and airfield hazards. Clear Zones (CZs) are established at the ends of each runway and represent the area of highest accident

potential. Development is prohibited within the CZs, and any development within APZs must adhere to limitations in UFC 3-260-01, Airfield and Heliport Planning and Design. Redevelopment/new development initiatives strive to minimize waivers required for mission support. The MacDill LRS project was designed to be compatible with the uses in the surrounding area and did not cause encroachment concerns. Similarly, the DCARNG CSMS not projected to impact AICUZ or increase the potential for encroachment concerns. No air space or compatible use impacts will result from the CSMS project.

Block 8. Air Quality

The LRS Complex was analyzed for air quality impacts along with the other proposed projects using an ACAM analysis. The analysis found no significance indicator was exceeded for all years from 2020 and beyond. Therefore, the Proposed Actions in the IDEA were not expected to cause an exceedance of ambient air quality standards and they are expected to conform to the most recent EPA-approved State Implementation Plan (SIP). Short-term and long-term, minor, direct and indirect, adverse effects to air quality would be expected. Similarly, an ACAM analysis was performed for the CSMS addition project. The CSMS project was found not to include source(s) that may be classified as a New Source or a major modification of an existing source. Also, no mitigation, emissions control devices and/or other management practices would be required to minimize or eliminate effects to the region's air quality condition with regard to attainment of National Ambient Air Quality Standards (NAAQS).

Block 9. Land Disturbance/Stormwater/Water Resources

The MacDill LRS Complex (C11-1) preferred alternative would result in 325,000 ft² of new construction (32,000 ft² new building and 293,000 ft² parking/roadway) and approximately 35,765 ft² of demolition for two single story buildings (34,521 ft²). The JBAB CSMS proposed action consists of a partial renovation of the existing CSMS facility (19,160 SF) and the addition of up to 8,554 SF of new maintenance shop space to provide adequate space to support maintenance operations and organizational programs of the DCARNG. The JBAB project is significantly smaller in size, making this a similar but less impactful action. Short-term, negligible, adverse effects would be expected from the MacDill LRS Complex due to temporary disturbance of the stormwater systems during construction and demolition activities. Adverse effects to the storm water system associated with C&D would be minimized through the installation, implementation, and maintenance of BMPs in accordance with site-specific construction permit for land disturbance activities greater than one acre or more. Similarly, JBAB's CSMS project will require A DOE-approved Erosion and Sediment Control Plan and Stormwater Management Plan (SWMP). The interior renovation plus the new addition is to be accounted for and stormwater BMPs implemented in accordance with an approved SWMP.

Block 10. Noise/Safety

The MacDill LRS Complex project is anticipated to generate noise during construction activities, such as the use of heavy equipment like graders, front-end loaders and dump trucks. The noise would be noticeable but unlikely to cause an increase in noise levels beyond temporary construction activities. The proposed JBAB CSMS project is expected to have similar, short-term construction noise impacts, but not significant or ongoing. Heavy equipment would be used periodically during construction; therefore, noise levels would fluctuate. Most equipment used would be expected to produce noise levels between 70 and 95 dBA at 50 feet (refer to Table 4-2). Noise levels at the upper end of this range would be associated with equipment such as pile drivers and limited to short durations of intermittent bursts. Sound levels on the lower end of the range would be more constant during C&D activities. These noise levels would decrease with distance from the Proposed Action areas. No long-term impacts would occur to the overall noise environment. All appropriate safety measures are proposed to be incorporated into both projects in accordance with AF safety protocols.

Block 11. Hazardous Materials/Hazardous Waste

The MacDill LRS Complex would result in short- and long term, negligible, adverse impacts to hazardous materials and petroleum products because of the use of these products in construction and demolition equipment. Any HAZMAT used during the construction or maintenance would be authorized and approved through the MacDill AFB HMMP. Small quantities of hazardous waste would be generated and disposed of from proposed demolition, construction, and land clearing projects., but would be regulated in accordance with the MacDill AFB HWMP. The same short- and term negligible adverse impacts of HAZMAT and HAZWASTE are expected from the JBAB CSMS project. JBAB HAZWASTE is to be disposed of using documentation provided to 11CES/CEN within 30 days of shipment IAW CFR Title 49.

Block 12. Natural Resources/Biological Resources

There are no forests or natural areas within the proposed CSMS site, as it is paved and attached to and adjacent to existing infrastructure to be renovated. This is consistent with the urban landscape of the LRS Complex project at MacDill. There is no anticipated impact to RTE species, wetlands or other natural resources for the CSMS project. An Information for Planning and Consultation (iPAC) review was conducted through the US Fish and Wildlife Service (USFWS) website on 2/21/2024. The USFWS's Consistency letter generated for the potential permanent MILCON location on JBAB generated a "No Effect" determination for the northern long-eared bat. Other species and critical habitat that may be present in the action area include the Monarch Butterfly (*Danaus plexippus*), which is a Candidate species for Endangered Species Act listing. No critical habitat is likely to be impacted from the action as the proposed location is in a developed parking area with no potential habitat present. Similarly, the LRS Complex at MacDill (Proposed Action C-11) was to be implemented in the institutional areas of MacDill AFB where the landscape is generally comprised of improved and semi-improved areas that do not provide high quality habitat for wildlife.

Block 13. Cultural Resources

A number of the proposed actions, including C11-1 (LRS Complex) in the MacDill IDEA were found to be proposed in areas previously disturbed areas. No archaeological resources have been recorded in the APE for these actions, and the Proposed Actions would not be expected to encounter or impact unidentified resources. No historic structure would be impacted by the action. Similarly, Building 356 at JBAB was built in 1978 and is not a contributing structure or individually eligible for the NRHP. The project area is not located in the Anacostia NAS or Bolling AFB Historic Districts or in a culturally sensitive area. The project is located in an area comprised of fill material and a Determination of No Adverse Effect was concurred with by the DCSHPO.

Block 14. Geology and Soils

The LRS Complex C-11 project is proposed in an area with Urban Land soils, 0 slope, and non-hydric soils. Similarly, the CSMS project site's soils are Urban land soils and Dunning soils. Urban land soils are not highly erodible or hydric; however, Dunning soils are hydric meaning this soil drains poorly. No impacts to sensitive soils are anticipated from the project. Disturbance of soils from construction activity will be mitigated via soil and erosion control measures during construction and mitigated permanently through an implemented Stormwater Management Plan.

Block 15. Socioeconomic

Per the MacDill EA, the proposed actions, including the LRS Complex, would support general operation of MacDill AFB in furtherance of its mission and thus indirectly support local and regional jobs and revenue, it would not be expected to significantly impact socioeconomic conditions in the region of influence (ROI). Therefore, impacts to socioeconomics because of the proposed actions would be minor, beneficial, and less-than significant. Similarly, the CSMS project is not projected to cause significant socioeconomic impacts. In the short term, there will be a positive socioeconomic impact, as increased construction job opportunities will result from the construction project.

Block 16. Environmental Justice

The MacDill IDEA found that the construction and development activities associated with the 16 Proposed Actions analyzed in the IDEA would be contained within the MacDill AFB boundaries and would not significantly impact on- or off-base communities. Therefore, no populations (minority, low-income, or otherwise) would be disproportionately or adversely impacted and no adverse impact with regard to environmental justice would result. Similarly, the DCARNG CSMS project will be contained within the JBAB boundaries and not significantly impact on- or off-base communities, therefore no impacts to populations (minority, low-income, or otherwise) would be disproportionately or adversely impact in regard to environmental justice.

Block 16. Floodplain/Flood Risk

The MacDill LRS Complex was proposed on a site located in the 100-year floodplain. According to FEMA FIRM Maps effective August 2008, approximately 80 percent of MacDill AFB is within floodplain Zone AE, areas inundated by a 100-year flooding, for which base flood elevations have been established. Most of the base not within a floodplain is constrained by existing airfield mission uses, drainage and transportation infrastructure. Similarly, approximately 30 percent (290 acres) of JBAB is located within the 100-year floodplain Zone AE. An additional 130 acres of JBAB are situated within the 500-year floodplain. Both installations are faced with the challenge of providing necessary mission support and infrastructure while mitigating for development in flood hazard areas that encompass a lot of the installation lands.

The MacDill LRS project proposed that all construction would meet AT/FP requirements per UFC 4-010-01 DoD Minimum Antiterrorism Standards for Buildings and sustainable principles in accordance with EO 13693, Planning for Federal Sustainability in the Next Decade would be incorporated into the design. Due to this location being entirely within the 100-year floodplain, applicable FEMA I-Codes, UFC Criteria for flood hazard areas, and applicable elements of the ASCE Standard 24 would also be incorporated into the design.

Similarly, the proposed CSMS addition/renovation project is also located in the 100-year floodplain and needs to occur at or in the vicinity of its proposed location, as all other infrastructure for the DCARNG mission is in the same complex/parcel. The proposal will update existing infrastructure and expand the building to meet mission needs. Similarly, the MacDill LRS Complex location is integral as the facility must be located within proximity to the flightline. Both projects are in floodplain areas, but necessary in their proposed locations to meet mission needs.

The CSMS project proposes that all construction would meet all FEMA I-Codes, UFC Criteria for flood hazard areas, and applicable elements of the ASCE Standard 24 by incorporating mitigation measures into the design. The CSMS finished floor elevation of the proposed addition must match the existing finished floor elevation (5.8') and therefore cannot be located above the Design Flood Elevation (13.0 ft.). Due to this constraint, dry floodproofing in accordance with ASCE/SEI 24-14 Chapter 6 is required. The following dry floodproofing measures will be implemented into the design in accordance with ASCE/SEI 24-14 Section 6.2.2:

New Construction – Proposed Addition

1. Removable flood barriers will be provided to protect door, window, and other openings to prevent the passage of floodwater below the Design Flood Elevation. Barriers will be designed to resist flood loads specified in ASCE/SEI 24-14 Section 1.6.

2. Exterior materials located below the Design Flood Elevation will conform with the requirements of ASCE/SEI 24-14 Chapter 5.

3. Exterior door with steel platform and ladder will be installed at the Mezzanine Level above the Design Flood Elevation to meet the emergency escape and rescue opening requirements of ASCE/SEI 24-14 Section 6.2.2.

Existing Construction

1. Removable flood barrier system will be provided to protect the exterior walls, door, window, and other openings to prevent the passage of floodwater below the Design Flood Elevation. Barrier will be designed to resist flood loads specified in ASCE/SEI 24-14 Section 1.6.

2. Exterior door with steel platform and ladder will be installed at the Mezzanine Level above the Design Flood Elevation to meet the emergency escape and rescue opening requirements of ASCE/SEI 24-14 Section 6.2.2.

Utilities and Equipment

Mechanical, Electrical, and Plumbing systems not located within the areas protected by dry floodproofing will be designed in accordance with ASCE/SEI 24-14 Chapter 7.

Flood Emergency Plan

DC ARNG will implement a flood emergency plan in accordance with ASCE/SEI 24-14 Section 6.2.3, specifying the following information: storage locations of barriers, the method of installation, conditions activating installation, maintenance of barriers and attachment devices, periodic practice of installing barriers, testing of sump pumps and other drainage measures, and inspection of necessary material and equipment to activate or implement the floodproofing systems. The flood emergency plan will be posted permanently in at least two conspicuous locations within the structure.

JBAB is planning a major project to restore and potentially heighten and expand the flood risk management system (FRMS) known as the levee, which was constructed in the 1930s. When constructed, the redeveloped levee will be recertified and mitigate/protect the northern half of JBAB to the 500-year floodplain level, thereby mitigating many missions from flood risk including the DCARNG compound. AFDW is currently pursuing an exemption to the flood risk related UFC requirements for several projects, including the DCARNG CSMS. The exemption package asserts the forthcoming levee project will serve to mitigate the flood risk areas on northern JBAB. If the exemption is approved, the CSMS project would be mitigated from flood risk using the levee project in lieu of the mitigation measures listed above.

FONSI/CATEX

A Finding of No Significant Impact (FONSI) for the MacDill IDEA was signed on 11 Sep 2020 by Colonel Randy L. Boswell, Commander, USAF. Through the EIAP and comparison to the EA conducted for the LRS Complex project at MacDill, it was found the JBAB CSMS project would qualify for CATEX A2.3.11: Actions similar to other actions which have been determined to have an insignificant impact in a similar setting as established in an EIS or an EA resulting in a FONSI.

The application of CATEX A2.3.11 considered 32 CFR 989 Appendix B, A2.2, which requires the application of a CATEX to consider circumstances that may arise in which categorically excluded actions may have a significant environmental impact and, therefore, may generate a requirement for further environmental analysis. The proposed action, JBAB CSMS Renovation and Addition, is projected to be significantly less in scope than the MacDill LRS Complex action. The tiering from the MacDill EA is therefore appropriate (A2.2.1). The proposed location of the MILCON is not in poor or marginal environmental condition (A2.2.2). JBAB is an urban area previously disturbed by development throughout the installation. The proposed action is not projected to degrade any areas that haven't been previously disturbed in the past from natural conditions (A2.2.3). The excessive use of hazardous substances is not proposed for the action. Some construction materials such as paint and adhesives may be used (A2.2.5). The proposed action is not projected to impact any threatened or endangered species archaeological remains, historical sites, or other protected resources (A2.2.6). The proposed action is not projected to adversely affect any areas with critical environmental concern such as agricultural lands, wetlands, coastal zones, wilderness areas, floodplains, or wild and scenic river areas (A2.2.7). The project does not propose to have high and adverse human health or environmental impacts on minority or low-income populations (A2.2.8).

EXECUTIVE ORDER 11988 – FLOODPLAIN MANAGEMENT:

The location of the Proposed Action is within the 100-year floodplain. Executive Order 11988, Floodplain Management, as amended on 30 January 2015 by Executive Order 13690, Establishing a Federal Risk Management Standard and a Process for Further Soliciting and Considering Stakeholder Input, seeks to avoid construction of facilities or structures within floodplains "to reduce the risk of flood loss, to minimize the impact of floods on human safety, health, and welfare, and to restore and preserve the natural and beneficial values served by floodplains". Although being completed in the 100-year floodplain, the construction of the DCARNG CSMS would not result in a change to impacts on the floodplain. The addition project intends to mitigate for flood risk by incorporating dry proofing and a removeable flood barrier system to protect the infrastructure. The project would not construct within the floodplain a facility that is occupied by personnel which would in turn jeopardize human safety, health, and welfare since mitigation measures will be incorporated during construction, or the levee project will mitigate flood risk. The project would not negatively impact the natural and beneficial value of the floodplain since the project will be constructed in a previously developed, largely impervious area on the installation.

EXECUTIVE ORDER COMPLIANCE:

The Air Force complied with the E.O. 11988 requirement to prepare and circulate a notice containing an explanation of why the action is proposed in the floodplain and the requirement to allow a brief comment period prior to taking action. Notice of the proposal for DCARNG to construct the CSMS was published in the Washington Times. The Washington Times is a DC metro area newspaper of general circulation. The notice advised the public that the Air Force invited public review and comment on the proposed action within the floodplain including any practicable alternatives. XX comments were received, and no resources were committed or actions taken which would have an environmental impact or limit the choice of reasonable alternatives prior to expiration of the comment period.

The environmental analysis completed in this AF Form 813 and its associated FONPA completes the environmental impact analysis process under Air Force instructions for the Proposed Action.
**Per JA (AFDW Legal) review on 6/3/2024, this action requires an 813/CATEX/FONPA (Finding of No Practicable Alternative) with a 30-day public notice period, which is complete.

| | | |
|--|---|------------------------|
| 19. ENVIRONMENTAL PLANNING FUNCTION CERTIFICATION (<i>Name and Grade</i>) | 19a. SIGNATURE HAHN.ERICA.LYNN.1520632170 NN.1520632170 | 19b. DATE 6/12/2024 |
|--|---|------------------------|

CONTINUATION SHEET**Review Comments:****AICUZ/Land Use** (02/15/2024 - Prog Samantha DOD - samantha.r.prog)

1. Construction of any kind will produce noise. Noise mitigation tactics should be incorporated to the A&E process and contracting so adjacent buildings are not disturbed.
2. Sensitive receptors within the increased noise zones consists of office spaces adjacent and near the future construction work zone.
3. The effects of this project will not require changes to the surrounding land use outside the installation boundaries.
4. This project will not increase the potential for encroachment concerns.
5. Installation airspace, range, military training route airspace, special use airspace or uncontrolled airspace should not be affected or require modification. If cranes are necessary for the project, air operations must be notified.

Hazardous Materials/Waste (02/20/2024 - Champion Marie DOD CIV - marie.champion)

Information for hazardous materials used at JBAB shall be provided to CEIE and shall contain a listing of the products, quantities and current SDS for all hazmat products being used. No construction products may be left after completion of work.

Contractors are responsible for compliant handling and eventual disposal of any hazardous material or waste from project. The contractor shall ensure all personnel are properly trained, equipped, and aware of all applicable regulations and requirements for the materials being used. The contractor shall be accountable for ensuring all personnel comply with requirements.

All hazardous waste shall be properly manifested and transported IAW CFR Title 49. Final disposal (Designated Facility to Generator) documentation must be provided to 11th CES/CEN within 30 days of shipment IAW CFR Title 49.

Other (02/20/2024 - Hahn Erica DOD - erica.l.hahn)

SOCIOECONOMIC (Employment/population projections, school and local fiscal impacts, etc.)

The proposed action is not projected to cause significant socioeconomic impacts. In the short term, there will be a positive socioeconomic impact, as increased construction job opportunities will result from the construction project.

Other (02/20/2024 - Hahn Erica DOD - erica.l.hahn)

Geology/Soils - The soils in the proposed MILCON location are Urban land soils and Dunning soils. Urban land soils are not highly erodible or hydric; however, Dunning soils are hydric meaning this soil drains poorly. No impacts to sensitive soils is anticipated from the project. Disturbance of soils from construction activity will be mitigated via soil and erosion control measures during construction and mitigated permanently through an implemented Stormwater Management Plan.

Bioenvironmental (02/21/2024 - Rollings Gregory DOD - gregory.m.rollings)

Contractors are responsible for complying with OSHA CFR 1926.1153 Crystalline Silica and will properly implement engineering controls/work practices specified for the task to mitigate and minimize Crystalline Silica exposures for building occupants. (1926.1153(c) (1), Table 1)

Tanks (02/27/2024 - Hooks Michael DOD - michael.s.hooks)

1. Will the Project require a new and/or replacement of a tank(s)?

DCARNG is planning to install a POL distribution system as identified in the scope for the addition. Detailed drawings/plans and specifications must be submitted to 11 CES CEIE Installation POL Tank Compliance Program Manager and the JBAB Fire Department for approval prior to construction.

2. Will the Project require the relocation of a tank(s)? Additional information must be submitted to 11 CES CEIE concerning POL Storage and any relocation of existing POL storage containers that have a capacity of 55 gallons or greater.

No significant impacts to Tanks/Spills/POLs are anticipated if coordination with 11CES continues through construction and compliance with all applicable regulations are adhered to.

Cultural Resources (02/27/2024 - Cox Madison DOD - madison.j.cox)

Building 356 was built in 1978 and is not a contributing structure or individually eligible for the NRHP. Project area is not located in the Anacostia NAS or Bolling AFB Historic Districts or in a culturally sensitive area. Project is located in an area comprised of fill material. Concurrence of determination of No Adverse Effect was received from the DC SHPO on 3/29/2024.

Natural Resources (02/27/2024 - Cox Madison DOD - madison.j.cox)

Project will not impact any caves, faults or geologic features. Project area is located in a previously disturbed location. If trees are impacted, they must be replaced and/or protected.

Biological Resources (02/27/2024 - Cox Madison DOD - madison.j.cox)

Project will not impact biological resources. iPAC report indicates that project area is not considered a critical habitat and no RTE species will be impacted.

Water Resources (02/27/2024 - McDonnell Jennifer DOD - jennifer.r.mcdonnell1)

1. Any replacement of existing backflows, or the addition of new backflows, shall be coordinated with 11CES/CEOI to ensure compliance with applicable regulations.
2. A DOE-approved Erosion and Sediment Control Plan and Stormwater Management Plan (SWMP) will be required for this project. Note that as described, the interior renovation area counts towards the volume of stormwater to be addressed in the SWMP. The construction schedule needs to accommodate the time required for the plan creation, DOE review, and response periods.
3. Due to subsidence issues, it is strongly encouraged that the new OWS be located aboveground. Planning for the OWS should direct the effluent to the wastewater sewer system and proper coordination with DC Water will be facilitated via 11CES/CEIE.
4. CEIE encourages the consideration of tree boxes and rehabilitation of the existing swale and associated bioretention near B350 to meet a portion of the stormwater BMP requirement. Note that a high voltage transmission line in the green area adjacent to Mitscher makes this area unacceptable for an infiltration BMP.

Safety and Occupational Health (03/04/2024 - Lewis Edward DOD - edward.t.lewis)

Prior to start of each workday conduct a Safety Briefing to include proper PPE is available.

No safety or occupational health impacts are anticipated for the action.

Direct Impact Assessment:

Occupational Hazards - Construction Debris, Equipment Movement, etc.

Clear Communication - Ensure clear communication between Supervisor and Workers identifying designated pathways and potential hazards.

Regular Cleanup - Supervisor shall monitor and supervise the removal of debris as required and maintaining a clean worksite.

Proper Protective Equipment - Ensure workers have/wear appropriate PPE suited for the work being done. i. e. helmets, gloves, and safety boots etc. to minimize risk.

Emergency Procedures - Establish clear emergency procedures, including evacuation plans and first aid stations.

Safety Procedures Compliance:

If the above safety measures are implemented by site manager and followed by workers the potential of a mishap while performing the temporary trailer placement and construction will be greatly reduced.

Air Quality (03/04/2024 - Krieger Amy G DOD - amy.r.green)

1. Will the Project create criteria pollutant and/or hazardous air pollutant emissions during construction and or operations? No
2. Will implementation of the Project require the issuance of a new or modified air permit? If no new equipment that produces emissions. No details as to added equipment provided
3. Has the Project been analyzed in Air Conformity Applicability Model (ACAM)? Attach the ACAM report. Yes, only for addition
4. Will the Project include source(s) that may be classified as a New Source or a major modification of an existing source? No
5. Will mitigation, emissions control devices and/or other management practices be required to minimize or eliminate effects to the region's air quality condition with regard to attainment of National Ambient Air Quality Standards (NAAQS) No

AFCEC Restoration (03/07/2024 - Burris William DOD - william.burris1)

IMPORTANT:

As of today (7 March 2024) the U.S. EPA has proposed rulemaking to list PFOS and PFOA as hazardous substances under CERCLA. Even though the rule is NOT final, local landfills and soil disposal facilities will NOT accept soil from USAF bases. As a result, waste soil from construction sites is being shipped to AL, OK, MN, and ID. This issue is severely impacting MILCON throughout the USAF enterprise. This disposal cost must be accounted for in the contingency budget.

The facility has oil water separators in poor condition, (one of which is located at a proposed addition) and a history of vehicle maintenance and fueling operations. As such there is a high probability of petroleum contamination in subsurface. Contingency funding must be provided to address environmental contamination encountered in soils and groundwater during construction. Be aware that any disposal facility that would previously accept petroleum impacted soil from JBAB are unlikely to do so now as result of PFAS. See previous paragraph.

Consult with Environmental Restoration Program regarding any environmental sampling requirements.

Consult with Environmental Restoration Program regarding soil disposal and required treatment of water resulting from dewatering activities.

Other (05/24/2024 - Hahn Erica DOD - erica.l.hahn)

Environmental Justice: The DCARNG CSMS project will be contained within the JBAB boundaries and not significantly impact on- or off-base communities, therefore no impacts to populations (minority, low-income, or otherwise) would be disproportionately or adversely impact in regard to environmental justice.

Legal (06/06/2024 - Hahn Erica DOD - erica.l.hahn)

Legal Review with concurrence with CATEX 11 and FONPA attached.

Attachments:

[DCARNG FONPA Legal Review- ELO _AFDW.pdf](#)

[2024-02-02 JBAB CSMS Charrette Out-Brief .pdf](#)

[USDA Web Soil Survey Report 02202024.pdf](#)

[Updated 1390-91 PN 111083 Combined Support Maintenance Shop Addition Joint Base Anacostia Bolling washington DCB 20240515 \(1\).pdf](#)

[JBAB Building 356 Renovation - New Addition aka DCARNG CSMS Project.pdf](#)

[Revised Boring Map 05JAN2024.pdf](#)

[March ACAM DCARNG CSMS.pdf](#)

Public Notice



NOTICE FOR EARLY PUBLIC NOTICE OF A PROPOSED ACTIVITY WITHIN THE 100-YEAR FLOODPLAIN – UNITED STATES AIR FORCE

The Air Force (AF) invites public input on any practicable alternatives for one proposed project being constructed within the 100-Year floodplain at Joint Base Anacostia-Bolling (JBAB). The Proposed Action is for the District of Columbia Army National Guard (DCARNG) to partially renovate the existing Combined Support Maintenance Shop (CSMS) facility and construct an addition of 8,554 SF new shop space to provide adequate support maintenance operations and organizational program space. The CSMS is used for vehicle maintenance, administrative and support space and the existing facility is inadequate. The DCARNG proposes to mitigate flood risk for the CSMS project by incorporating removeable flood barriers, dry floodproofing, design measures to protect exterior features, and flood risk emergency safety measures. Alternatively, JBAB is planning a major project to restore and potentially heighten and expand the flood risk management system (FRMS) known as the levee, which when constructed will and mitigate the northern half of JBAB to the 500-year floodplain level, thereby mitigating many missions from flood risk including the DCARNG compound.

The proposed action is subject to the requirements of Executive Order (EO) 11988 because the proposed action is within the 100-year floodplain. This notice is also required by EO 11988 and has been prepared and made available to the public by the Air Force in accordance with 32 CFR 989 and Air Force Manual 32-7003. The Air Force invites the public to provide comments on the proposal, including any practicable alternatives to constructing in the floodplain. Project proposal documents can be found at: <https://www.jbab.jb.mil/>.

The public comment period ends 30 days after the publication date of this notice. Comments may be submitted via email to the following email address: 11ces.cei.amn@us.af.mil, or by phone at 202-284-4623, or by mail to NEPA Program Manager, 370 Brookley Ave. SW Washington, DC 20032. All mailed comments are requested to be post marked by the 30th day after the publication date of this notice.

Affidavit of Publication: to be added upon completion.

Figures and Supporting Documentation



Figure 1: Site Map, Existing CSMS/DCARNG Compound

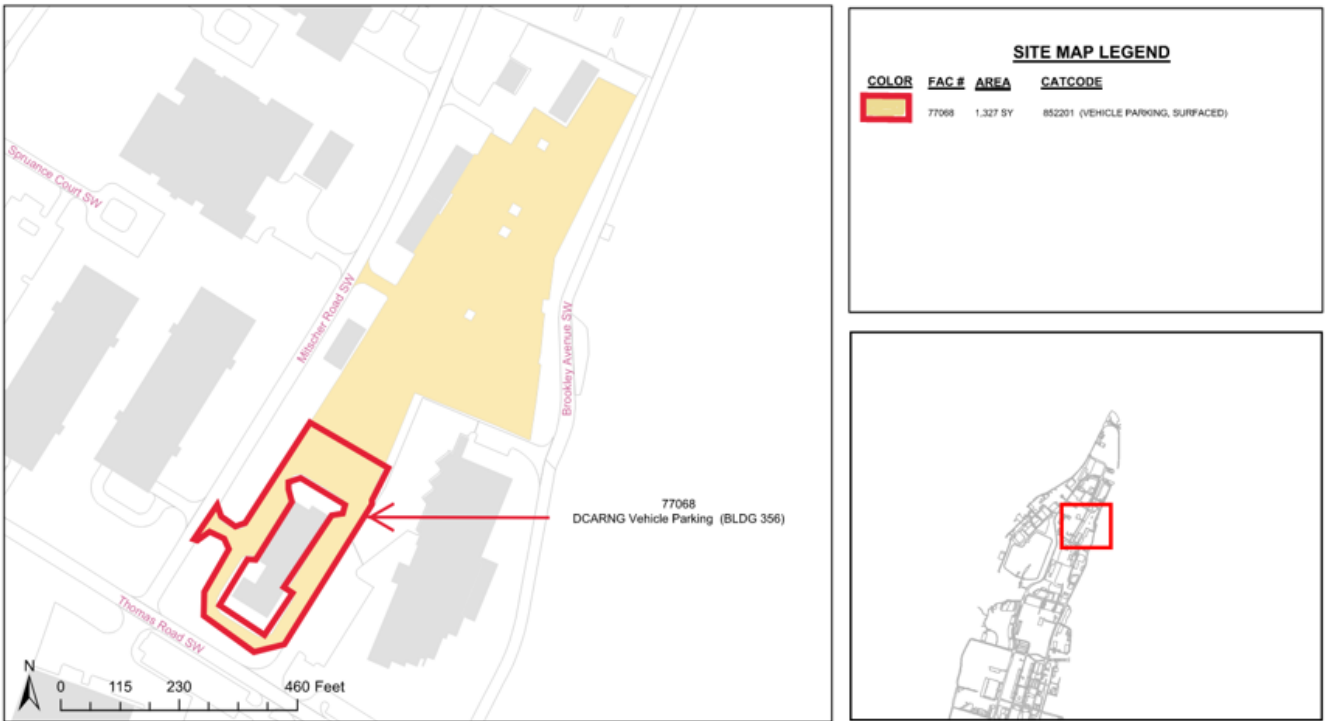
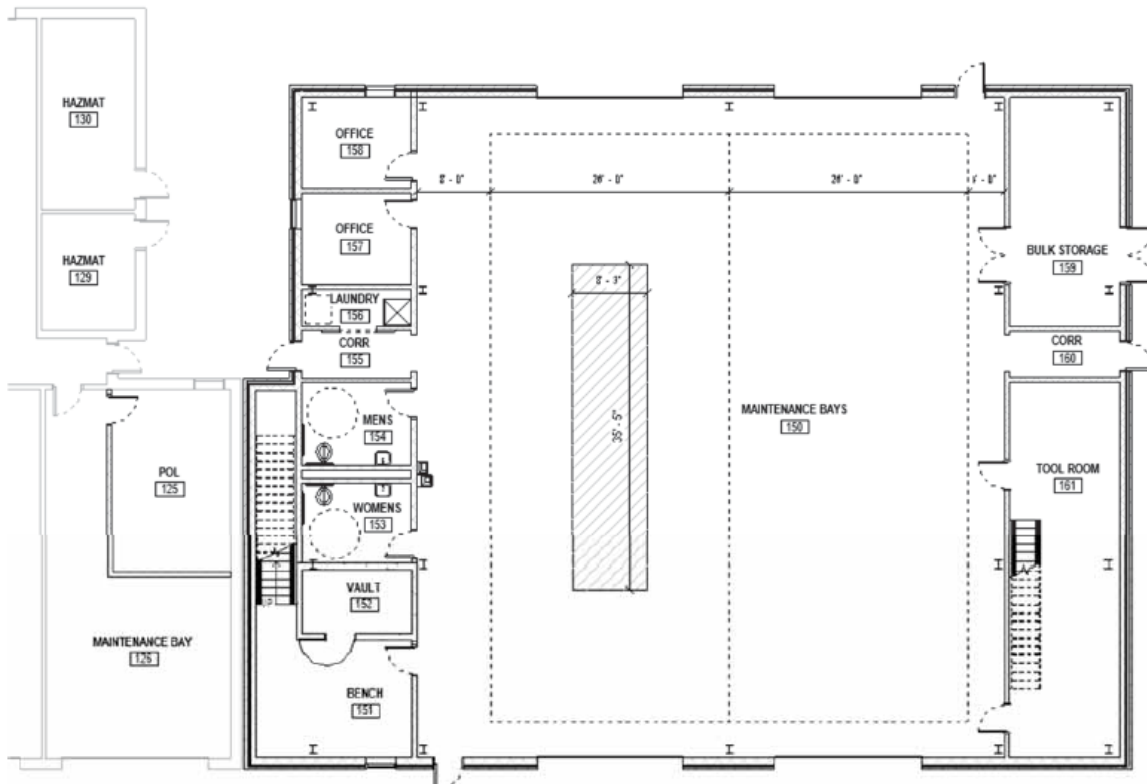




Figure 2: Site Map, Proposed CSMS/DCARNG Compound





AIR CONFORMITY APPLICABILITY MODEL REPORT

RECORD OF CONFORMITY ANALYSIS (ROCA)

1. General Information: The Air Force's Air Conformity Applicability Model (ACAM) was used to perform a net change in emissions analysis to assess the potential airquality impact/s associated with the action. The analysis was performed in accordance with the Air Force Manual 32-7002, *Environmental Compliance and Pollution Prevention*; the *Environmental Impact Analysis Process* (EIAP, 32 CFR 989); the *General Conformity Rule* (GCR, 40 CFR 93 Subpart B); and the *USAF Air Quality Environmental Impact Analysis Process (EIAP) Guide*. This report provides a summary of the ACAM analysis.

Report generated with ACAM version: 5.0.23a

a. Action Location:

Base: BOLLING AFB
State: District of Columbia
County(s): Entire District
Regulatory Area(s): Washington, DC-MD-VA

b. Action Title: DCARING Combined Support Maintenance Shop Addition

c. Project Number/s (if applicable):

d. Projected Action Start Date: 7 / 2024

e. Action Description:

No Action Alternative- Continue using existing CSMS and FMS facilities in current state.

- Construction of a new 23,264 SF CSMS proposed to be located adjacent to Bldg. 350, currently described as the "DCARNG Reset Lot"
- Construction of a new two-story 23,264 SF Field Maintenance Shop (FMS) to the north of the CSMS (Building 356) and demolition of existing FMS 2 (Building 354) and FMS 3 (Building 353). Rework 4,267 SYof organizational vehicle parking and site utility upgrades (electric, water, sewer, and gas)

f. Point of Contact:

Name: Amy Krieger
Title: GS-13/Air Program Manager
Organization: AFCEC
Email: amy.krieger@us.af.mil

Phone Number:

2. Analysis: Total reasonably foreseeable net change in direct and indirect emissions associated with the action were estimated through ACAM on a calendar-year basis for the "worst-case" (highest annual emissions) and "steady state" (no net gain/loss in emission stabilized and the action is fully implemented) emissions. General Conformity under the Clean Air Act, Section 1.76 has been evaluated for the action described above according to the requirements of 40 CFR 93, Subpart B.

All emissions estimates were derived from various sources using the methods, algorithms, and emission factors from the most current *Air Emissions Guide for Air Force Stationary Sources*, *Air Emissions Guide for Air Force Mobile Sources*, and/or *Air Emissions Guide for Air Force Transitory Sources*. For greater details of this analysis, refer to the Detail ACAM Report.

applicable
☒ not applicable

AIR CONFORMITY APPLICABILITY MODEL REPORT RECORD OF CONFORMITY ANALYSIS (ROCA)

Conformity Analysis Summary:

2024

| Pollutant | Action Emissions (ton/yr) | GENERAL CONFORMITY | |
|----------------------|---------------------------|--------------------|------------------------|
| | | Threshold (ton/yr) | Exceedance (Yes or No) |
| Washington, DC-MD-VA | | | |
| VOC | 0.032 | 50 | No |
| NOx | 0.294 | 100 | No |
| CO | 0.384 | | |
| SOx | 0.001 | | |
| PM 10 | 0.013 | | |
| PM 2.5 | 0.012 | | |
| Pb | 0.000 | | |
| NH3 | 0.001 | | |

2025

| Pollutant | Action Emissions (ton/yr) | GENERAL CONFORMITY | |
|----------------------|---------------------------|--------------------|------------------------|
| | | Threshold (ton/yr) | Exceedance (Yes or No) |
| Washington, DC-MD-VA | | | |
| VOC | 0.032 | 50 | No |
| NOx | 0.294 | 100 | No |

| | | | |
|---------------|-------|--|--|
| CO | 0.384 | | |
| SOx | 0.001 | | |
| PM 10 | 0.013 | | |
| PM 2.5 | 0.012 | | |
| Pb | 0.000 | | |
| NH3 | 0.001 | | |

2026 - (Steady State)

| Pollutant | Action Emissions (ton/yr) | GENERAL CONFORMITY | |
|----------------------|---------------------------|--------------------|------------------------|
| | | Threshold (ton/yr) | Exceedance (Yes or No) |
| Washington, DC-MD-VA | | | |
| VOC | 0.000 | 50 | No |
| NOx | 0.000 | 100 | No |
| CO | 0.000 | | |
| SOx | 0.000 | | |
| PM 10 | 0.000 | | |
| PM 2.5 | 0.000 | | |
| Pb | 0.000 | | |
| NH3 | 0.000 | | |

The Criteria Pollutants (or their precursors) with a General Conformity threshold listed in the table above are pollutants within one or more designated nonattainment or maintenance area/s for the associated National Ambient Air Quality Standard (NAAQS). These pollutants are driving this GCR Applicability Analysis. Pollutants exceeding the GCR thresholds must be further evaluated potentially through a GCR Determination.

The pollutants without a General Conformity threshold are pollutants only within areas designated attainment for the associated NAAQS. These pollutants have an insignificance indicator for VOC, NOx, CO, SOx, PM 10, PM 2.5, and NH3 of 250 ton/yr (Prevention of Significant Deterioration major source threshold) and 25 ton/yr for Pb (GCR de minimis value). Pollutants below their insignificance indicators are at rates so insignificant that they will not cause or contribute to an exceedance of one or more NAAQSs. These indicators do not define a significant impact;

AIR CONFORMITY APPLICABILITY MODEL REPORT RECORD OF CONFORMITY ANALYSIS (ROCA)

however, they do provide a threshold to identify actions that are insignificant. Refer to the *Level II, Air Quality Quantitative Assessment Insignificance Indicators* for further details.

None of the annual net change in estimated emissions associated with this action are above the GCR threshold values established at 40 CFR 93.153 (b); therefore, the proposed Action has an insignificant impact on Air Quality and a General Conformity Determination is not applicable.

Amy Krieger, GS-13/Air Program Manager

May 28 2024

Name, Title

Date



**DC STATE HISTORIC PRESERVATION OFFICE
FEDERAL AGENCY SECTION 106 REVIEW FORM**

TO: Samantha Prog, USAF

ADDRESS: Via email to: samantha.prog@us.af.mil

PROJECT NAME/DESCRIPTION: Building 356 Renovation & New Addition aka DCARNG CSMS Project

PROJECT ADDRESS/LOCATION DESCRIPTION: JBAB

DC SHPO PROJECT NUMBER: 24-0396

The DC State Historic Preservation Office (DC SHPO) has reviewed the above-referenced federal undertaking(s) in accordance with Section 106 of the National Historic Preservation Act and has determined:

☐ This project will have **no effect** on historic properties. No further DC SHPO review or comment will be necessary.

☒ There are **no historic properties** that will be affected by this project. No further DC SHPO review or comment will be necessary.

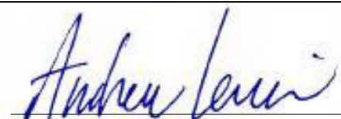
☐ This project will have **no adverse effect** on historic properties. No further DC SHPO review or comment will be necessary.

☐ This project will have **no adverse effect** on historic properties **conditioned upon** fulfillment of the measures stipulated below.

☐ Other Comments / Additional Comments (see below):

We understand this undertaking involves the rehabilitation of, and the construction of an addition to JBAB Building 356 which was constructed in 1978, is not historically significant, and is sufficiently removed from known historic buildings and districts to avoid any direct or indirect effects on them. Since the site of the addition is also made land with no archaeological potential, we concur with the Air Force's determination that "no historic properties" will be affected by this undertaking. Thank you for providing this opportunity to review and comment.

BY:


C. Andrew Lewis
Senior Historic Preservation Specialist
DC State Historic Preservation Office

DATE: March 29, 2024