

ENVIRONMENTAL ASSESSMENT

CONSTRUCT ANTITERRORISM/FORCE PROTECTION GATES MACDILL AFB, FLORIDA

May 2003

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**FINDING OF NO SIGNIFICANT IMPACT
AND
FINDING OF NO PRACTICABLE ALTERNATIVE
CONSTRUCT ANTITERRORISM/FORCE PROTECTION GATES
MACDILL AIR FORCE BASE, FLORIDA**

Agency: United States Air Force (USAF), Headquarters, Air Mobility Command

Background: Pursuant to the President's Council on Environmental Quality (CEQ) regulations, Title 40 Code of Federal Regulations (CFR) Parts 1500-1508, as they implement the requirements of the National Environment Policy Act (NEPA) of 1969, 42 U.S.C. § 4321, et seq., and the Air Force Environmental Impact Analysis Process, as promulgated at 32 CFR Part 989, the U.S. Air Force conducted an assessment of the potential environmental consequences associated with implementation of the following proposed action: to construct Antiterrorism/Force Protection facilities at the four entry gates and the demolition on the existing Visitor Reception Facility. The environmental assessment considered all potential impacts of the proposed action and alternatives, both as solitary actions and in conjunction with other proposed activities. The Finding of No Significant Impact (FONSI) summarizes the results of the evaluation of the proposed action and alternatives. The discussion focuses on activities that have the potential to change both the natural and human environments. The Finding of No Practicable Alternative (FONPA) summarizes the options considered, and why the proposed Antiterrorism/Force Protection Gates were designed and sited as proposed.

Proposed Action: Construct new Antiterrorism/Force Protection facilities at the four entry gates (Dale Mabry, MacDill, Bayshore, and Port Tampa) in an effort to address a recent increase in real or perceived security threats at MacDill Air Force Base.

Alternatives: One alternative to the proposed action was evaluated during the environmental impact analysis process. The alternative evaluated was the No-Action Alternative that would involve no construction or demolition activities and no changes to the current operation of the security forces squadron. The environmental assessment process identified the proposed action as the preferred course of action since it would best suit the needs of the base and, if implemented properly, would not result in significant environmental impacts. The environmental consequences associated with implementation of the proposed action are summarized in the following sections.

Air Quality: Fugitive dust and construction vehicle exhaust will be generated during construction; however, these emissions will not constitute a major source of air pollutants. The estimated values for carbon monoxide (CO), volatile organic compounds (VOC), nitrogen oxides (NO_x), sulfur oxides (SO_x), and particulate matter (PM₁₀) were determined to be less than USEPA *de minimis* values and less than 10% of the Hillsborough County emissions inventory; therefore, an air conformity analysis is not necessary. Since traffic going on to the base is not expected to increase due to the proposed action, there will be no additional air pollutants other than those resulting from the construction activity.

*Finding of No Significant Impact and Finding of No Practical Alternative
Vehicle Inspection Areas at Entry Gates*

Noise: Noise levels will increase temporally during construction; however, the increased noise levels would not be continuous and it is believed that the work force at the gates will accept the temporary increase in noise since they will benefit from the project.

Wastes, Hazardous Materials, and Stored Fuels: Representative materials will be sampled for lead-based paint and asbestos, and, if present, abated prior to demolition of the Visitor Reception Facility. Consequently, the proposed action will not result in significant impacts from hazardous materials or wastes. There will be no impacts to stored fuels with implementation of the proposed action.

Water Resources: There will be no significant impacts to surface or ground water quality during construction and operation of the new Antiterrorism/Force Protection facilities at the four gates or as a result of demolition of the Visitor Reception Facility.

Floodplains: Construction of the Antiterrorism/Force Protection facilities at the Bayshore Gate will take place within the 100-year coastal floodplain on the east-central portion of the base. Currently, 80 percent of MacDill AFB is located within the coastal floodplain. The 20 percent of the installation that is not located within the floodplain is primarily being used for airfield operations and support. Consequently, there are no construction sites available on the installation situated above the coastal floodplain. This factual situation leads to the conclusion that there is no practicable alternative (as defined in Executive Order 11988, Floodplain Management) to constructing the Bayshore Gate in the coastal floodplain on the base.

All practicable measures to minimize the impact of floods on human health, safety, welfare, and preservation of the natural values of the floodplains will be implemented for the project. In addition, new buildings will be constructed in accordance with Federal Emergency Management Agency (FEMA) guidelines. The project will not involve discharges of hazardous or sanitary wastewater to the floodplain or Tampa Bay. No contaminated fill will be produced during construction. There will be no negative impacts on floodplain functions and values or threats to human life, health, and safety.

Biological Resources: Adverse impacts on wetlands (including wetland communities of Tampa Bay), wildlife, aquatic life, or protected species will not occur during construction and operation of the Antiterrorism/Force Protection facilities at the four entry gates. Consultation with the United States Fish and Wildlife Service indicates that there will be no adverse impacts on threatened or endangered species during construction and operation of the Antiterrorism/Force Protection facilities. Jurisdictional wetlands will not be filled, altered, or impacted by construction and operation of the new Antiterrorism/Force Protection facilities or demolition associated with the project.

Socioeconomic Resources: Implementation of the proposed action will have a minor, short-term economic benefit for the Tampa community.

*Finding of No Significant Impact and Finding of No Practical Alternative
Vehicle Inspection Areas at Entry Gates*

Cultural Resources: There will be a no impact to cultural resources with construction of the Antiterrorism/Force Protection facilities or the demolition of the Visitor Reception Facility.

Land Use: Construction of the Antiterrorism/Force Protection facilities at the gates and demolition of the Visitor Reception Facility will not result in a significant change in land use.

Transportation Systems: There will be a temporary negative impact from construction vehicles during construction, but operation of the new Antiterrorism/Force Protection facilities at the gates will have a positive long-term impact on transportation on MacDill Air Force Base. The relocation of the Port Tampa Gate to Interbay Boulevard will eliminate commercial traffic from backing up onto Interbay Boulevard. Improvements to the remaining three gates will result in a more uniform dispersion of entering and exiting traffic, reducing the load at the heavily utilized main (Dale Mabry) gate. The proposed action will not increase traffic to the base, only control it more securely.

Airspace/Airfield Operations: The Antiterrorism/Force Protection facilities at the gates will not impact airspace/airfield operations.

Safety and Occupational Health: Construction and operation of the new Antiterrorism/Force Protection facilities at the gates will not pose safety hazards beyond those typically experienced with a construction project or operation of a vehicle inspection area. Prior to demolition of the facility, a comprehensive asbestos and lead-based paint survey will be completed. Upon completion of the surveys, a qualified abatement subcontractor will be hired to remove and dispose of any identified asbestos-containing material and lead-based paint. Implementing this approach will greatly reduce the potential for health and safety impacts to construction workers. If these precautions are implemented as described, the proposed action will not have a significant impact on safety and occupational health.

Environmental Management (including Geology and Soils): The operating Antiterrorism/Force Protection facilities at the gates will participate in Base recycling programs to reduce solid waste disposal volumes. During construction and demolition activities, soil erosion in disturbed areas will be controlled by implementation of a sediment and erosion control plan as well as best management practices.

Environmental Justice: No disproportionately high or adverse effects on minority or low-income populations will occur as a result of the construction and operation of Antiterrorism/Force Protection facilities at the gates or as a result of demolition of the Visitor Reception Facility.

Indirect and Cumulative Impacts: There are no site-specific direct, indirect, or cumulative impacts associated with the construction and operation of the Antiterrorism/Force Protection facilities at the gates or demolition of the Visitor Reception Facility. The construction and demolition activities of the proposed action were considered in conjunction with other ongoing or planned construction projects, and found that together they do not constitute a significant cumulative impact.

*Finding of No Significant Impact and Finding of No Practical Alternative
Vehicle Inspection Areas at Entry Gates*

Unavoidable Adverse Impacts: There are no unavoidable significant impacts associated with the construction and operation of the Antiterrorism/Force Protection facilities at the gates or demolition of the Visitor Reception Facility.

Relationship Between Short-term Uses and Enhancement of Long-term Productivity: Implementation of the proposed action would have a positive effect on long-term productivity by providing improved antiterrorism/force protection measurements for MacDill Air Force base. Additionally, improvements of the vehicle inspection process will increase efficiency of the base by decreasing delays to commercial vehicles that provide vital support functions.

Irreversible and Irretrievable Commitment of Resources: The construction and demolition activities of the proposed action will irreversibly commit fuels, manpower, and costs related to constructing a useable facility for the installation.

Florida Coastal Zone Management: In accordance with the Federal Coastal Zone Management Act (CZMA) and the Florida CZMA, this Federal action must be consistent "to the maximum extent practicable" with the Florida Coastal Management Program (CMP). Appendix A to the EA contains the Air Force's Consistency Statement, and finds that the conceptual proposed action and alternative plans presented in the EA are consistent with Florida's CMP. In accordance with Florida statutes, the Air Force has submitted a copy of the attached EA to the State of Florida so that they can perform a coastal zone consistency evaluation.

FINDING OF NO SIGNIFICANT IMPACT: Based upon my review of the facts and analyses contained in the attached Environmental Assessment, which is hereby incorporated by reference, I conclude that implementation of the proposed action will not have a significant environmental impact, either by itself or cumulatively with other projects at MacDill AFB. Accordingly, the requirements of NEPA, the regulations promulgated by the Council on Environmental Quality and the Air Force are fulfilled, and an Environmental Impact Statement is not required. The Tampa Tribune published a Notice of Availability on July 7, 2003. No comments were received during the public comment period ending August 8, 2003. The signing of this combined Finding of No Significant Impact and Finding of No Practicable Alternative (FONSI/FONPA) completes the environmental impact analysis process under Air Force regulations.

FINDING OF NO PRACTICABLE ALTERNATIVE: Pursuant to Executive Order 11988, the authority delegated in Secretary of the Air Force Order (SAFO) 791.1, and taking the above information into account, I find that there is no practicable alternative to locating the proposed Antiterrorism/Force Protection facilities at the gates. The alternatives to construction of Antiterrorism/Force Protection facilities at the gates are either cost prohibitive or impractical due to existing structural constraints, including transportation routes established by local authorities. Since construction of Antiterrorism/Force Protection facilities at the gates on MacDill AFB is required for national security interests, and since the land available for construction of the Bayshore Gate is within a coastal floodplain, there is no practicable alternative to building the facility within a floodplain.

*Finding of No Significant Impact and Finding of No Practical Alternative
Vehicle Inspection Areas at Entry Gates*

The proposed action, as designed, includes all practicable measures to minimize harm to the coastal floodplain. The Air Force has sent all required notices to Federal agencies, single points of contact, the State of Florida, local government representatives, and the local news media.


JOHN R. BAKER
Lieutenant General, USAF
Vice Commander

13 Aug 2003
DATE

Attachment:
Environmental Assessment

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Water Resources: There will be no significant impacts to surface or ground water quality during construction and operation of the new Antiterrorism/Force Protection facilities at the four gates or as a result of demolition of the Visitor Reception Facility.

Floodplains: Construction of the Antiterrorism/Force Protection facilities at the Bayshore Gate will take place within the 100-year coastal floodplain on the east-central portion of the base. Currently, 80 percent of MacDill AFB is located within the coastal floodplain. The 20 percent of the installation that is not located within the floodplain is primarily being used for airfield operations and support. Consequently, there are no construction sites available on the installation, situated above the coastal floodplain. This factual situation leads to the conclusion that there is no practicable alternative (as defined in Executive Order 11988, Floodplain Management) to constructing the Bayshore Gate in the coastal floodplain on the Base.

All practicable measures to minimize the impact of floods on human health, safety, and welfare, and preserve the natural values of the floodplains will be implemented for the project. In addition, new buildings would be constructed in accordance with Federal Emergency Management Agency (FEMA) guidelines. The project would not involve discharges of hazardous or sanitary wastewater to the floodplain or Tampa Bay. No contaminated fill would be produced during construction. There would be no negative impacts on floodplain functions and values or threats to human life, health, and safety.

Biological Resources: Adverse impacts on wetlands (including wetland communities of Tampa Bay), wildlife, aquatic life, or protected species would not occur during construction and operation of the Antiterrorism/Force Protection facilities at the four entry gates. Consultation with the United States Fish and Wildlife Service indicates that there will be no adverse impacts on threatened or endangered species during construction and operation of the Antiterrorism/Force Protection facilities. Jurisdictional wetlands will not be filled, altered or impacted by construction and operation of the new Antiterrorism/Force Protection facilities or demolition associated with the project.

Socioeconomic Resources: Implementation of the Proposed Action will have a minor short-term economic benefit for the Tampa community.

Cultural Resources: There will be a no impact to cultural resources with construction of the Antiterrorism/Force Protection facilities or the demolition of the Visitor Reception Facility.

Land Use: Construction of the Antiterrorism/Force Protection facilities at the gates, and demolition of the Visitor Reception Facility, would not result in a significant change in land use.

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Environmental Justice: No disproportionately high or adverse effects on minority or low-income populations will occur as a result of the construction and operation of Antiterrorism/Force Protection facilities at the gates or as a result of demolition of the Visitor Reception Facility.

Indirect and Cumulative Impacts: There are no site-specific direct, indirect, or cumulative impacts associated with the construction and operation of the Antiterrorism/Force Protection facilities at the gates or demolition of the Visitor Reception Facility. The construction and demolition activities of the Proposed Action were considered in conjunction with other ongoing or planned construction projects, and found that together they do not constitute a significant cumulative impact.

*Finding of No Significant Impact and Finding of No Practical Alternative
Vehicle Inspection Areas at Entry Gates*

Unavoidable Adverse Impacts: There are no unavoidable significant impacts associated with the construction and operation of the Antiterrorism/Force Protection facilities at the gates or demolition of the Visitor Reception Facility.

Relationship Between Short-term Uses and Enhancement of Long-term Productivity: Implementation of the Proposed Action would have a positive effect on long-term productivity by providing improved antiterrorism/force protection measurements for the MacDill Air Force Base. Additionally, improvements of the vehicle inspection process would increase efficiency of the Base by decreasing delays to commercial vehicles that provide vital support functions.

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FINDING OF NO SIGNIFICANT IMPACT: Based upon my review of the facts and analyses contained in the attached Environmental Assessment, which is hereby incorporated by reference, I conclude that implementation of the Proposed Action will not have a significant environmental impact, either by itself or cumulatively with other projects at MacDill AFB. Accordingly, the requirements of NEPA, the regulations promulgated by the Council on Environmental Quality and the Air Force are fulfilled and an Environmental Impact Statement is not required. The Tampa Tribune published a Notice of Availability on November 28, 2002. No comments were received during the public comment period ending December 28, 2002. The signing of this combined Finding of No Significant Impact and Finding of No Practicable Alternative (FONSI/FONPA) completes the environmental impact analysis process under Air Force regulations.

FINDING OF NO PRACTICABLE ALTERNATIVE: Pursuant to Executive Order 11988, the authority delegated in Secretary of the Air Force Order (SAFO) 791.1, and taking the above information into account, I find that there is no practicable alternative to locating the proposed Antiterrorism/Force Protection facilities at the gates at this site. The alternatives to construction of Antiterrorism/Force Protection facilities at the gates are either cost prohibitive or impractical due to existing structural constraints. Since construction of Antiterrorism/Force Protection facilities at the gates on MacDill AFB is required, and since land available for construction of the Bayshore Gate of this nature is within a coastal floodplain, there is no practicable alternative to building the facility within a floodplain.

*Finding of No Significant Impact and Finding of No Practical Alternative
Vehicle Inspection Areas at Entry Gates*

The Proposed Action, as designed, includes all practicable measures to minimize harm to the coastal floodplain. The Air Force has sent all required notices to Federal agencies, single points of contact, the State of Florida, local government representatives, and the local news media.

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JOHN R. BAKER

Lieutenant General, USAF

Vice Commander

Attachment: Environmental Assessment

DATE

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SECTION 1.0

PURPOSE OF AND NEED FOR PROPOSED ACTION

This Environmental Assessment (EA) examines the potential for impacts to the environment resulting from the construction of Antiterrorism/Force Protection measures at four entry gates (Dale Mabry Highway, MacDill Avenue, Bayshore Avenue, and Port Tampa) on MacDill Air Force Base (AFB), in Tampa, Florida. These gates are identified as the Dale Mabry, MacDill, Bayshore and the Port Tampa gates, respectively. The Dale Mabry Gate area contains the Visitor Reception Facility and the main gatehouse (Facility 1099). The MacDill, Bayshore, and Port Tampa gates include three existing gatehouses (Facility 594, Facility 288, and Facility 1095, respectively).

In an effort to address a recent increase in real or perceived security threats, MacDill AFB is required to improve its force protection measures basewide. Force protection improvements at all four of the entry gates is a high priority for MacDill AFB, as these gates represent the first line of defense for Base security forces. Force protection goals include the hardening of vehicular access points to minimize the risk of forced entry into the Base, and for the 6th Security Forces Squadron to meet a 100 percent inspection goal of all commercial vehicles entering MacDill AFB. The current makeshift inspection station created at the Port Tampa Gate following the September 11th terrorist attacks is undersized and lacks sufficient security. Traffic is often backed-up from this gate on the city road (Manhattan Avenue), as large vehicles are inspected and their destinations are verified. Engineered security measures at the other three gates are inadequate to meet potential forced incursions at the Base.

The proposed vehicle inspection areas at three gates (Dale Mabry, MacDill, and Bayshore) would involve construction of small 'pull-through' asphalt parking areas, surrounded by concrete bollards, curbing, or fencing intended to restrict unauthorized

entry to the Base. Modifications at the Port Tampa Gate would include construction of a multi-lane vehicle inspection station, a commercial Visitor Reception Facility, and improved security measures, such as hydraulic bollards and fencing, to stop unauthorized vehicles from entering the Base.

1.1 MISSION

Since 1996, MacDill AFB has been host to the 43rd Aerial Refueling Group (ARG) which joined the 6th Air Base Wing to form the 6th Air Refueling Wing (6 ARW). In January 2001, the 310 Airlift Squadron bedded down at MacDill AFB and subsequently assumed the Unified Combatant Commander support mission. Consequently the wing was redesignated as a mobility wing as a result of having both an air refueling and an airlift squadron in the unit. The 6 AMW is the host unit at MacDill AFB, and reports to the Air Mobility Command (AMC), headquartered at Scott AFB, Illinois. The mission of the wing is to provide worldwide air refueling and airlift in support of the Air Force's Global Reach, Global Power mission, and administrative, medical, and logistical support for United States Central Command (USCENTCOM) and the United States Special Operations Command (USSOCOM). In addition, the Base provides similar support to tenant agencies and the MacDill community, including over 70,000 retirees and their families. The organizational structure of 6 AMW consists primarily of a Maintenance Group, Medical Group, Operations Group, and Mission Support Group.

1.2 PURPOSE OF AND NEED FOR PROPOSED ACTION

In an effort to address a recent increase in real or perceived security threats, MacDill AFB is required to improve its force protection measures throughout the Base. Antiterrorism/Force Protection improvements at all four entry gates (Dale Mabry, MacDill, Bayshore, and Port Tampa) is a high priority for MacDill AFB, as these gates represent the first line of defense for Base security forces. The proposed Antiterrorism/Force Protection improvements would reduce the potential for

unauthorized entry by vehicles and personnel, and permit rapid response if unauthorized entry should occur. Improvements at the Port Tampa Gate would provide a more efficient method for verification and inspection of delivery, contractor and recreational vehicles.

The current makeshift inspection station, created at the Port Tampa Gate following the September 11th terrorist attacks, is undersized and lacks sufficient security. Traffic is often backed-up on the city road (Manhattan Avenue), as large vehicles are inspected and their destinations are verified. As there is only one entry lane at the Port Tampa Gate, if one vehicle is identified for more thorough inspection, then all the vehicles behind it are further delayed. Additionally, improvements to the remaining three gates would result in a more uniform dispersion of entering and existing traffic, reducing the load upon the heavily utilized main (Dale Mabry) gate, and upon traffic on nearby portions of Dale Mabry Highway.

1.3 LOCATION OF PROPOSED ACTION

The Proposed Action would take place at MacDill AFB, located in Tampa, Florida. The Base occupies approximately 5,630 acres in Hillsborough County, adjacent to the City of Tampa, at the southern tip of the Interbay Peninsula. The Base is surrounded on three sides by Tampa Bay and Hillsborough Bay, and is bordered on the north by development within the City of Tampa. The vehicle inspection areas would be located at the existing gates (Dale Mabry, MacDill, Bayshore, and Port Tampa) (Figure 1-1).

1.4 THE SCOPE OF THE ENVIRONMENTAL REVIEW

This EA identifies, describes, and evaluates potential environmental impacts associated with the alternatives identified for implementation of the Proposed Action. The EA includes an analysis of the impacts of the alternatives on the following environmental resources: air quality, noise, cultural resources, hazardous materials/waste, water resources,

biological resources, land use, socioeconomics, safety and occupational health, geology and soils.

1.5 APPLICABLE REGULATORY REQUIREMENTS

This environmental analysis has been conducted in accordance with the President's Council on Environmental Quality (CEQ) regulations, Title 40 of the Code of Federal Regulations (CFR) §§1500-1508, as they implement the requirements of the National Environmental Policy Act (NEPA) of 1969, 42 U.S.C. §4321, et seq., and the Air Force Environmental Impact Analysis Process, as promulgated in 32 CFR Part 989. These regulations require federal agencies to analyze the potential environmental impacts of proposed actions and alternatives and to use these analyses in making decisions on a proposed action. Cumulative effects of other on-going activities also must be assessed in combination with the Proposed Action. The CEQ was instituted to oversee federal policy in this process. The CEQ regulations declare that an EA is required to accomplish the following objectives:

- Briefly provide sufficient evidence and analysis for determining whether to prepare an Environmental Impact Statement (EIS) or a Finding of No Significant Impact (FONSI);
- Aid in an agency's compliance with NEPA when an EIS is not necessary, and facilitate preparation of an EIS when necessary.

The procedural requirements for the implementation of NEPA and preparation of the EA are outlined in 32 CFR 989.

Other environmental regulatory requirements relevant to the Proposed Action and alternatives also are identified in this EA. Regulatory requirements under the following programs among others will be assessed: Noise Control Act; Clean Air Act; Clean Water Act; National Historic Preservation Act; Endangered Species Act; Resource Conservation

and Recovery Act (RCRA), Toxic Substances Control Act (TSCA); and Occupational Safety and Health Act. Requirements also include compliance with Executive Order (EO) 11988, Floodplain Management; EO 11990, Protection of Wetlands; Federal Coastal Zone Management Act; and EO 12898, Environmental Justice.

1.6 COASTAL ZONE CONSISTENCY DETERMINATION

The Federal Coastal Zone Management Act (CZMA) creates a state-federal partnership to ensure the protection of coastal resources. The Federal CZMA requires each Federal agency activity, within or outside the coastal zone and affects any land or water use or natural resources of the coastal zone, be carried out in a manner consistent to the maximum extent practicable with the enforceable policies of the Florida Coastal Management Program (CMP). The Florida CZMA presumes that “direct Federal activities” will directly affect the coastal zone. According to the Florida CMP, “direct Federal activities” are those that “are conducted or supported by or on behalf of a Federal agency in the exercise of its statutory responsibilities, including development projects.”

The Federal CZMA required Federal agencies carrying out activities subject to the Act to provide a “consistency determination” to the relevant state agency. The Federal regulations implementing the Act then require the state agency to inform the Federal agency of its agreement or disagreement with the Federal agency’s consistency determination. Therefore, the Proposed Action and alternatives for implementing the Proposed Action require a consistency determination to be submitted by the U.S. Air Force to the relevant Florida agency and a response from the State of Florida of either agreement or disagreement with that determination. The Air Force’s Consistency Determination is contained in the Consistency Statement in Appendix A. The State of Florida agrees with the Air Force’s Consistency Determination for the Proposed Action. Of the Florida statutory authorities included in the CMP, impacts from the Proposed Action, and mitigation of such impacts in the following areas are addressed in this EA:

beach and shore preservation (Chapter 161), historic preservation (Chapter 267), economic development and tourism (Chapter 288), public transportation (Chapters 334 and 339), saltwater living resources (Chapter 370), living land and freshwater resources (Chapter 372), water resources (Chapter 373), environmental control (Chapter 403), and soil and water conservation (Chapter 582).

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SECTION 2.0

DETAILED DESCRIPTION OF THE PROPOSED ACTION AND ALTERNATIVES

This section provides a description of the Proposed Action and alternatives to the Proposed Action. The Proposed Action includes completion of security improvements at the four Base entry gates. The Proposed Action includes construction of Antiterrorism/Force Protection devices at the three gates dedicated for non-commercial/personal/government vehicle entry (Dale Mabry, MacDill, and Bayshore), and the modification of the Port Tampa Gate to allow for more efficient inspection of larger vehicles, especially commercial vehicles. Enlargements of individual gate areas, as taken from a basewide aerial photograph, are included as Figures 2-1 through 2-4, respectively. Recent engineering drawings of the proposed modifications to each of these gates are shown on Figures 2-5 through 2-8, respectively.

The proposed vehicle inspection areas at three gates (Dale Mabry, MacDill, and Bayshore) would involve construction of small 'pull-through' asphalt inspection areas that are surrounded by concrete bollards, curbing, or fencing, to allow for inspection of vehicles and restrict unauthorized entry to the Base.

The Port Tampa Gate, which serves as the only entry point for commercial, delivery, contractor, and recreational vehicles, would be modified to allow for more efficient and effective inspection of these types of vehicles.

Modifications at the Port Tampa Gate would include construction of a multi-lane vehicle inspection station, a Commercial Visitor Reception Facility for visitor check-in, and improved security measures such as hydraulic bollards and fencing to prevent unauthorized vehicles from entering the Base. The entry point of the Port Tampa Gate would be changed so vehicles would enter from Interbay Boulevard instead of Manhattan Avenue. Changing the entry point would reduce traffic back-ups on city roads by

providing an additional area for vehicles to be staged while awaiting completion of the inspection and paperwork verification process. The proposed Port Tampa Gate would also provide exit routes for vehicles that are denied entry to the Base. Hydraulic bollards and an overwatch position would be constructed at the final entry point to the Base to provide an additional level of security.

The alternative to the Proposed Action considered in this EA was the No-Action Alternative. The No-Action Alternative does not propose the construction of any Anti-terrorism/Force Protection improvements at any of the four gates at MacDill AFB. Selection of the No-Action Alternative would result in the continued compromise of Base security due to less effective security and inspection capabilities. This Alternative would also result in continued traffic delays for commercial, contractor and recreational vehicles, which have the cumulative impact of obstructing Base mission support, base construction activities, and impacts the morale of both personnel and visitors. Under the No-Action Alternative, the safety of base security personnel would continue to be compromised.

This section specifically includes the following:

- A list of the environmental constraints and other selection criteria that influence selection of potential locations for implementing the Proposed Action;
- A detailed description of the Proposed Action;
- A description of the alternative considered for implementation of the Proposed Action; and
- A matrix comparing the environmental effects of the Proposed Action and an Alternative Action.

2.1 SELECTION CRITERIA

The construction of the Antiterrorism/Force Protection Gates at the entry points to the Base is required to improve MacDill AFB force protection measures. The proposed force protection improvements would reduce the potential for unauthorized entry by vehicles and personnel and permit rapid response if unauthorized entry should occur. The gates must be sufficiently sized to meet the expanded inspection requirements of the 6th Security Forces Squadron at MacDill AFB. The Proposed Action meets the selection criteria; the No-Action Alternative does not.

2.2 DETAILED DESCRIPTION OF THE PROPOSED ACTION

The Proposed Action is the construction of vehicle inspection areas at the three gates dedicated for non-commercial/personal/government vehicle entry (Dale Mabry, MacDill, and Bayshore), and the modification of the fourth gate (Port Tampa) to provide a more efficient method for verification and inspection of delivery, contractor, and recreational vehicles. These improvements include the construction and modification of vehicle inspection areas in order to provide a multi-layered defense against unauthorized vehicular entry into MacDill AFB.

The proposed vehicle inspection area for the Dale Mabry Gate would be constructed immediately south of its current location, but the Dale Mabry Gate entry point would remain in its current location. The entry points for the MacDill and Bayshore gates would remain in their current locations and vehicle inspection areas for these gates would be constructed immediately south of each entry point. The Port Tampa Gate entry point would be relocated northeast of its current location, so that the entrance to the Base comes from Interbay Boulevard. The vehicle inspection area for the Port Tampa Gate would be located south and east of the entry point (Figure 2-8a). The Port Tampa Gate is located within the northwest quadrant of MacDill AFB.

Overwatch positions would be constructed at each of the four gate locations. Four hydraulically operated wedge barricades would be installed (or remain, where present) in the travel lanes at each gate. Additionally, 18-inch high walls and concrete curbs are proposed at the Dale Mabry, MacDill, and Bayshore gates. These walls and curbs would extend from the gate entrance to the respective overwatch positions, with the intent of keeping vehicles from bypassing the gates by leaving the roadway. All pavement would be asphalt and all sidewalks would consist of 4-inch thick concrete.

Proposed modification details specific to individual gates are included below.

Dale Mabry Gate – The existing Visitor Reception Facility to the north of the gate would be demolished, and a new Visitor Reception Facility constructed to the south of its current location (Figure 2-5). The Visitor Reception Facility would cover approximately 3,300 square feet, and be of concrete and stucco construction with a clay tile roof. New water and power service would be connected to the new Visitor Reception Facility, a new septic tank and drainfield constructed, and these types and the other utility services to the old building would be abandoned. The existing Visitor Reception Facility would be demolished and the area would be developed into a paved parking lot, with approximately 48 regular and four handicapped parking spaces.

A covered vehicle inspection area would be constructed to the south of the new Visitor Reception Facility. The inspection area would be accessed by three traffic lanes (two in-bound, one out-bound). Along this drive, a parking area would provide parking spaces for up to five governmental staff. The inspection area would be located approximately 50 feet southwest of the new Visitor Reception Facility, and connected to the building by a concrete sidewalk. The new vehicle inspection area would consist of four parallel lanes, three of which would be under a canopy.

A third in-bound traffic entrance lane would be added at the main gatehouse, and a new canopy tying to an improved gatehouse would cover two of the in-bound lanes. The third

lane would be provided to allow oversized vehicles to bypass the canopy. The third lane would be fitted with removal bollards to control traffic flow, as needed. A new, motorized cantilevered sliding gate would be installed immediately to the north of the main guardhouse, allowing for closure of the three inbound and two outbound lanes at Dale Mabry Highway. Parking spaces would be added south of the existing guardhouse for governmental staff use.

A new traffic circle would be added at the intersection of Marcum Street and Dale Mabry Highway, installed for traffic quieting measures. A bicycle trail would be constructed generally bounding the west and north of the other proposed facilities at the Dale Mabry Gate. The proposed location of the trail was selected to separate bicycle and pedestrian traffic as much as practicable from vehicular traffic from the main entrance area to MacDill AFB.

Construction to the south of the Dale Mabry Gate would include the addition of stop lights and stop bars along North Boundary Boulevard, to the east and west of the north end of the runway (Figure 2-9). The area impacted by the Proposed Action at this gate would be approximately 5 ½ acres.

MacDill Gate – The Proposed Action would include the addition of speed tables along MacDill Avenue, with the intent of slowing traffic prior to reaching this gate (Figure 2-6). An exterior wall and sliding gate would be constructed to the north of the new, improved gatehouse, to prevent vehicular entry at times this location is unmanned, or during security alerts. Existing hydraulic wedge barricades would remain in their current location.

No new water and sewer lines would be added to service the gates; and no existing utility lines would be removed. The area impacted by the Proposed Action at this gate would be less than ½ acre.

Bayshore Gate – New construction outside the gate would include new speed tables north of the guardhouse, with the intent of slowing incoming vehicles (Figure 2-7). The current overwatch position is located in an inspection lane inside the gate. Upon completion of the new overwatch position, the old position would be removed, and the inspection lane returned to service.

An expanded parking area would be provided at Memorial Park with the inclusion of 56 regular and six handicapped parking spaces, and a parallel bus parking area. The western end of the parking lot would include the construction of an 18-inch concrete wall and curbing, to prevent vehicles from entering the Base through the parking lot via North Boundary Boulevard. Approximately 200 lineal feet of pavement section of North Boundary Boulevard would be removed and replaced by open space. The area impacted by the Proposed Action at this gate would be approximately three acres.

No new water and sewer lines would be added to service the gates; and no existing utility lines would be removed.

Port Tampa Gate – The Proposed Action would include construction of a new two-lane entrance road from Interbay Boulevard to the new facility, within an existing 50-foot railroad easement. The entrance road would lead to an initial screening area and then to the main inspection facility. The entrance road would be separated from the initial screening area and main inspection facility by a manual swing gate. This gate would be locked after normal operating hours. The initial screening area would have the capacity for up to 10 tractor-trailer sized vehicles, allowing for the temporary staging of vehicles (Figure 2-8a and Figure 2-8b) and for initial screening. A rejection lane would be provided to allow for vehicles that are not granted entrance clearance beyond the initial screening the ability to exit prior to reaching the main inspection area. This rejection lane would route traffic to the north, and allow for vehicles to leave the initial screening area and depart via Interbay Boulevard.

Earthen berms and landscaping would be added to the north and west sides of the initial screening area, providing a noise buffer and visual screen from the adjacent off-base residential area. A perimeter fence would be added around the initial screening area to prevent vehicles from entering the Base by circumventing the inspection process.

The main inspection area would include a canopied facility with three inspection lanes, two having manned pits configured to allow for extensive inspection beneath incoming vehicles, and would be constructed beyond the first rejection lane. A second rejection lane would be installed to the east of the covered pit inspection area, constructed to route traffic to the north and directly exit the Base.

Adjacent to the visual inspection area, a new Commercial Visitor Reception Facility (a.k.a. Security Forces Building) would be constructed. Attached to the Commercial Visitor Reception Facility, a small parking lot would be constructed approximately 75 feet from the Commercial Visitor Reception Facility, to provide for governmental vehicle parking. Sidewalks would be added to connect the building, parking lot, and the canopy.

Tire shredders would be installed to prevent vehicles from entering the Base the wrong way through the exit lane. New cantilevered motorized slide gates with split block/arch screen walls would be added at the overwatch position as the final engineered security precaution at this gate. A cable reinforced chain-link fence would be installed around the entire perimeter of the main facility with the intent of containing vehicles attempting to leave the paved area. This fence would be screened in accordance with Base standards. Two interior roadways would be removed, and the interior Base contractor's access route would be relocated around the perimeter fence to the south and east of the above-described gate facilities.

A new water line and power service would be added to service the Commercial Visitor Reception Facility. A new septic system would be constructed for disposal of wastewater from the Visitor Reception Facility. The area impacted by the Proposed Action at this gate would be approximately 2½ acres.

2.3 DESCRIPTION OF THE NO-ACTION ALTERNATIVE

Under the No-Action Alternative, no Antiterrorism/Force Protection improvements at any of the four entry gates at MacDill AFB would be completed. The current activities of the 6th Security Forces Squadron, in respect to security at the four gates, would continue without change.

Selection of the No-Action Alternative would result in continued traffic delays for commercial, contractor, and recreational vehicles which obstructs base mission support, construction activities, and impacts the morale of Base personnel and visitors. The selection of this alternative would also result in the continued compromise of Base security, and the expanded inspection goals of the 6th Security Forces Squadron would not be met.

2.4 ALTERNATIVES CONSIDERED BUT ELIMINATED FROM FURTHER STUDY

No alternatives were considered but eliminated from further study as part of this EA. During preliminary design stages of this project, a site visit was completed by AMC's Force Protection Team and the Military Traffic Management Command. At that time, these teams considered several options, but decided the Proposed Action met the force protection requirements for the Base. The other options would not fully meet the force protection requirements of the Base and were not considered further.

2.5 IDENTIFICATION OF THE PREFERRED ALTERNATIVE

Construction of vehicle inspection areas at the gates (Dale Mabry, MacDill, Bayshore, and Port Tampa), as proposed in Section 2.2 is the agency-preferred alternative.

2.6 IDENTIFICATION OF THE ENVIRONMENTALLY PREFERRED ALTERNATIVE

The environmentally preferred alternative is the No-Action Alternative. This alternative leaves more open spaces, such as those adjacent to the Port Tampa Gate, unimproved and unpaved. In addition, the wetlands located adjacent to the southern end of the proposed Port Tampa Gate site, and at the northern end of the Bayshore Gate site, while not lying within the areas of construction, would not be potentially impacted by nearby construction activities.

2.7 OTHER ACTIVITIES IN THE AREA

No other construction activities are in the area of the gates (Dale Mabry, MacDill, Bayshore, and Port Tampa).

2.8 COMPARISON OF ENVIRONMENTAL EFFECTS OF THE PROPOSED ACTION AND ALTERNATIVES

Table 2.9.1 is a summary of the potential environmental impacts of the Proposed Action and alternatives.

Table 2.9.1 Comparison of Environmental Consequences

Environmental Resources	Alternative A – Proposed Action	Alternative B - No Action
Air Quality	Short-term – <i>Minor Adverse</i> Long-term – No Impact	Short-term – No Impact Long-term – No Impact
Noise	Short-term – <i>Minor Adverse</i> Long-term – No Impact	Short-term – No Impact Long-term – No Impact
Hazardous Materials/Wastes/Stored Fuels	Short-term – <i>Minor Adverse</i> Long-term – No Impact	Short-term – No Impact Long-term – No Impact
Water Resources	Short-term – <i>Minor Adverse</i> Long-term – <i>Minor Impact</i>	Short-term – No Impact Long-term – No Impact
Floodplains	Short-term – No Impact Long-term – No Impact	Short-term – No Impact Long-term – No Impact
Biological Resources	Short-term – <i>Minor Adverse</i> Long-term – No Impact	Short-term – No Impact Long-term – No Impact
Geology and Soils	Short-term – No Impact Long-term – No Impact	Short-term – No Impact Long-term – No Impact
Socioeconomics	Short-term – No Impact Long-term – No Impact	Short-term – No Impact Long-term – No Impact
Cultural Resources	Short-term – No Impact Long-term – No Impact	Short-term – No Impact Long-term – No Impact
Transportation	Short-term – No Impact Long-term – No Impact	Short-term – No Impact Long-term – No Impact
Safety and Occupational Health	Short-term – <i>Minor Adverse</i> Long-term – No Impact	Short-term No Impact Long-term– No Impact
Environmental Justice	Short-term – No Impact Long-term – No Impact	Short-term – No Impact Long-term – No Impact
Indirect and Cumulative Impacts	Short-term – No Impact Long-term – No Impact	Short-term – No Impact Long-term – No Impact

SECTION 3.0 AFFECTED ENVIRONMENT

This section describes the characteristics of the existing natural and man-made environment that could be affected by implementation of the Proposed Action, including all considered alternatives. A summary of the overall mission objectives of MacDill AFB is also provided. This section establishes the basis for assessing impacts of the alternatives on the affected environment provided in Section 4.0.

First established in 1939 as an Army airfield, MacDill AFB became an Air Force Base in 1948. The Base has undergone several mission changes and played a vital role in training and strategic defense. Today, the host unit at MacDill AFB is the 6th Air Mobility Wing (AMW). The Base is home to several key tenant units, including USCENTCOM, USSOCOM, and the National Oceanic and Atmospheric Administration (NOAA) of the Department of Commerce (DOC).

MacDill AFB comprises 5,630 acres. The installation elevation ranges from sea level to approximately 15 feet above mean sea level (MSL). Much of the AFB is less than 5 feet above MSL, and wetland areas are common, especially mangrove wetlands.

The Base has one active runway (04-22) and an inactive runway that is used as a taxiway. MacDill AFB airfield facilities provide the capability to accommodate any aircraft in service with the United States government. The Base contains more than 900 buildings, including administrative and support facilities, a hospital and dental clinic, military housing, and recreation areas.

MacDill AFB is located in Hillsborough County at the southern tip of the Interbay Peninsula. The Base is surrounded on three sides by Tampa Bay and Hillsborough Bay and is bordered on the north by development within the City of Tampa. Land uses adjacent to the Base are a mix of multi-family and single-family residential, and light commercial to industrial designations.

The area has a humid, subtropical climate characterized by long, hot summers and short, mild winters. The average annual temperature is approximately 73 degrees Fahrenheit (°F) with average minimum and maximum temperatures being approximately 63°F and 82°F, respectively. The rainy season generally occurs from May through September, with the dry season occurring during late fall and winter. Annual rainfall averages approximately 44 inches.

3.1 AIR QUALITY

The Clean Air Act (CAA), as amended in 1977 and 1990, provides the basis for regulating air pollution to the atmosphere. Different provisions of the CAA apply depending on where the source is located, which pollutants are being emitted, and in what amounts. The CAA required the United States Environmental Protection Agency (USEPA) to establish ambient ceilings for certain criteria pollutants. The ceilings were based on the latest scientific information regarding the effects a pollutant may have on public health or welfare. Subsequently, USEPA promulgated regulations that set national ambient air quality standards (NAAQS). Two classes of standards were established, primary and secondary. Primary standards define levels of air quality necessary, with an adequate margin of safety, to protect public health, including the health of “sensitive” populations such as asthmatics, children, and the elderly. Secondary standards define levels of air quality necessary to protect public welfare (e.g. decreased visibility; damage to animals, crops, vegetation, wildlife, and buildings) from any known to anticipated adverse effects of a pollutant.

Air quality standards are currently in place for six “criteria” pollutants: carbon monoxide (CO), nitrogen dioxide (NO₂), ozone (O₃), sulfur oxides (SO_x, measured as sulfur dioxide [SO₂]), lead (Pb), and particulate matter with an aerodynamic diameter less than or equal to 10 micrometers (PM₁₀). There are many suspended particles in the atmosphere with aerodynamic diameters larger than 10 micrometers, and the collective of all particle sizes is commonly referred to as total suspended particulates (TSP). The NAAQS are the

cornerstone of the CAA. Although not directly enforceable, they are the benchmark for the establishment of emission limitations by the states for the pollutants USEPA determines may endanger public health or welfare.

Ozone (ground-level O_3), which is a major component of “smog”, is a secondary pollutant formed in the atmosphere by photochemical reactions involving previously emitted pollutants or precursors. Ozone precursors are mainly nitrogen oxides (NO_x) and volatile organic compounds (VOCs). Nitrogen oxides are the designation given to the group of all oxygenated nitrogen species, including nitric oxide (NO), NO_2 , nitrous oxide (N_2O), and others. However, only NO, NO_2 , and N_2O are found in appreciable quantities in the atmosphere. Volatile organic compounds (containing at least carbon and hydrogen), which participate in photochemical reactions, and include carbonaceous compounds except metallic carbonates, metallic carbides, ammonium carbonate, carbon dioxide (CO_2), and carbonic acid. Some VOCs are considered to be non-reactive under atmospheric conditions, and include methane, ethane, and other organic compounds.

As noted above, O_3 is a secondary pollutant and is not directly emitted from common emissions sources. Therefore, to control O_3 in the atmosphere, the effort is made to control NO_x and VOC emissions. For this reason, NO_x and VOC emissions are calculated and reported in emission inventories.

The Environmental Protection Commission of Hillsborough County (EPC) is responsible for issuing and enforcing the CAA Title V Air Operation Permit (Permit No. 0570141-001-AV issued 21 Oct 99) for MacDill AFB. The regulated emission units at MacDill AFB include seven JP-8 fuel tanks, one additive storage tank, three steam-generating boilers, two liquid oxygen/nitrogen generators, nine paint spray booths, and a bead-blasting booth. The 1998 air emission inventory at MacDill AFB found the installation is a major source of nitrogen oxides with potential emissions of 184 tons per year. The Title V Air Operation Permit indicates the installation is not a major source of hazardous air pollutants. MacDill AFB files compliance emission test data with the county, and

periodically or continuously monitors emission sources as necessary under the Title V permit.

3.1.1 Attainment Status

The fundamental method by which USEPA tracks compliance with the NAAQS is the designation of a particular geographic region as “attainment” or “non-attainment.” Based on the NAAQS, each state is divided into four types of areas for each of the criteria pollutants:

- 1) Those areas that are in compliance with the NAAQS (attainment);
- 2) Those areas that don’t meet the ambient air quality standards (non-attainment);
- 3) Those areas that were formerly non-attainment, but are currently in maintenance of attainment status; and
- 4) Those areas where a determination of attainment/non-attainment cannot be made due to a lack of monitoring data (unclassifiable – treated as attainment until proven otherwise).

MacDill AFB is located in Hillsborough County within the West Central Florida Intrastate Air Quality Control Region (AQCR). Hillsborough County has received full air permitting delegation from the State of Florida. This allows the EPC, exclusively, to conduct permitting determinations, process applications, and issue air pollution permits for most facilities. While Hillsborough County has one monitoring location not in attainment for lead, the USEPA has designated the air quality within Hillsborough County as meeting NAAQS for all criteria pollutants (60 FR 62748, December 7, 1995). The county was formerly non-attainment for ozone, but is currently in maintenance of attainment.

3.1.2 Baseline Air Emissions

An air emissions inventory is an estimate of total mass emission of pollutants generated from a source or sources over a period of time, typically a year. The quantity of air pollutants is generally measured in pounds per year or tons per year (tpy). Emission sources may be categorized as either mobile or stationary emission sources. Typically, mobile emission sources at Air Force installations include aircraft, surface vehicles, aerospace ground equipment, and weapons testing. Stationary emission sources may include boilers, generators, fueling operations, industrial processes, and burning activities among others. Accurate air emissions inventories are needed for estimating the relationship between emissions sources and air quality. The Air Emissions Inventory summary for Hillsborough County is presented in Table 3.1.2 and includes only stationary sources.

**Table 3.1.2 Stationary Air Emissions Inventory,
Hillsborough County, Florida**

Stationary Pollutant Emission Sources	CO (tpy)	VOC (tpy)	SO _x (tpy)	NO _x (tpy)	PM ₁₀ (tpy) ³	Pb (tpy)
Hillsborough County ¹	19,272	27,703	NA	82,563	NA	53
MacDill AFB ²	5.06	31.73	0.56	15.48	5.41	--

1 Source: 1997 Air Emissions Inventory, EPC of Hillsborough County (NA = not available)

2 Source: MacDill AFB 1998 Air Emissions Inventory, Executive Summary

3 PM10 estimated as 50 percent of the 1990 tons per year reported for TSP.

Radon gas. The level at which the USEPA recommends consideration of radon mitigation measures is 4 picocuries per liter (pCi/L). According to a sampling report obtained from 6 AMDS/SGPB, radon at these levels is not a concern at MacDill AFB (USAF, 1987). All samples analyzed were below the USEPA target levels of 4 pCi/L.

3.1.3 State Regulations

The CAA does not make the NAAQS directly enforceable, but requires each state to promulgate a State Implementation Plan (SIP) that provides for implementation, maintenance, and enforcement of the NAAQS in each AQCR in the state. The CAA also allows states to adopt air quality standards that are more stringent than the federal standards. The Florida SIP has adopted the NAAQS as the Florida standards as listed in Table 3.1.3.

Table 3.1.3 National and State Ambient Air Quality Standards

Criteria Pollutant	Averaging Time	Primary NAAQS ^{a,b,c}	Secondary NAAQS ^{a,b,d}	Florida Standards ^{a,b}
Carbon Monoxide	8-hour	9 ppm (10 mg/m ³)	No standard	9 ppm (10 mg/m ³)
	1-hour	35 ppm (40 mg/m ³)	No standard	35 ppm (40 mg/m ³)
Lead	Quarterly	1.5 µg/m ³	1.5 µg/m ³	1.5 µg/m ³
Nitrogen Dioxide	Annual	0.0543 ppm (100 µg/m ³)	0.0543 ppm (100 µg/m ³)	0.0543 ppm (100 µg/m ³)
Ozone	8-hour	0.08 ppm (150 µg/m ³)	0.08ppm (150 µg/m ³)	0.08ppm (150 µg/m ³)
PM ₁₀	Annual	50 µg/m ³	50 µg/m ³	50 µg/m ³
	24-hour	150 µg/m ³	150 µg/m ³	150 µg/m ³
Sulfur Oxides (measured as SO ₂)	Annual	0.03 ppm (80 µg/m ³)	No standard	0.03 ppm (80 µg/m ³)
	24-hour	0.14 ppm (365 µg/m ³)	No standard	0.14 ppm (365 µg/m ³)
	3-hour	No standard	0.50 ppm (1,300 µg/m ³)	No standard

PM₁₀ Particles with aerodynamic diameters less than or equal to a nominal 10 micrometers

^a The 8-hour primary and secondary ambient air quality standards are met at a monitoring site when the average of the annual fourth-highest daily maximum 8-hour average ozone concentration is less than or equal to 0.08 ppm.

^b The NAAQS and Florida standards are based on standard temperature and pressure of 25 degrees Celsius and 760 millimeters of mercury.

^c National Primary Standards: The levels of air quality necessary to protect the public health with an adequate margin of safety. Each state must attain the primary standards no later than three years after the state implementation plan is approved by the USEPA.

^d National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant. Each state must attain the secondary standards within a "reasonable time" after the state implementation plan is approved.

3.2 NOISE

The meaning of noise for this analysis is undesirable sound that interferes with speech communication and hearing, or is otherwise annoying (unwanted sound). Under certain conditions, noise may cause hearing loss, interfere with human activities at home and work, and may affect people's health and well-being in various ways. Community noise levels usually change continuously during the day, and also exhibit a daily, weekly, and yearly pattern.

The day-night average sound level (DNL) developed to evaluate the total daily community noise environment applies here. In June 1980, the Federal Interagency Committee on Urban Noise published guidelines relating DNL values to compatible land uses. This committee was composed of representatives from the US Departments of Defense, Transportation, and Housing and Urban Development; the USEPA; and the Veterans Administration. Since their issuance, Federal agencies have generally adopted their guidelines for noise analysis. Most agencies have identified the 65-decibel (dB) DNL as a criterion that protects those most affected by noise and that can often be achieved on a practical basis.

Base activities that have the highest potential source of noise impacts are the aircraft/airspace operations. The Air Installation Compatible Use Zone (AICUZ) Study (1996) plotted the day-night average sound level (DNL) from 65 to 80 dB for a typical busy day at MacDill AFB. The DNL contours reflect the aircraft operations at MacDill AFB. The larger DNL 65 dB contour covers the main runway, and extends about one mile southwest over Tampa Bay, and about 1 ½ miles northeast over Hillsborough Bay. A second, smaller DNL 65 dB is centered near the southeastern end of the inactive runway (taxiway).

The Port Tampa Gate area is essentially bisected by the westernmost 65 dB contour, and the Dale Mabry Highway Gate area lies between the 70 dB and 75 dB contours at the northern end of the main runway. The Bayshore and MacDill gates are both outside the 65 dB contour.

3.3 WASTES, HAZARDOUS MATERIALS, AND STORED FUEL

3.3.1 Wastes

There are two classifications of wastes generated at MacDill AFB: non-hazardous solid waste and hazardous waste. Nearly 80 percent of the solid waste generated from various residential and industrial sources at MacDill AFB is incinerated as an energy source at the City of Tampa incineration facility off-base. The remaining wastes are disposed at Hillsborough County landfill facilities. Curbside recycling is available in Military Family Housing areas at the Base; and cardboard, paper, and aluminum recycling is conducted throughout the Base.

Hazardous wastes generated at MacDill AFB include solvents, fuels, lubricants, stripping materials, used oils, waste paint-related materials, and other miscellaneous wastes. The responsibility for managing hazardous waste lies with the generating organization and 6 CES/CEV. Wastes come from approximately 50 locations throughout the Base and are managed at base-wide satellite accumulation points. At a satellite accumulation point up to 55 gallons of waste can be accumulated for an indefinite length of time. Satellite accumulation points are located at or near the points of hazardous waste generation. The former hazardous waste storage facility at Facility 1115 is now in closure status under RCRA and is currently classified as a 90-day accumulation point. At a 90-day accumulation point an indefinite quantity of hazardous waste can be accumulated for up to 90 days. The Defense Reutilization and Marketing Office (DRMO) has the responsibility for the sale, reclamation, or disposal of hazardous materials and wastes.

Used oil is accumulated at sites around the Base and is periodically collected by an outside contractor for recycling. Waste antifreeze, tires, batteries, and fluorescent lightbulbs are also collected by outside contractors for recycling.

There are three Installation Restoration Program (IRP) sites within the vicinity of the areas considered for new construction.

The Drum Storage Area (Solid Waste Management Unit (SWMU-17)) is located approximately 500 feet south of the proposed Port Tampa Gate. The site is approximately three acres in size and the northern and eastern sides are bordered by another IRP site (SWMU-28). Soil, sediment, and groundwater samples have been collected from SWMU-17 and analyzed as part of the IRP. This site has historically been used for the Base laundry and dry-cleaning, and more recently used for the temporary storage of electrical transformers containing polychlorinated biphenyl's (PCBs), spent solvents, and waste paints. The primary contaminants of potential concern for the groundwater are arsenic, PCBs, aluminum, and iron. The primary contaminants of potential concern for the soils are Polycyclic Aromatic Hydrocarbons (PAHs) and arsenic. Soil samples collected in August 2001 to delineate the "site boundary" indicated that concentrations were below Soil Cleanup Target Levels (SCTLs) for Direct Exposure Residential, as defined in Chapter 62-777, of the Florida Administrative Code (FAC). Soil sampling was completed in June 2002 to address the presence of PCBs previously reported, with the Interim Measure Report scheduled to be submitted thereafter.

The Entomology Shop Wash Area (SWMU-28) is located adjacent to and immediately northeast of SWMU-17. The site is approximately 1 ½ acres in size. An open grassy area borders the northern side and an old railroad bed and an undeveloped area borders the eastern side of SWMU-17. An off-base residential area is located approximately 350 feet to the west. In August 2001, groundwater and soil sampling were completed, along with the removal of soils containing tar. In accordance with the Interim Measure Work Plan, soil samples were collected to delineate the SWMU to Industrial Cleanup Target

Levels, defined in Chapter 62-777, FAC. The primary contaminants of potential concern for the groundwater are metals. The primary contaminants of potential concern for the soils are PAHs and arsenic. A report summarizing the first round of soil sampling data was submitted in May 2002.

The Chlorinated Solvent Plume (SWMU-61) is located in the northwest portion of the Base, just south of the Bayshore Gate. The SWMU covers approximately 30 acres in area. The primary contaminants of potential concern for the groundwater are chlorinated Volatile Organic Compounds (VOCs), arsenic and other petroleum constituents. Through previous investigation of Pumpouse 77 in 1993-1994, and of the Air Ground Equipment (AGE) Building Vinyl Chloride area (SWMU-29) in 1994, the initial presence of chlorinated solvents was confirmed. SWMU-29 was formally incorporated in SWMU-61 investigations in January 1998. The source of the VOCs, including trichloroethylene (TCE), 1,2-dichloroethene (1,2-DCE), 1,2-dichloroethane (1,2-DCA), and vinyl chloride has not yet been determined. Groundwater flow and transport modeling are currently being conducted. A Corrective Measure Study is to be submitted following the completion of groundwater modeling efforts.

3.3.2 Hazardous Materials

Approximately 105 operations base-wide use hazardous materials. Hazardous materials on-base include various organic solvents, chlorine, freon, paints, thinners, oils, lubricants, compressed gases, pesticides, herbicides, nitrates, and chromates. A detailed tracking and accounting system is in place to identify potentially hazardous materials and to ensure that Base organizations are approved to use specific hazardous materials. The Base is following Air Force guidelines to identify and eliminate the use of ozone-depleting chemicals.

3.3.3 Stored Fuel

The Base receives jet fuel (JP-8) at the Defense Fuel Supply Point (DFSP) by pipeline from Port Tampa, while other fuels are delivered to the Base by commercial tank trucks. JP-8 storage capacity at DFSP and MacDill AFB is over 7.5 million gallons. The storage facilities consist of four large, aboveground, floating-roof tanks at DFSP (total capacity 5.3 million gallons total); 44 underground hydrant tanks for the flightline (total capacity 2.2 million gallons); three aboveground storage tanks (ASTs) at the Fuels Mobility Support Equipment (FMSE) area; and small ASTs and underground storage tanks (USTs) at various locations throughout the Base.

3.4 WATER RESOURCES

3.4.1 Surface Water

Surface water flows at the Base are primarily from storm water runoff. Topographic maps show that the entire Base is an independent drainage area with no natural surface waters entering or leaving the site prior to final discharge into Tampa Bay. Most of the Base drains toward the southern tip of the Interbay Peninsula; however, the easternmost section of the Base drains toward Hillsborough Bay.

About 25 percent of the Base surface cover is impervious. The remaining soil type is predominantly poorly drained fine sands. The Base drainage system consists of piping and surface ditches. Man-made ponds exist primarily on the southeast portion of the MacDill AFB. In the southern portion of the Base there is a poorly drained area that includes two creeks, Coon's Hammock Creek and Broad Creek. This area is subject to shallow flooding by the highest of normal tides.

The USEPA issued a National Pollutant Discharge Elimination System (NPDES) multi-sector storm water general permit (No. FLR05B679) to MacDill AFB in October 1998. This permit authorizes the discharge of storm water associated with industrial activity.

Areas of potential runoff contamination at the Base are the runways and the airfield aprons.

In addition to runoff flows, there are non-rainfall related flows discharging into the storm water system. These flows include drainage from equipment maintenance facilities. To control for discharges of floating pollutants resulting from accidental spills, the Base maintains a number of boom-type containment systems and absorbents across storm water channels. Most of these facilities discharge into the sanitary sewer system. The Base also maintains a Spill Prevention Control and Countermeasures (SPCC) Plan to satisfy 40 CFR 112. Per the same regulation, a Facility Response Plan was developed given the location of the Base adjacent to navigable waters and shorelines, as well as the amount of fuel storage capacity existing on site.

3.4.2 Groundwater

There are two aquifer systems underlying MacDill AFB, the surficial aquifer and the Floridan Aquifer. The surficial aquifer system, which consists generally of sand, clayey sand, and shell, is unconfined and is approximately 20 feet thick; however, the surficial aquifer is not used for water supply at MacDill AFB. In residential areas beyond the Base boundaries, small-diameter wells are often installed in the surficial aquifer to supply small irrigation systems. The Floridan Aquifer underlies the surficial aquifer and is separated from it by a mostly clay confining layer. The Floridan Aquifer is a major source of groundwater in the region, but is not used for water supply at MacDill AFB. Potable water is supplied to MacDill AFB by the City of Tampa, which obtains most of its drinking water from surface water sources.

The water table in the surficial aquifer is shallow and ranges from land surface near Tampa Bay and tidal creeks to approximately five feet below land surface at inland locations. Groundwater levels and flow directions generally are determined by low gradients and are tidally influenced by ditches and canals, and by Hillsborough and

Tampa Bays. The direction of groundwater flow in the surficial aquifer is generally radial from the north-central portion of the Base towards the coastline. Groundwater mounding has been shown to occur in the golf course area where reclaimed water from the on-base wastewater treatment plant is applied by spray irrigation.

Groundwater quality has been affected by past and present Base activities. Elevated VOC concentrations have been found in surficial aquifer groundwater at various sites that contain or contained petroleum storage tanks. Elevated metals concentrations have been found in areas of former landfills. Elevated nitrate, nitrite, and pesticide concentrations have also been identified in golf course areas.

3.5 FLOODPLAINS

According to information provided by the Federal Emergency Management Agency (FEMA Maps dated 1982-1991), 80 percent of the Base lies within the 100-year floodplain (see Figure 3-1). The maps indicate that all the residential, industrial, and institutional (medical and educational) land uses on the Base are within the 100-year floodplain, along with most of the commercial and aviation support areas. The remaining 20 percent of land that is above the floodplain is designated primarily for airfield operations.

The extent of the floodplain is an important consideration for MacDill AFB because EO 11988, Floodplain Management Guidelines, regulates the uses of these areas. The objective of this presidential order is to avoid to the extent possible the long- and short-term adverse impacts associated with occupancy and modification of floodplains. The order applies to all Federal agencies conducting activities and programs that may potentially affect floodplains. To comply with EO 11988, before taking any action, the Air Force must evaluate the impacts of specific proposals in the floodplain.

The Dale Mabry Gate, MacDill Gate, and Port Tampa Gate are all outside the 100-year floodplain; the Bayshore Gate lies within the 100-year floodplain.

3.6 BIOLOGICAL RESOURCES

3.6.1 Vegetative Communities

Land use on MacDill AFB includes urban, light industrial, residential, or improved vacant land. The improved vacant land includes cleared open fields, grassed areas, treated wastewater spray fields, and a golf course. The developed and semi-developed areas on the Base comprise approximately 3,500 acres of the 5,630-acre Base. The few undeveloped areas within the Base boundaries have all experienced some degree of disturbance, such as ditching, clearing, or the encroachment of exotic vegetation. The unimproved vegetative communities include forested uplands and shrub-scrub wetlands.

3.6.2 Wetlands

The 1998 Wetland Delineation Study identified, delineated, and classified approximately 1,195 acres of wetlands on MacDill AFB. Wetland systems included palustrine wetlands (317 acres) and scrub/shrub wetlands (880 acres). Mangrove wetlands are the principal scrub/shrub wetland community on the Base. Black mangrove (*Avicennia germinans*) and white mangrove (*Laguncularia racemosa*) are the dominant species. Red mangrove (*Rhizophora mangle*) is also present at the waterward fringes of the community. The mangroves have been negatively impacted by historic dredge and fill activities and the excavation of mosquito ditches. However, despite these impacts, this community provides valuable wildlife habitat and is protected by state and local regulations.

A jurisdictional wetland survey performed by an U.S. Army Corps of Engineers (USCOE) certified wetland delineator indicated the locations of Waters of the United States and vegetated wetlands at MacDill AFB (USAF, 1998).

A wetland is located along the southeast corner of the proposed Port Tampa Gate project area. This wetland lies to the south of the planned location of the relocated contractor's access route, and borders the south side of the proposed fenced-in compound. Wetlands also lie to the north of the Bayshore Gate, along the Hillsborough Bay shoreline.

3.6.3 Wildlife

Representatives from the Florida Fish and Wildlife Conservation Commission (formerly the Florida Game and Freshwater Fish Commission), National Audubon Society, and the Tampa Bay Sanctuaries completed an evaluation of the wildlife habitat on MacDill AFB in 1994. These surveys determined that the habitat quality ranged from poor to excellent, with the upland forested communities considered poor and the mangrove wetlands considered excellent. The upland-forested habitat has been degraded for native fauna due to the suppression of the natural fire cycle, the fragmentation of the habitat, and the invasion of exotic vegetation. The mangrove wetland habitat has been degraded somewhat by the excavation of mosquito ditches and the deposition of spoil within the wetlands. However, the large contiguous habitat area that the mangroves provide and the relative inaccessibility to humans have increased the habitat value.

The surveys also included an evaluation of the wildlife species present and potentially present on the Base. The species observed during the surveys included one reptile, 10 mammals, and 79 birds. Based on the types of habitat available, the survey concluded that 20 reptiles, 17 mammals, and 155 birds might occur within the boundaries of the Base.

MacDill AFB has developed an Integrated Natural Resources Management Plan (INRMP), which details how the Base manages, protects and improves its natural resource and outdoor areas. The INRMP utilizes an ecosystem management approach and aims to protect and improve entire ecologic communities that will in turn benefit individual species with the community. The INRMP outlines numerous projects designed to restore habitat areas, protect and encourage threatened and endangered species, improve outdoor recreation, and generally promote the protection, improvement and use of the Base's natural areas.

3.6.4 Endangered, Threatened, and Special Concern Species

Wildlife species listed by federal or state agencies as endangered, threatened, or of special concern and known to occur permanently or periodically, or have the potential to occur on the Base are shown in Table 3.6.4. The majority of the listed species are associated with the mangrove community and include shore birds, wading birds, and raptors. These species use the mangrove community primarily for foraging and nesting.

The forested upland communities provide habitat for several state and federally listed species. The southeastern American kestrel, the burrowing owl, and gopher tortoise have been observed within this community on the Base. Other listed species that may occur in this habitat include the gopher frog (*Rana capito*), Florida pine snake (*Pituophis melanoleucus mugitus*), short-tailed snake (*Stilosoma extenuatum*), Bachman's warbler (*Vermivora bachmanii*), and the Florida mouse (*Peromyscus floridanus*). Two bald eagle (*Haliaeetus leucocephalus*) nests have been observed in the south central area of the Base. Base personnel indicate the easternmost nest was abandoned in 1989, and the eagle pair has moved to the westernmost nest. In 1996, the *Endangered Species Management Plan MacDill AFB* and the *Biological Survey of MacDill AFB* identified the general locations of protected species at MacDill AFB. Neither survey identified other nesting sites or other species habitat for protected species at or in the vicinity of the Proposed Action (Dale Mabry Gate, MacDill Gate, Bayshore Gate, or Port Tampa Gate).

Table 3.6.4 Summary of Protected Species Identified at MacDill AFB

Common name	Scientific Name	Status	
		Federal	State
Reptile/Amphibians			
American alligator	Alligator mississippiensis	T (SA)	SSC
Atlantic loggerhead turtle	Caretta caretta caretta	T	T
Atlantic green turtle	Chelonia mydas mydas	E	E
Gopher tortoise	Gopherus polyphemus	-	SSC
Gopher frog	Rana capito	C2	SSC
Florida pine snake	Pituophis melanoleucus mugitus	C2	SSC
Short-tailed snake	Stilosoma extenuatum	C2	T
Birds			
Roseate spoonbill	Ajaia ajaja	-	SSC
Limpkin	Aramus guarauna	-	SSC
Burrowing owl	Athene cunicularia	-	SSC
Piping plover	Charadrius melodus	T	T
Southeastern snowy plover	Charadrius alexandrinus tenuirostris	C2	T
Little blue heron	Egretta caerulea	C2	SSC
Reddish egret	Egretta rufescens	C2	SSC
Snowy egret	Egretts thula	-	SSC
Tricolored heron	Egretta tricolor	-	SSC
Peregrine falcon	Falco peregrinus tundris	T	E
Southeast American kestrel	Falco sparverius paulus	C2	E
Florida sandhill crane	Grus canadensis pratensis	-	T
American oystercatcher	Haematopus palliatus	-	SSC
Bald eagle	Haliaeetus leucocephalus	T	T
Wood stork	Mycteria americana	E	E
Brown pelican	Pelecanus occidentalis	-	SSC
Least tern	Sterna antillarum	-	T
Roseate tern	Sterna dougalii	T	T
Bachman’s warbler	Vermivora bachmanii	E	E
Black skimmer	Rynchops niger	-	SSC
White ibis	Eudocimus albus	-	SSC
Mammals			
Florida mouse	Podomys floridanus	C2	SSC
West Indian (FL) manatee	Trichechus manatus	E	E

Common name	Scientific Name	Status	
		Federal	State
Fish			
Common snook	<i>Centropomus undecimalis</i>	-	SSC
Plants			
No State or Federally listed plant species are known to exist on MacDill AFB		-	-

T=Threatened, T(SA)=Threatened/Similarity of Appearance, E= Endangered, SSC= Species of Special Concern, C2=Candidate for listing

Source: Endangered Species Management Plan, MacDill AFB, Florida, 1996

3.7 SOCIOECONOMICS

The Economic Impact Region (EIR) for MacDill AFB is the geographic area within a 50-mile radius of the Base subject to significant Base-related economic impacts. The area includes all or part of Hillsborough, Pinellas, Polk, Pasco, Hardee, Manatee, Sarasota, and DeSoto Counties.

According to the 1998 Economic Resource Impact Statement for MacDill AFB, the Center for Economic and Management Research of the University of South Florida has estimated the total economic impact of MacDill AFB on the EIR as \$3.5 billion with over 105,000 jobs supported. The two types of impacts the Base has on the economy are Base operations and retiree income.

Base operations require input of local labor, goods, and services. This impact supports approximately 41,000 jobs in the Tampa Bay region and provides a total annual economic impact of \$1.34 billion. The direct impact on local income produced by Base expenditures is \$494 million.

Retirees who have moved into the region because of the services provided by the Base place additional demands on all facets of the region's economy. Retiree income provides a total economic impact of \$2.19 billion and supports over 64,000 jobs in the EIR. This

total impact reflects retirees' spending patterns and the interaction with the economy this creates.

3.8 CULTURAL RESOURCES

Cultural resources are prehistoric and historic sites. These resources consist of districts, buildings, structures and objects that are significant in American history, architecture, archaeology, engineering, and culture. Historic properties listed in or eligible for listing in the National Register of Historic Places (NRHP) are subject to protection or consideration by a federal agency in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended. MacDill AFB has prepared an Integrated Cultural Resources Management Plan that describes how the Base intends to manage its historic assets.

3.8.1 Prehistoric Resources

Five archaeological sites are on MacDill AFB. Their identifying numbers are 8HI49, a sand mound in the southeastern area of the Base at Gadsden Point that may have been destroyed during construction of the golf course; 8HI50, a shell mound in the southeastern area of the Base; 8HI3380 (Coon's Hammock Site), a Woodland-period shell midden in the southern area of the Base, adjacent to Coon's Hammock Creek; 8HI3382, an Archaic period site located near the flight line; and Site HI5656 (EOD area). Site 8HI3382 and portions of site 8HI50 have been determined by the State Historic Preservation Officer (SHPO) to be eligible for listing in the NRHP. The remaining sites are not eligible for listing in the NRHP.

3.8.2 Historic Resources

Construction of MacDill AFB began in November 1939, and the Base was dedicated in April 1941. Sites and structures related to the early missions remain on Base today. Eligible for listing in the NRHP is the historic district that comprises the buildings along

Hangar Loop. This district includes the five hangars and their associated support buildings that make up the proposed MacDill Field World War II-Era Historic District. The second area eligible for listing is the general officer housing area situated on Staff Loop adjacent to Bayshore Drive. The proposed vehicle inspection areas are not located in either of the Historic Districts, and are not considered to have any historical value.

3.9 LAND USE

Land use at MacDill AFB includes airfield, industrial, commercial, institutional (educational & medical), residential, recreational, and vacant land. The sites proposed for the vehicle inspection areas are designated as a combination of operational and vacant land use.

Directly adjacent to the northern boundary of MacDill AFB are urban portions of the City of Tampa. Tampa regulates planning, zoning, and the subdivision of land within its corporate boundaries, which do not include MacDill AFB.

Developed land is contiguous to portions of the northern Base boundary and is characterized by infilling of vacant and undeveloped land parcels, within an established grid street pattern. Adjacent land is privately owned and zoned by the City of Tampa for residential, commercial, and industrial uses.

3.10 TRANSPORTATION

MacDill AFB is currently served by four operating gates, through which all vehicular traffic is routed. The main gate is located at Dale Mabry Highway, with secondary gates at Bayshore Boulevard and MacDill Avenue. A 1998 Entry Gate Development Study (USAF) detailed traffic counts at the Dale Mabry and Bayshore gates during both morning and evening rush hours and during lunch hour. During the peak hours, over 4,400 vehicles pass through the Dale Mabry gate, and over 1,800 vehicles travel through the Bayshore gate. The Dale Mabry gate is open 24 hours per day. The Bayshore gate is

open from 4:30 A.M. to 12:00 P.M. The MacDill Avenue gate is open from 5:30 A.M. to 7:30 P.M., and traffic counts are not available for this gate. The fourth gate (Port Tampa Gate), located on the west side of the Base near Manhattan Avenue, has been reopened and is used as the sole entry point for commercial, contractor, delivery, and recreational vehicles. The Port Tampa gate is open from 8:00 A.M. to 12:00 P.M., Saturday and Sunday, and from 5:30 A.M. to 5:00 P.M., Monday through Friday.

Traffic conditions on the roadways that access the Base are generally acceptable. However, sections of Bayshore Boulevard near Gandy Boulevard and sections of Gandy Boulevard west of Dale Mabry Highway, currently operate at congested levels of service.

The transportation system on Base consists of arterials, collectors, and local streets that connect with the off-base network through the three gates. On-base arterial facilities include North Boundary Boulevard, Bayshore Boulevard, Marina Bay Drive, Tampa Point Boulevard, and Southshore Avenue. The 1998 traffic study determined that service levels for traffic on Base are generally acceptable. However, modification to intersections along Southshore Avenue, Tampa Point Boulevard, and Marina Bay Drive would increase flow and safety.

3.11 AIRSPACE AND AIRFIELD OPERATIONS

The airspace region of influence includes the airspace within a 20-nautical-mile radius of MacDill AFB from the ground surface up to 10,000 feet above MSL. Radar monitoring and advisories within the region are provided by the Tampa Terminal Radar Approach Control (TRACON). There are 13 military and public airports, as well as five private use airports located within or adjacent to the controlled airspace associated with the MacDill AFB region of influence. No special use airspace exists within the region.

3.12 ACCIDENT POTENTIAL

MacDill AFB has a bird-aircraft strike hazard plan. It provides guidance for reducing the incidents of bird strikes in and around areas where flying operations occur. The plan establishes provisions to disperse information on specific bird hazards and procedures for reporting hazardous bird activity. The design and construction of any facilities within the vicinity of the airfield must comply with certain restrictions such as covering open water areas that may encourage bird foraging activity, and keeping grassed areas cut to regulation height.

3.13 SAFETY AND OCCUPATIONAL HEALTH

3.13.1 Asbestos

The MacDill AFB Asbestos Management Plan identifies procedures for management and abatement of asbestos. Prior to renovations or demolition of existing non-residential buildings, asbestos sampling is performed by a contractor to determine the percent and type of asbestos in the material. Asbestos is removed prior to the demolition or renovation of any facility in accordance with applicable Federal and state regulations.

3.13.2 Lead-Based Paint

The Base engineer assumes that all structures constructed prior to 1978 possibly contain lead-based paint (LPB). A LBP survey of family housing units and non-housing high priority facilities was completed in 1994. The survey identified LBP in 80 percent of the tested facilities.

SECTION 4.0

ENVIRONMENTAL CONSEQUENCES

Implementation of the Proposed Action could impact the environment. Section 4.0 discusses the potential effects associated with implementation of the Proposed Action and the alternatives to the Proposed Action. The Proposed Action is to construct Antiterrorism/Force Protection gates at the locations proposed in Section 2.2. The Proposed Action also includes demolition of the existing Visitor Reception Facility at the Dale Mabry Gate, demolition of three existing gatehouses, and demolition of asphalt and concrete for the completion of new parking lots and sidewalks. The No-Action Alternative is considered as an alternative to the Proposed Action.

4.1 AIR QUALITY

4.1.1 Proposed Action

Air quality impacts would occur during construction of the vehicle inspection areas and demolition of the existing Visitor Reception Facility; however, these air quality impacts would be temporary.

Fugitive dust (particulate matter: suspended and PM₁₀) and construction vehicle exhaust emissions would be generated by the following: (1) equipment traffic; and (2) entrainment of dust particles by the action of the wind on exposed soil surfaces and debris. These emissions would be greater during the new area site grading. Emissions would vary on a daily basis, depending upon the specific activity being completed.

Dust would be generated by equipment travel over temporary roads and/or grading areas, and would fall rapidly within a short distance from the source.

The quantity of fugitive dust emissions from the construction site is proportional to the land being worked and the level of construction activity. USEPA has estimated that uncontrolled fugitive dust emissions from ground-disturbing activities would be emitted at a rate of 4.6 pounds per acre per working day or 0.05 tons per acre of construction per month of activity (USEPA, 1995). These emissions would produce slightly elevated short-term particulate concentrations, would be temporary, and would fall rapidly with distance from the source.

Chapter 62-296, Florida Administrative Code (FAC), requires that no person shall allow the emissions of unconfined particulate matter from any activity (including vehicular movement, transportation of materials, construction, demolition, or wrecking, etc.) without taking reasonable precautions to prevent such emissions. Reasonable precautions include the following:

- Paving and maintenance of roads, parking areas, and yards;
- Applications of water or chemicals (i.e. foam) to control emissions from such activities such as demolition, grading roads, construction, and land clearing;
- Application of asphalt, water, or other dust suppressants to unpaved roads, yards, open stock piles, and similar areas;
- Removal of particulate matter from roads and other paved areas under the control of the owner or operator of the facility to prevent re-entrainment, and from building or work areas to prevent particulates from becoming airborne; and
- Landscaping or planting of vegetation.

Pollutants from construction equipment and vehicle engine exhausts include nitrogen oxides (NO_x), carbon monoxide (CO), PM₁₀, and VOCs. Internal combustion engine exhausts would be temporary, and like fugitive dust emissions, would not result in long-term impacts. Pollutant emission estimates are presented in Appendix C and summarized in Table 4.1.1. The USEPA estimates that the effects of fugitive dust from construction activities would be reduced significantly with an effective watering program. Watering

the disturbed area of the construction site twice per day with approximately 3,500 gallons per acre per day would reduce total suspended particle emissions by as much as 50 percent (USEPA, 1995).

Table 4.1.1 Proposed Action Air Emissions at MacDill AFB

Pollutant	Proposed Action Annual Emissions (tpy)*	Hillsborough County Emissions Inventory ^a (tpy)	Net Change (%)	De minimis Values ^c (tpy)	Above/Below De minimis
CO	2.55	19,272	0.01	100	Below
VOC	1.94	27,703	0.007	100	Below
NO _x	3.96	82,563	0.005	100	Below
SO _x	0.22	NA	--	100	Below
PM ₁₀ ^b	0.45	NA	--	100	Below
Pb	--	53	--	25	--

^a Based on stationary permitted emissions presented in 1997 Ozone Emissions Inventory, EPC.

^b PM₁₀ estimated as 50 percent of the 1990 tpy reported for TSP

^c Source: 40 CFR 93.153, November 30, 1993.

tpy Tons per year

% Percent

* Calendar year 2003 = 75% total project emissions

4.1.1.1 Air Conformity Analysis

Federal actions must comply with the USEPA Final General Conformity Rule published in 40 CFR 93, Subpart B (for federal agencies) and 40 CFR 51 Subpart W (for state requirements). The Final Conformity Rule, which took effect on January 31, 1994, requires all Federal agencies to ensure that proposed agency activities conforms to an approved or promulgated SIP or Federal Implementation Plan (FIP). Conformity means compliance with a SIP or FIP for the purpose of attaining or maintaining NAAQS. Specifically, this means ensuring the Federal activity does not: 1) cause a new violation of the NAAQS; 2) contribute to an increase in the frequency or severity of violations of the existing NAAQS; 3) delay the timely attainment of any NAAQS; or 4) delay interim or other milestones contained in the SIP for achieving attainment.

The Final General Conformity Rule applies only to Federal actions in designated non-attainment or maintenance areas, and the rule requires that total direct and indirect

emissions of non-attainment criteria pollutants, including ozone precursors, be considered in determining conformity. The rule does not apply to actions that are not considered regionally significant and where the total direct and indirect emissions of non-attainment criteria pollutants do not equal or exceed *de minimis* threshold levels for criteria pollutants established in 40 CFR 93.153(b). A Federal action would be considered regionally significant when the total emissions from the proposed action equaled or exceeded 10 percent of the non-attainment area's emissions inventory for any criteria air pollutant. If a Federal action meets *de minimis* requirements and is not considered a regionally significant action, then it does not have to undergo a full conformity determination. Ongoing activities currently being conducted are exempt from the rule so long as there is not an increase in emissions above the *de minimis* levels as the result of the Federal action.

For purposes of analysis, it was assumed that the type and square footage for the Proposed Action construction are those specified in Section 2.2.2, for a total of approximately 12,000 square feet of new construction, about 300,000 square feet of pavement area, and the areas impacted by construction activities would cover approximately 11 ½ acres. In addition, it was assumed that approximately 4,000 square feet of existing facilities would be demolished. Approximately 10 percent of the pavement construction would be within the 100-year floodplain. It was assumed that the period of construction was limited to 1 ½ years. The annual emissions presented in Table 4.1.1 include the estimated annual PM₁₀ emissions associated with implementation of the Proposed Action at MacDill AFB (see Appendix C).

The Proposed Action involves the replacement of existing structures with new, upgraded facilities. Therefore, no increase in baseline emissions after construction completion would be anticipated.

An air conformity analysis was performed using the estimated annual emissions associated with the implementation of the Proposed Action. The estimated values for

CO, VOCs, NO_x, SO_x, and PM₁₀ were determined to be less than the USEPA *de minimis* values and less than 10 percent of the Hillsborough County emissions inventory (see Table 4.1.1).

A conformity determination under the CAA conformity rules is not required because of the following: 1) the preferred alternative is not regionally significant since Hillsborough County emissions will increase by less than 10 percent, and 2) the Proposed Action estimated emissions are below the *de minimis* values as stated in 40 CFR 93.153(b). Since the action's emissions are considered to be low, temporary, and insignificant, the Proposed Action would conform to the SIP.

4.1.2 No-Action Alternative

Because the status quo would be maintained, there would be no impacts to air quality under the No-Action Alternative.

4.1.3 Cumulative Air Quality Impacts

The cumulative air impacts would include air sources from other proposed construction projects on MacDill AFB. Table 1 in Appendix C presents the estimated air emissions calculated for projects proposed for the near future, during the timeframe that construction and demolition activities would be completed. Based on the calculations provided in Appendix C, implementation of the Proposed Action would not result in cumulative air impacts that exceed guidance standards.

4.2 NOISE

The primary human response to environmental noise is annoyance (AIHA, 1986). The degree of annoyance has been found to correlate well with the DNL. Annoyance for short-term activities, such as construction noise or fire fighting, could be influenced by other factors such as awareness and attitude toward the activity creating the noise.

Several social surveys have been conducted in which people's reaction to their noise environment has been determined as a function of DNL occurring outside their homes. Guidelines have been developed for individual land uses based upon the information collected in these surveys and upon information concerning activity interference. For various land uses, the level of acceptability of the noise environment is dependent upon the activity that is conducted, and the resultant levels of annoyance, hearing loss, speech interference, and sleep interference.

4.2.1 Proposed Action

Noise impacts associated with the Proposed Action would result from construction of vehicle inspection areas and demolition of existing structures. The degree of noise impacts would be a function of the noise generated by construction equipment, the location and sensitivity of nearby land uses, and the timing and duration of the noise-generating activities. Normally, construction activities are carried out in stages and each stage has its own noise characteristics based on the mixture of construction equipment in use.

The highest cumulative energy equivalent sound levels from construction activities are estimated to be approximately 85 dB at 50 feet from the center of each gate construction site. Typical noise levels at 50 feet for various equipment that would be used during construction include: 80 dB for bulldozers, 83 dB for cranes, 85 dB for backhoes, and 91 dB for trucks (USEPA, 1971).

The closest sensitive receptors to construction related noise impacts would be occupants of the respective adjacent facilities, namely either within the existing gatehouses during construction of the new facilities, or within the new Visitor Reception Facility and/or gatehouses during the demolition of old Visitor Reception Facility (Facilities 1099, 1095, 594, and 288). The other closest facilities to the construction site that are permanently occupied are near the Port Tampa Gate {(Facilities 864 (Entomology Storage Facility), 865 (Entomology Shop), 880 (Contractor's Trailer), and Facility 885 (MacDill Transfer Station Facility))}, and near the Bayshore Gate {Facility 545 (Memorial Park)}.

The adjacent receptors would probably experience noise impacts from construction and/or construction-related vehicles. The magnitude of these impacts would be directly tied to the proximity of the occupied facility to the construction or demolition site. In addition, the impacts vary according to the activity occurring on any particular day, and impacts would cease when construction is completed. Based on a cumulative average construction noise level of approximately 85 dB at 50 feet from the center of the project sites (depending upon the current stage of the project), would be negatively impacted.

Under the Proposed Action, potential noise impacts would occur during the construction and demolition activities. However, these impacts are temporary and considered minor.

The overall noise level produced during operation of the proposed vehicle inspection areas would be consistent with normal Base activities, and would be insignificant. Essentially, operation (not including initial construction) of the proposed Force Protection/Antiterrorism gates would not result in an increase in vehicular traffic entering and exiting the Base. Therefore, net noise increases of the gates is not expected under the Proposed Action. The installation of earthen berms and landscaping that would be added to the north and west sides of the initial screening area at the Port Tampa Gate would also mitigate the effect of noise upon nearby areas. No such berms are currently present at the Port Tampa Gate.

4.2.2 No-Action Alternative

Under the No-Action Alternative no new noise impacts would occur since renovation or demolition would not occur, and the Antiterrorism/Force Protection gates would not be constructed.

4.2.3 Cumulative Noise Impacts

The cumulative noise impacts would include noise sources from the proposed construction activities, and other activities in the vicinity of the project area. The Port Tampa Gate area is essentially bisected by the westernmost 65 dB contour, and the Dale Mabry Highway Gate lies between the 70 dB and 75 dB contours at the northern end of the main runway. There are no other construction or demolition projects currently proposed in areas around the gates. The additional noise impacts that would be likely result from the implementation of the Proposed Action are expected to be minimal beyond those discussed in Sections 4.2.1 and 4.2.2.

4.3 WASTES, HAZARDOUS MATERIAL, AND STORED FUEL

The following section describes sanitary wastewater treatment, solid waste collection and disposal, hazardous material and waste management, and stored fuels management.

4.3.1 Proposed Action

A temporary increase in the generation of solid waste would occur during construction of the proposed vehicle inspection areas and the demolition of the existing Visitor Reception Facility. Local off-base waste handling services/facilities have sufficient capacity to handle this increased output. The number of personnel on base and the function of the 6th Security Forces Squadron would increase by the addition of a few new security staff under the Proposed Action; however, the net increase in solid waste generation upon completion of the project would be negligible.

The new Visitor Reception Facility, Contractor's Visitor Reception Facility, and the Dale Mabry gatehouse include restroom areas for use by the staff, and in the case of the Visitor Reception Facilities, by the general public as well. Although new restroom facilities are proposed, the existing facilities would be eliminated with the demolition of the existing structures. These gatehouses (Dale Mabry and Port Tampa) are currently serviced by septic systems, and the Proposed Action would use septic systems throughout. Consequently, the construction of the new restroom facilities would not increase the daily volume of wastewater treated by the wastewater treatment facility.

Hazardous wastes/materials, such as paint, adhesives, and solvents, would be on site during construction of the vehicle inspection areas. All hazardous wastes/materials would be temporarily stored and disposed of per Base procedures. All construction-related hazardous wastes/materials, including petroleum products, would be removed following the completion of tasks, and disposed of according to Base procedures. The disposal of such waste would be in compliance with established Base procedures. No impacts from hazardous materials or waste would occur during operation of the new vehicle inspection areas.

The presence of asbestos containing building materials (ACBMs) has not been evaluated at any of the gate facilities. Prior to beginning demolition activities, asbestos surveys of the structure must be completed. If any ACBMs are identified, they must be removed from the facility by a licensed asbestos contractor in accordance with all Federal, state and local guidelines. An independent environmental consulting firm shall perform environmental monitoring of the work area during the asbestos abatement work.

The presence of lead-based paint has not been evaluated at any of the gate facilities. Prior to beginning demolition activities, lead-based paint surveys of the structure must be completed to insure that all wastes streams are in accordance with all Federal, state and local guidelines. An independent environmental consulting firm shall perform environmental monitoring of the work area during the lead-based paint abatement work.

There are three IRP sites within the vicinity of the area identified for the Proposed Action. As discussed in Section 3.3.1, the Drum Storage Area (SWMU-17) is located approximately 500 feet south of the proposed Port Tampa Gate. The site is approximately three acres in size and the northern and eastern sides are bordered by another IRP site (SWMU-28). Soil, sediment, and groundwater samples have been collected from SWMU-17 and analyzed as part of the IRP. The primary contaminants of potential concern for the groundwater are arsenic, PCBs, aluminum, and iron. The primary contaminants of potential concern for the soils are PAHs and arsenic. Soil samples collected in August 2001 to delineate the "site boundary" indicated that concentrations were below SCTLs for Direct Exposure Residential, as defined in Chapter 62-777, of the FAC. Soil sampling was completed in June 2002 to address the presence of PCBs previously reported, with the Interim Measure Report scheduled for submittal in 2002. No construction is proposed to occur within the boundaries of these sites.

The Entomology Shop Wash Area (SWMU-28) is located adjacent to and immediately northeast of SWMU-17. The site is approximately 1 ½ acres in size. An open grassy area borders the northern side and an old railroad bed and an undeveloped area borders the eastern side of SWMU-17. A private residential area is located approximately 350 feet to the west. In August 2001, groundwater and soil sampling were completed along with the removal of soils containing tar. In accordance with the Interim Measure Work Plan, soil samples were collected to delineate the area to Industrial Cleanup Target Levels, defined in Chapter 62-777, FAC. The primary contaminants of potential concern for the groundwater are metals. The primary contaminants of potential concern for the soils are PAHs and arsenic. A report summarizing the referenced soil sampling data was submitted in May 2002. No construction is proposed to occur within the boundaries of SWMU-17.

The IRP site known as the Chlorinated Solvent Plume (SWMU-61) is located just south of the Bayshore Gate. This SWMU covers approximately 30 acres in area. The primary

contaminates of potential concern for the groundwater are chlorinated VOCs, arsenic and other petroleum constituents. Through previous investigation of Pumphouse 77 in 1993-1994, and of the AGE Building Vinyl Chloride area (SWMU-29) in 1994, the initial presence of chlorinated solvents was confirmed. SWMU-29 was formally incorporated in SWMU-61 investigations in January 1998. The source of the chlorinated VOCs, including TCE, 1,2-DCE, 1,2-DCA, and vinyl chloride has not yet been determined. Groundwater flow and transport modeling are currently being conducted. A Corrective Measure Study is to be submitted following the completion of groundwater modeling efforts in 2002.

There is no reason to believe that these IRP sites would impact construction or operation of the vehicle inspection areas. The soil impacts for each of the IRP sites appears limited, defined, and the lateral extent of groundwater impacts have also been defined. None of the currently defined limits extend into the vehicle inspection areas of the Proposed Action.

There is no reason to suspect that contaminated soil or groundwater would be encountered during construction of the proposed vehicle inspection areas. However, if contaminated media are encountered during construction, the material would be managed in accordance with IRP guidelines and would not represent a significant impact to the project.

The Proposed Action would have no impact on stored fuels management and environmental compliance at the Base.

4.3.2 No-Action Alternative

Under the No-Action Alternative, no impacts to wastes or hazardous material or stored fuels would occur, as there would be no change in the existing conditions.

4.4 WATER RESOURCES

4.4.1 Proposed Action

A small amount of soil erosion would likely occur during construction and demolition activities, since the soil surface would be exposed and disturbed at both the proposed vehicle inspection areas and existing gates locations during the project. Soil erosion in areas that are disturbed would be controlled by implementation of a Sediment and Erosion Control Plan, including implementation of Best Management Practices (BMPs). This EA has been prepared under the assumption that upon completion, the site would, at a minimum, be covered with a clean layer of graded and grassed fill. Erosion from this surface, once the fill is in place, would be minimal. There would be no long-term impact to water resources once the project is complete.

Under the Proposed Action, there would be no direct or indirect discharges to groundwater. No net negative impacts to groundwater would occur with implementation of the Proposed Action. Potable water required for the restroom facilities at the proposed Visitor Reception Facility and the gatehouses; the amount of water required for these operations would be offset by those facilities removed from service upon completion of the Proposed Action. Therefore, there would be little to no net change in demand upon the existing water supply on the AFB.

4.4.2 No-Action Alternative

Under the No-Action Alternative, there would be no change to the current conditions and no impacts to water resources would occur with its implementation.

4.5 FLOODPLAINS

In accordance with the requirements of EO 11988, the Air Force must demonstrate that there is no practicable alternative to carrying out the proposed action within the floodpool

or floodplain. No other practicable sites were identified during the initial siting phase, and potential siting locations were limited due to the nature of the project.

4.5.1 Proposed Action

The proposed vehicle inspection area at the Bayshore Gate would be located entirely in the 100-year floodplain. Under the Proposed Action, the existing structure (Facility 288) would remain. Additionally, the new Bayshore Gate parking area would include additional pavement area. The construction of this pavement would be roughly off-set by the removal of a section of North Boundary Boulevard. The proposed Antiterrorism/Force Protection facilities at the Dale Mabry, MacDill, and Port Tampa gates would not be located in the 100-year floodplain.

The land use designation for the area would not change since the site is already designed as industrial land-use. The proposed new construction site represents the most practicable site from engineering, cost, and logistical standpoints, and would produce no major negative impacts. Construction and operation of the Antiterrorism/Force Protection area would not damage floodplain values, including fish and wildlife habitat, or water quality. The proposed new construction would not pose a threat to human life, health, or safety. Under the Proposed Action, no negative impacts to the floodplain would occur.

4.5.2 No-Action Alternative

There would be no changes to existing conditions with implementation of the No-Action Alternative, and there would be no new impacts to the floodplain.

4.6 BIOLOGICAL RESOURCES

4.6.1 Proposed Action

4.6.1.1 Wetlands

The nearest wetland identified is located immediately to the south of the eastern portion of the proposed Port Tampa Gate site (Figure 2-8b). This wetland lies south of the planned location of the contractor's access route, and generally lies within 100 feet of the south side of the fenced-in compound. Prior to construction, the limits of this wetland shall be field marked to assure no construction activities encroach upon the wetland. Additionally, storm water and runoff from impervious surfaces at this gate will be retained within internally drained structures, and allowed to percolate to the groundwater table.

Wetlands also lie to the north of the Bayshore Gate, along the Hillsborough Bay shoreline. The installation of speed tables within the roadway is not expected to adversely impact these wetlands.

Silt fencing installed and maintained during site construction activities would eliminate incidental potential impacts to wetlands.

4.6.1.2 Listed Species Habitat

Section 3.6.4 lists the Federal- and State-listed species that potentially occur at MacDill AFB. Of note, a bald eagle's nest is located in the south central area of the Base; however, the proposed construction at each of the gates would be outside of the 1,500 feet clearance zone. No Federal or state-listed species or species habitat is present at the proposed construction and demolition sites or would be impacted by the project. Coordination with the U.S. Fish and Wildlife Service has been completed to insure

compliance with the Endangered Species Act and confirm that the project would have no impact on listed species. All agency correspondence is provided in Appendix D.

4.6.2 No-Action Alternative

No new construction or demolition would occur with implementation of the No-Action Alternative and no impacts to biological resources would occur.

4.7 SOCIOECONOMICS

4.7.1 Proposed Action

The new vehicle inspection areas would cost approximately \$7,000,000.00 to construct, based on recent cost estimates. This would equal approximately one percent of the nearly \$494 million annual expenditures that MacDill AFB provides to the local economy, and would constitute a minor beneficial impact. The Proposed Action would also have a minor beneficial impact on the work force in the region during the construction period.

4.7.2 No-Action Alternative

Under the No-Action Alternative, no impacts to socioeconomic resources would be incurred.

4.8 CULTURAL RESOURCES

4.8.1 Proposed Action

The existing Visitor Reception Facility at the main gate, and the Dale Mabry, MacDill, and Port Tampa gatehouses (Facilities 1099, 1095, and 594, respectively) are not historic structures. These facilities are not designated in the MacDill AFB Integrated Cultural Resource Management Plan as culturally significant buildings, and are not potentially eligible for the National Register as Historic Places.

4.8.2 No-Action Alternative

Under the No-Action Alternative, no impacts to cultural resources would be incurred.

4.9 LAND USE

4.9.1 Proposed Action

The land around the proposed construction sites is designated for operational or vacant land use, and these designations would not change with construction of new Antiterrorism/Force Protection facilities at the gates (Dale Mabry, MacDill, Bayshore, and Port Tampa). Construction of the new gate facilities, including the construction of associated roadways and parking, would utilize some existing vacant land, resulting in a net decrease in area of this characterization. No other changes to land use would occur with the Proposed Action.

4.9.2 No-Action Alternative

Under the No-Action Alternative, no impacts and no changes in use designation would be incurred.

4.10 TRANSPORTATION

4.10.1 Proposed Action

There would be a temporary negative impact from construction vehicles during construction of the new facilities, and during the demolition of the Visitor Reception Facility at the main gate, and three gatehouses (Dale Mabry, MacDill, and Port Tampa). The construction impacts would be temporary, and the level of service of Base roads would not decline. There would be a no net increase in traffic resulting from the implementation of the Proposed Action.

The operation of the new vehicle inspection areas at the gates would have a positive long-term impact on transportation on MacDill AFB. Under the Proposed Action, MacDill AFB would be served by four operating gates. The main gate (for non-commercial, personal, and governmental vehicles) would remain at Dale Mabry Highway, with secondary gates at Bayshore Boulevard and MacDill Avenue. The fourth gate (Port Tampa), currently located off Manhattan Street, would be relocated for access off Interbay Boulevard. The Port Tampa Gate would be the dedicated entry point for commercial, delivery, contractor, and recreational vehicles. Base and nearby community traffic flow would be expected to improve following implementation of the Proposed Action. The relocation of the Port Tampa Gate to Interbay Boulevard would eliminate commercial traffic from backing-up onto Interbay Boulevard. Improvements to the remaining three gates would result in a more uniform dispersion of entering and exiting traffic, reducing the load upon at the heavily utilized main (Dale Mabry) gate.

4.10.2 No-Action Alternative

No impacts on transportation would be incurred under the No-Action Alternative.

4.11 AIRSPACE/AIRFIELD OPERATIONS AND BIRD-AIRCRAFT STRIKE HAZARD

None of the alternatives considered would have an impact on Airspace/Airfield Operations or Bird-Aircraft Strike Hazard.

4.12 SAFETY AND OCCUPATIONAL HEALTH

4.12.1 Proposed Action

The proposed construction activities for the project would pose safety hazards to the workers similar to those associated with typical industrial construction projects, such as falls, slips, heat stress, and machinery injuries. Construction would not involve any

unique hazards and all construction methods would comply with OSHA requirements to ensure the protection of workers and the general public during construction. Vigilant, but not controlling, governmental oversight of contractor activities would help assure OSHA compliance.

The demolition portion of the project may encounter lead-based paint and/or asbestos containing building materials, since surveys for these materials have not been completed. Prior to initiating demolition activities under the Proposed Action, the demolition contractor shall hire a qualified independent environmental consulting firm to perform a comprehensive asbestos and lead-based paint survey for the facilities proposed for demolition. Once the surveys have been completed and the hazardous materials identified, the demolition contractor shall hire a qualified environmental abatement subcontractor to remove and dispose of the asbestos containing building material and lead-based paint. The same environmental firm shall perform environmental monitoring during the abatement work in accordance with military, USEPA, and other applicable environmental regulations. All waste disposal manifests shall be turned over to the government upon completion of the demolition work.

The construction of the vehicle inspection areas and the demolition the existing Visitor Reception Facility would involve limited excavation activities. Encountering contaminated media is not anticipated during these activities. In the event that contaminated media are encountered, MacDill AFB's Environmental Office shall be contacted and the magnitude of the contamination evaluated. Thereafter, proper precautions can typically be taken during excavation activities so that the proposed excavation activities would not represent a significant health and safety concern. These actions may include the use of approved personal protective equipment (PPE) and clothing. At that time, the construction contractor would be required to develop a site-specific Health & Safety Plan prior to implementing these actions and continuing

construction activities at the site. If these precautions were implemented as described, the Proposed Action would not have a significant impact on worker health and safety.

4.12.2 No-Action Alternative

No impacts on safety and occupational health would be incurred under the No-Action Alternative.

4.13 GEOLOGY AND SOILS

4.13.1 Proposed Action

There would be no significant impacts to geology during the implementation of the Proposed Action. Soils exposed during site grading and construction activities are subject to erosion and a small amount of soil erosion is expected during construction and demolition activities, since portions of the soil surface would be exposed and disturbed. Soil erosion in areas that are disturbed would be controlled by implementation of a Sediment and Erosion Control Plan, including implementation of BMPs.

This EA has been prepared under the assumption that all non-impervious areas disturbed during construction and demolition activities would, at a minimum, be covered with a clean layer of graded and grassed fill. Covering the areas of exposed soil created during construction and demolition with sod would significantly reduce the potential for erosion. Overall, the impacts to soils would be minimal and temporary and are not considered significant.

4.13.2 No-Action Alternative

No impacts to geology and soil would be incurred with implementation of the No-Action Alternative.

4.14 ENVIRONMENTAL JUSTICE

4.14.1 Proposed Action

Parcels to the north of MacDill AFB include a mixture of commercial and residentially zoned properties. Residential properties in these areas would be considered to range from low- to high-income. Off-base construction would be completed under the Proposed Action at each of the four gates. These activities would include the completion of approximately 500 lineal feet of roadway through the existing railroad right-of-way to the Port Tampa Gate, the insertion of speed tables at the MacDill and Bayshore gates, and the construction of the Visitor Reception Facility, associated parking, and ancillary structures at the Dale Mabry Gate.

The completion of the Proposed Action would have a net positive impact upon the populations in the vicinity of these gates. Completion of the Port Tampa Gate would eliminate the current back-ups of commercial vehicles onto city streets. The insertion of speed tables immediately outside the Base at MacDill and Bayshore gates is insignificant and would have no net effect. Removal of the old Visitor Reception Facility at the main gate, combined with the completion of a new, improved facility, as well as the completion of a new traffic circle and pedestrian walkway, are considered to be aesthetic improvements to the area. Therefore, no adverse effects on minority and low-income populations would occur as a result of providing new vehicle inspection areas, or from demolishing an existing buildings at MacDill AFB.

4.14.2 No-Action Alternative

Under the No-Action Alternative, no adverse effects on minority and low-income populations would occur, as there would be no changes to the status quo.

4.15 INDIRECT AND CUMULATIVE IMPACTS

There are no site-specific direct, indirect, or cumulative impacts associated with constructing new vehicle inspection areas, or demolishing two existing buildings at MacDill AFB.

4.16 UNAVOIDABLE ADVERSE IMPACTS

There are no significant unavoidable adverse impacts associated with construction of new vehicle inspection areas, or the demolition of the Visitor Reception Facility at MacDill AFB.

4.17 RELATIONSHIP BETWEEN SHORT-TERM USES AND ENHANCEMENT OF LONG TERM PRODUCTIVITY

Construction of the new vehicle inspection areas would have a positive effect on long-term productivity by providing improved force protection measurements for the MacDill AFB. Improved Antiterrorism/Force Protection measurements are necessary for Base security due to the increase in real or perceived security threats. Additionally, improvements of the vehicle inspection process would increase efficiency of the Base by decreasing delays to commercial vehicles that provide vital support functions.

4.18 IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

Construction of the Antiterrorism/Force Protection gate at Port Tampa would irreversibly commit open, grassy areas to operational use. Demolition of the proposed buildings would irreversibly remove one facility from the MacDill AFB Facilities Inventory. In addition, fuels, manpower, materials, and costs related to construction and demolition under the Proposed Action would also be irreversibly lost.

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SECTION 5.0 PERSONS CONTACTED

Jason Kirkpatrick	6 CES/CEVN Conservation Program MacDill AFB, FL 33621 1-813-828-0459
William Herr	6 CES/CEVP MacDill AFB, FL 33621 1-813-828-0465
Kenneth Domako	6 CES/CEVR Installation Restoration Program 7621 Hillsborough Loop Dr. MacDill AFB, FL 33621-5207 1-813-828-40776
Mark Tyl	6 CES/CECE MacDill AFB, FL 33621 1-813-828-0456
Laura Kammerer	Division of Historical Resources Compliance Review Section 500 S Bronough St. Tallahassee, FL 32399-0250 1-800-847-7278
Jack Moore	Southwest Florida Water Management District 7601 U.S. Highway 301 North Tampa, FL 33637 1-813-985-7481
Lenard Paris	USCOE Mobile District P.O. Box 6230 MacDill AFB, FL 33608-6230 1-813-840-2809

Brian Pridgen	U.S. Fish and Wildlife Service 9549 Koger Blvd Suite 111 St. Petersburg, FL 33702 1-727-570-5398
Isaac Chandler	Florida Fish and Wildlife Conservation Commission 3900 Dranefield Road Lakeland, FL 33811 1-863-648-3203
Jasmine Raffington	FL Coastal Management Program Florida State Clearing House 2555 Shumard Oak Blvd. Tallahassee, FL 32399-2100 1-850-414-6568
David Dale	National Man Fisheries Services 9721 Executive Center Drive North St. Petersburg, FL 33702
Steve West	Florida Department of Environmental Protection Bureau of Beaches and Coastal Systems 3900 Commonwealth Boulevard Tallahassee, FL 32399-30006

SECTION 6.0 LIST OF PREPARERS

Ms. Amy K. Moir
MACTEC Engineering and Consulting, Inc.
f.k.a. LAW Engineering and Environmental Services, Inc.
4919 West Laurel Street
Tampa, Florida 33607
Voice: (813) 289-0570
FAX: (813) 289-5474

Mr. R. Daniel Lewis, P.G.
MACTEC Engineering and Consulting, Inc.
f.k.a. LAW Engineering and Environmental Services, Inc.
4919 West Laurel Street
Tampa, Florida 33607
Voice: (813) 289-0570
FAX: (813) 289-5474

Mr. Jason Kirkpatrick
6 CES/CEVN
7621 Hillsborough Loop Dr.
MacDill AFB, FL 33621-5207
Voice: (813) 828-0459
FAX: (813) 828-2212
e-mail: jason.kirkpatrick@macdill.af.mil

Ms. Kelly L. Bishop
MACTEC Engineering and Consulting, Inc.
f.k.a. LAW Engineering and Environmental Services, Inc.
4919 West Laurel Street
Tampa, Florida 33607
Voice: (813) 289-0570
FAX: (813) 289-5474

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SECTION 7.0

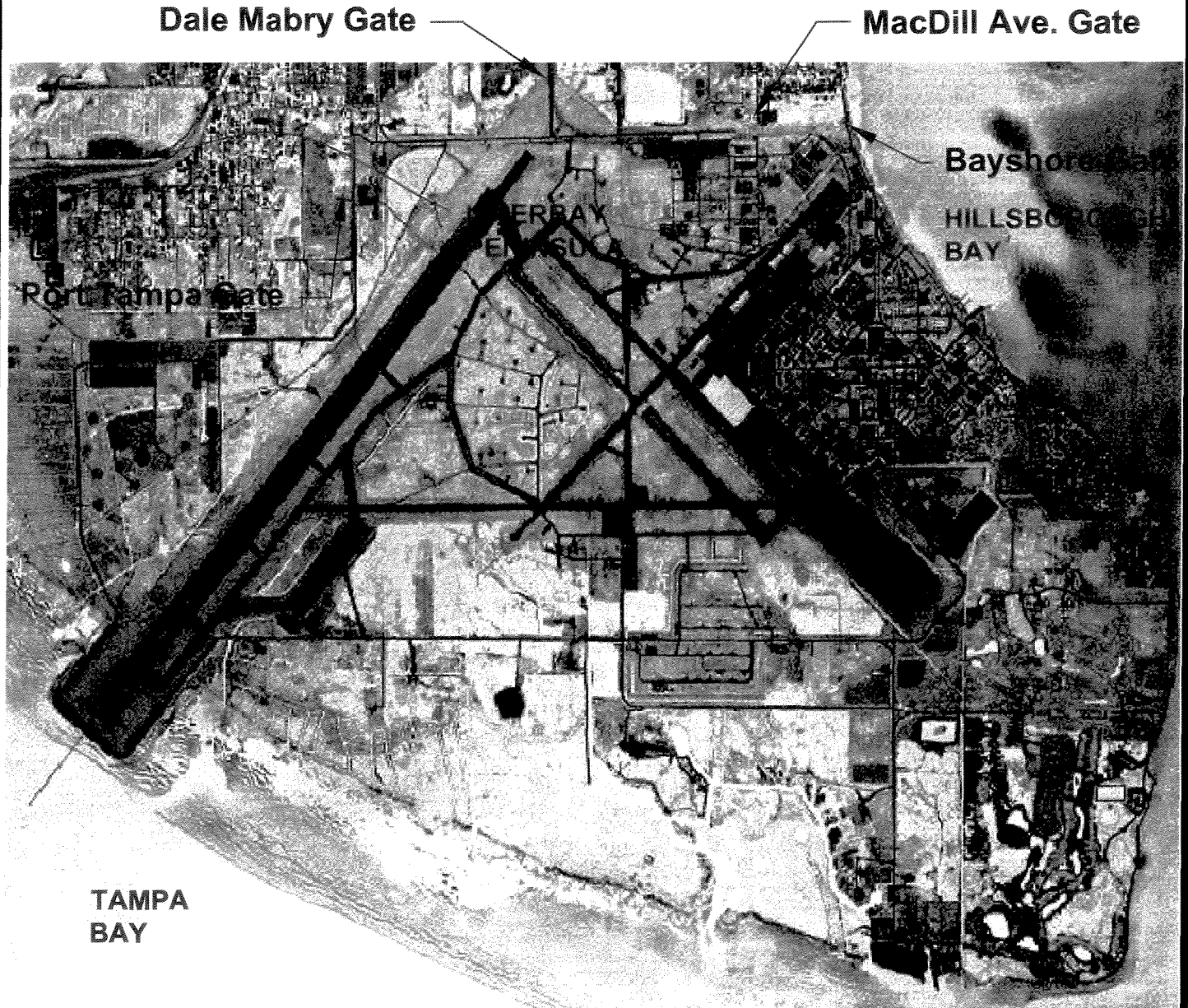
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FIGURES

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APPROXIMATE SCALE IN FEET

Prepared/Date: BLB 05/06/03

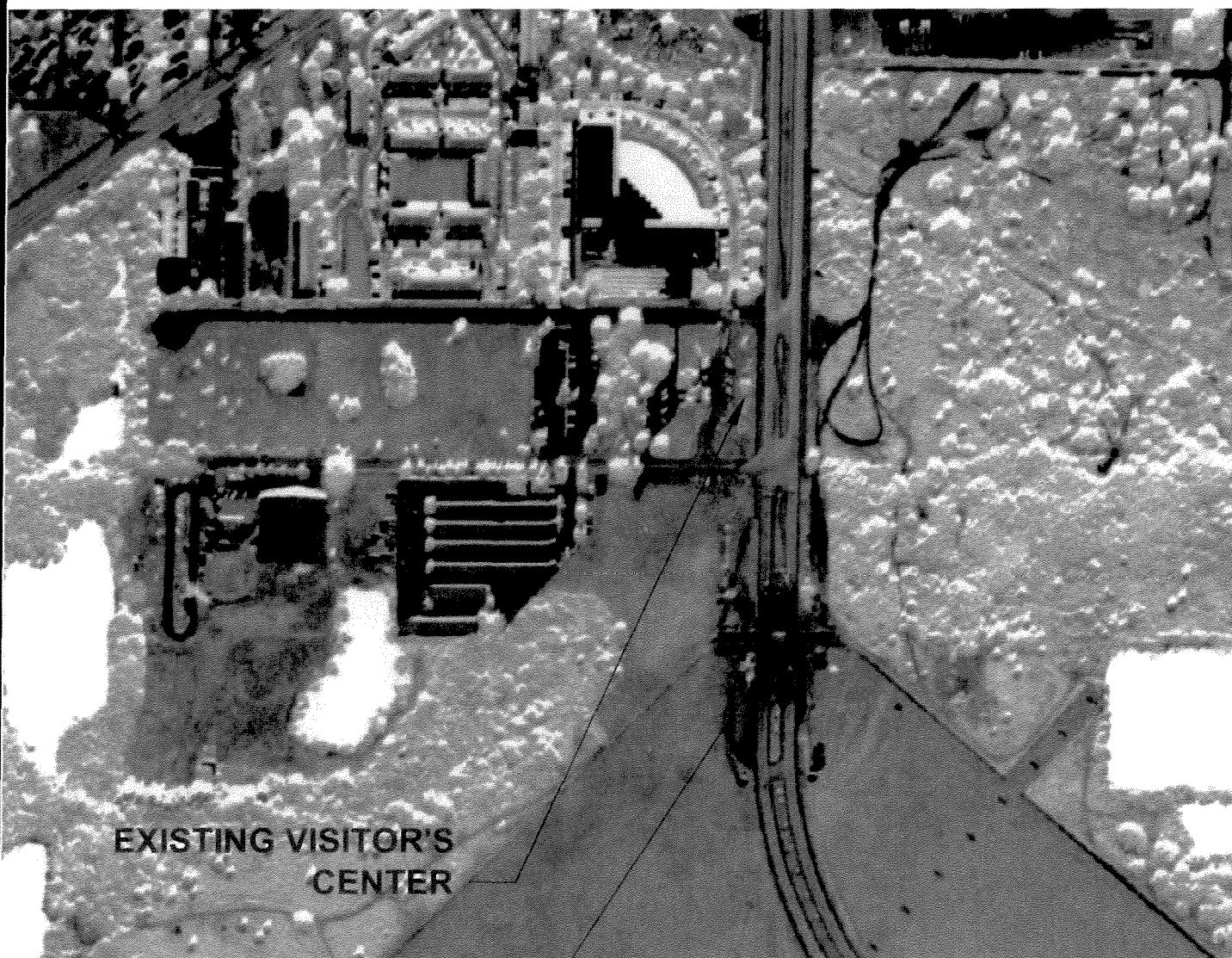
Checked/Date:

**Contract Antiterrorism/
Force Protection Gates**

MacDill Air Force Base

**Project Location & Vicinity Map
Figure 1-1**

Project 40140-2-0671_MacDill EAs



Dale Mabry Gate



NOT TO SCALE

Prepared/Date: BLB 05/06/03
Checked/Date:

**Contract Antiterrorism/
Force Protection Gates**

MacDill Air Force Base

**Dale Mabry Gate
Figure 2-1**

Project 40140-2-0671_MacDill EAs



MacDill Ave. Gate



NOT TO SCALE

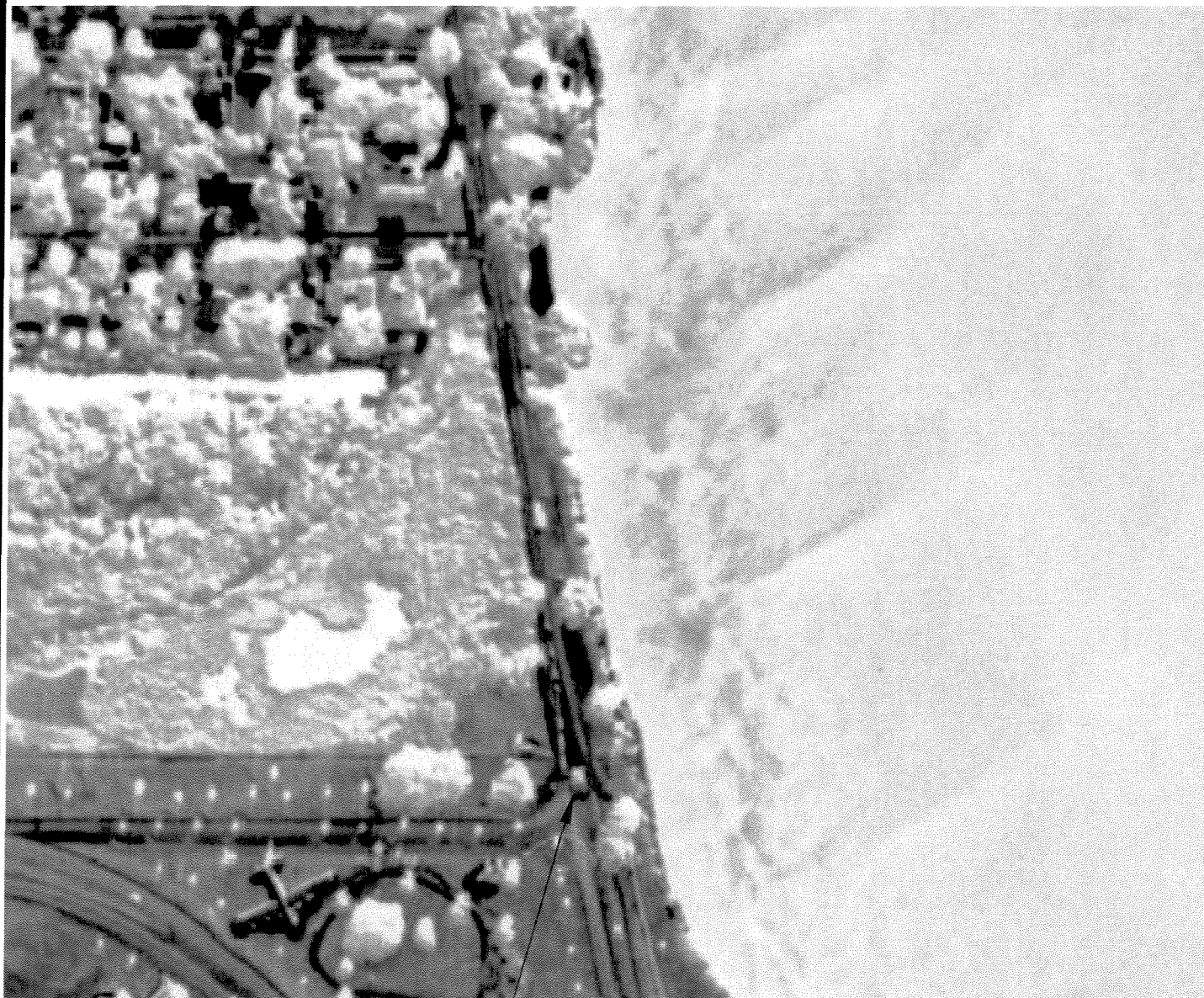
Prepared/Date: BLB 05/06/03
Checked/Date:

**Contract Antiterrorism/
Force Protection Gates**

MacDill Air Force Base

**MacDill Avenue Gate
Figure 2-2**

Project 40140-2-0671_MacDill EAs



Bayshore Gate



NOT TO SCALE

Prepared/Date: BLB 05/06/03
 Checked/Date:

**Contract Antiterrorism/
 Force Protection Gates**

MacDill Air Force Base

**Bayshore Gate
 Figure 2-3**

Project 40140-2-0671_MacDill EAs



Port Tampa Gate



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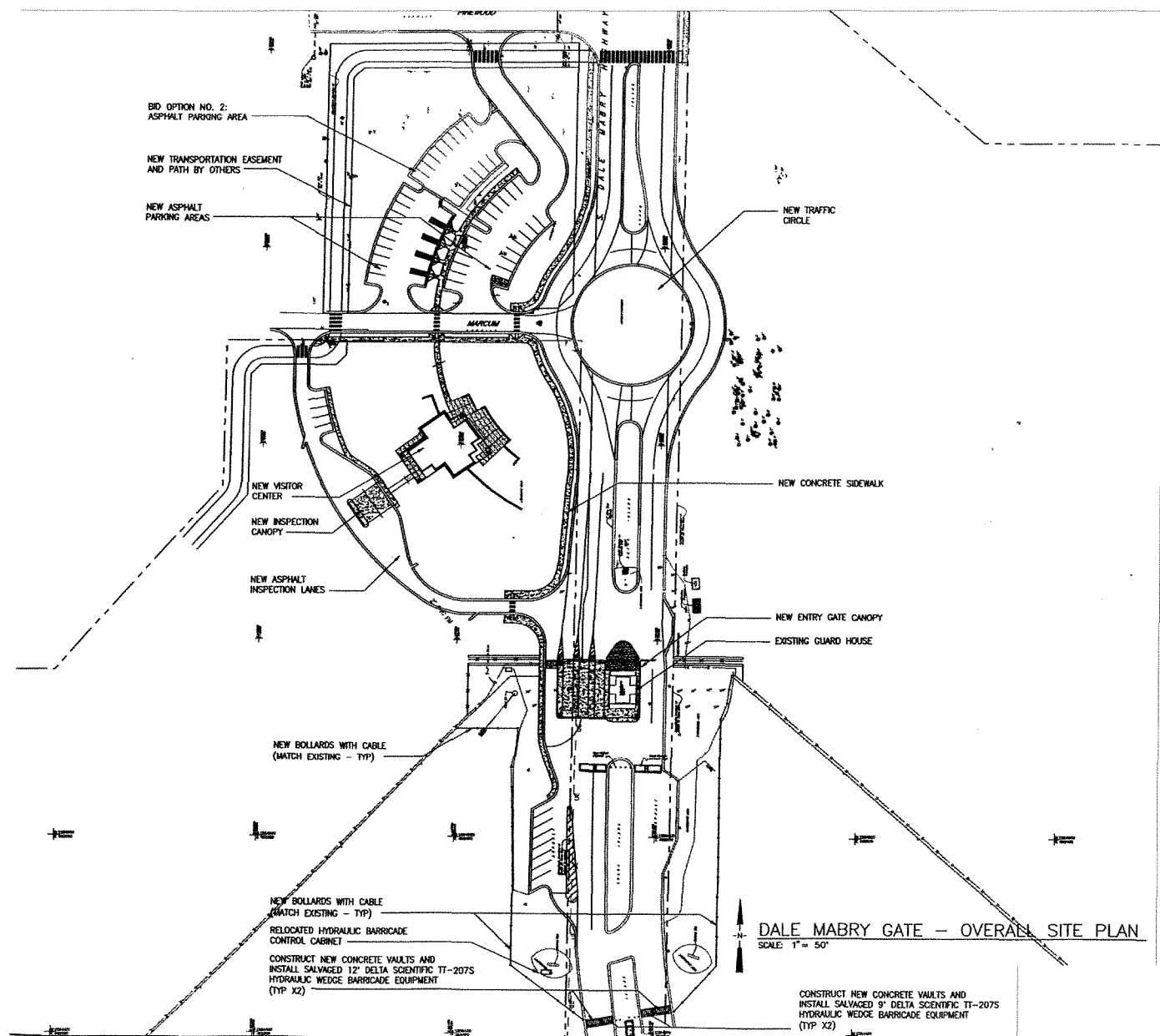
Prepared/Date: BLB 05/06/03
 Checked/Date:

**Contract Antiterrorism/
 Force Protection Gates**

MacDill Air Force Base

**Port Tampa Gate
 Figure 2-4**

Project 40140-2-0671_MacDill EAs



Reference:
Dale Mabry Gate Overall Site Plan
Sheet Reference Number: C117
Dated: 02/17/03

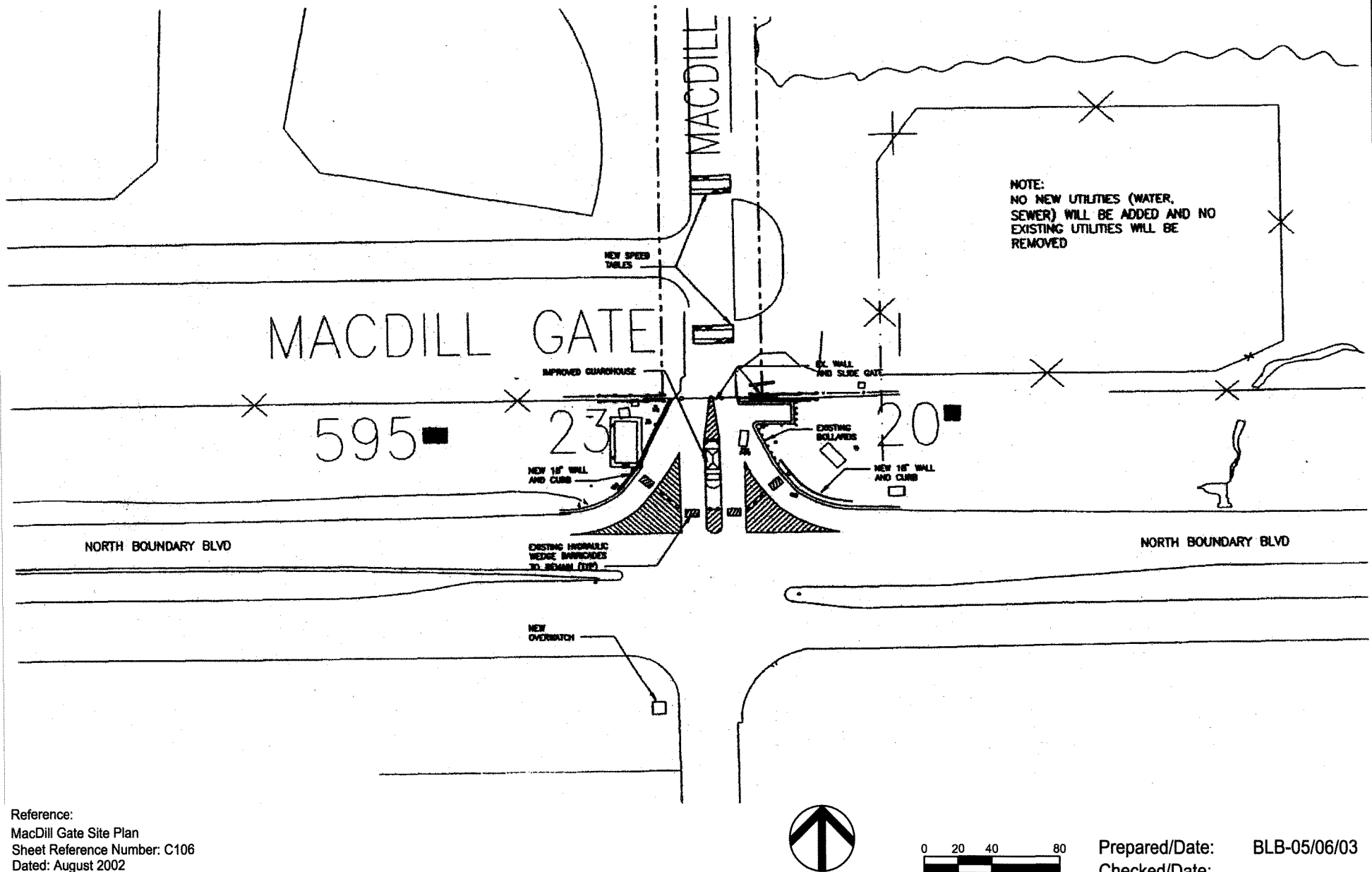
Prepared/Date: 05/06/03
Checked/Date:

**Contract Antiterrorism/
Force Protection Gates**

MacDill Air Force Base

**Civil Engineering Site Plan
Dale Mabry Gate
Figure 2-5**

Project 40140-2-0671 MacDill EAs

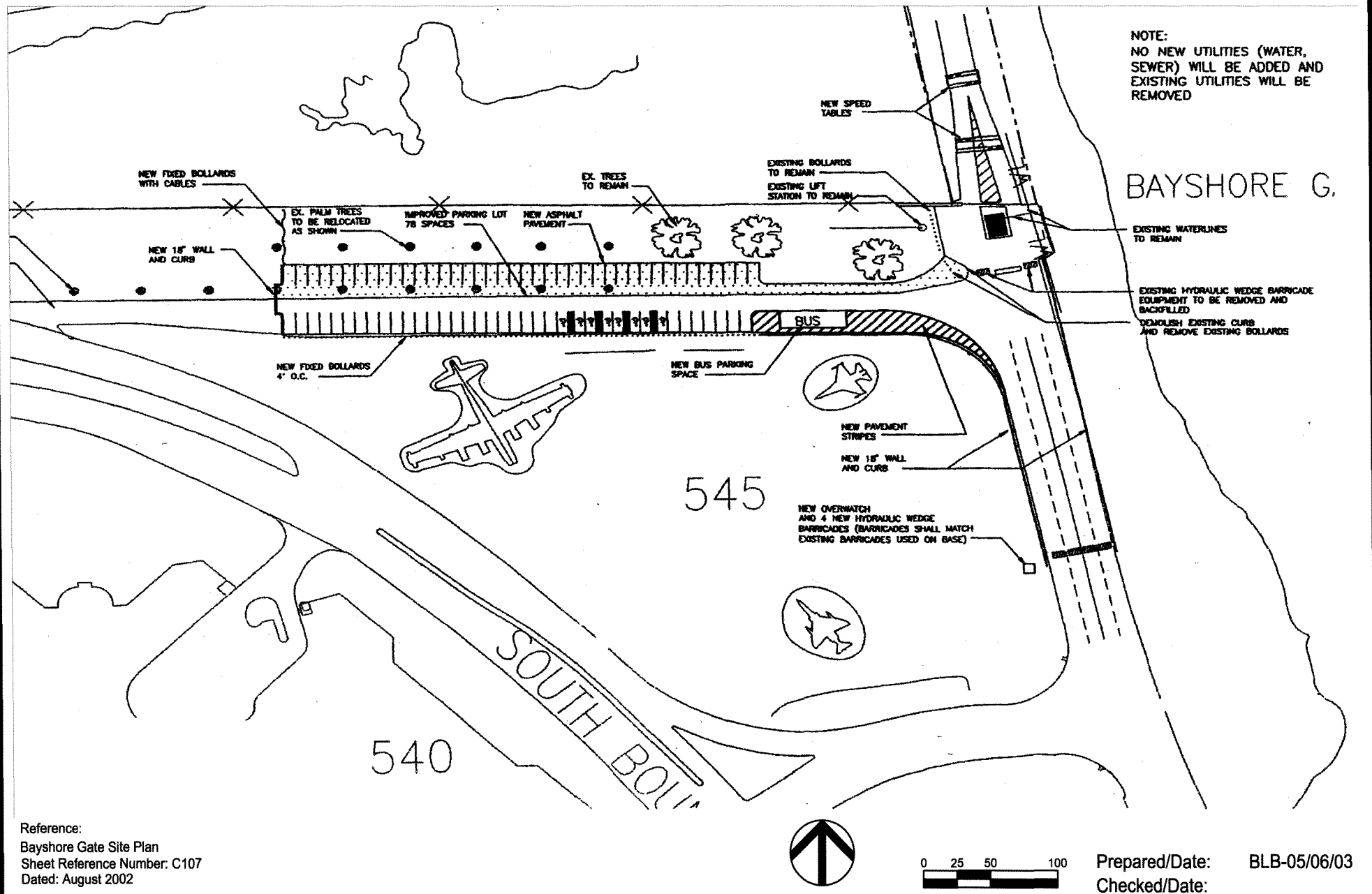


**Contract Antiterrorism/
Force Protection Gates**

MacDill Air Force Base

**Civil Engineering Site Plan
MacDill Gate
Figure 2-6**

Project 40140-2-0671 MacDill EAs

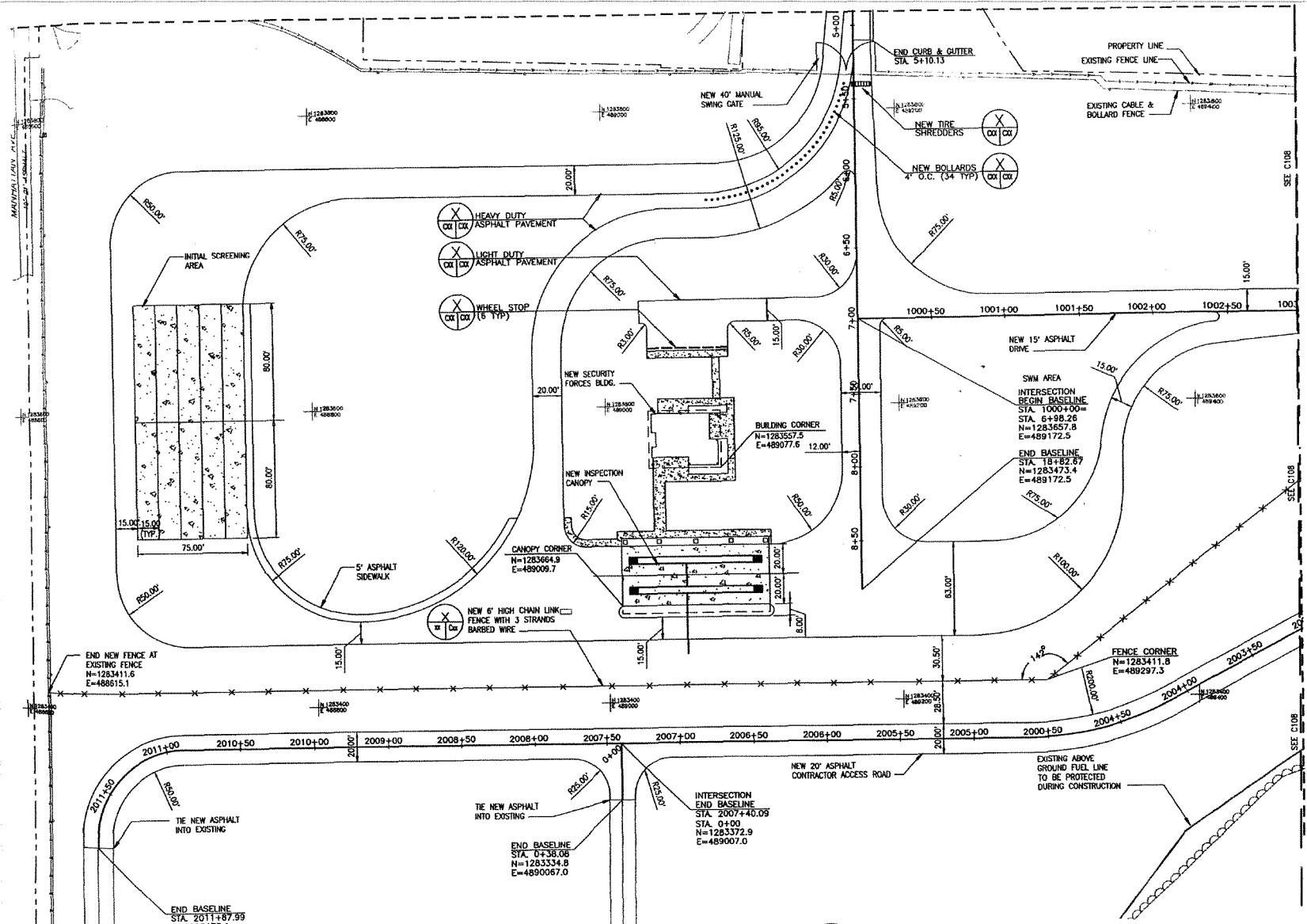


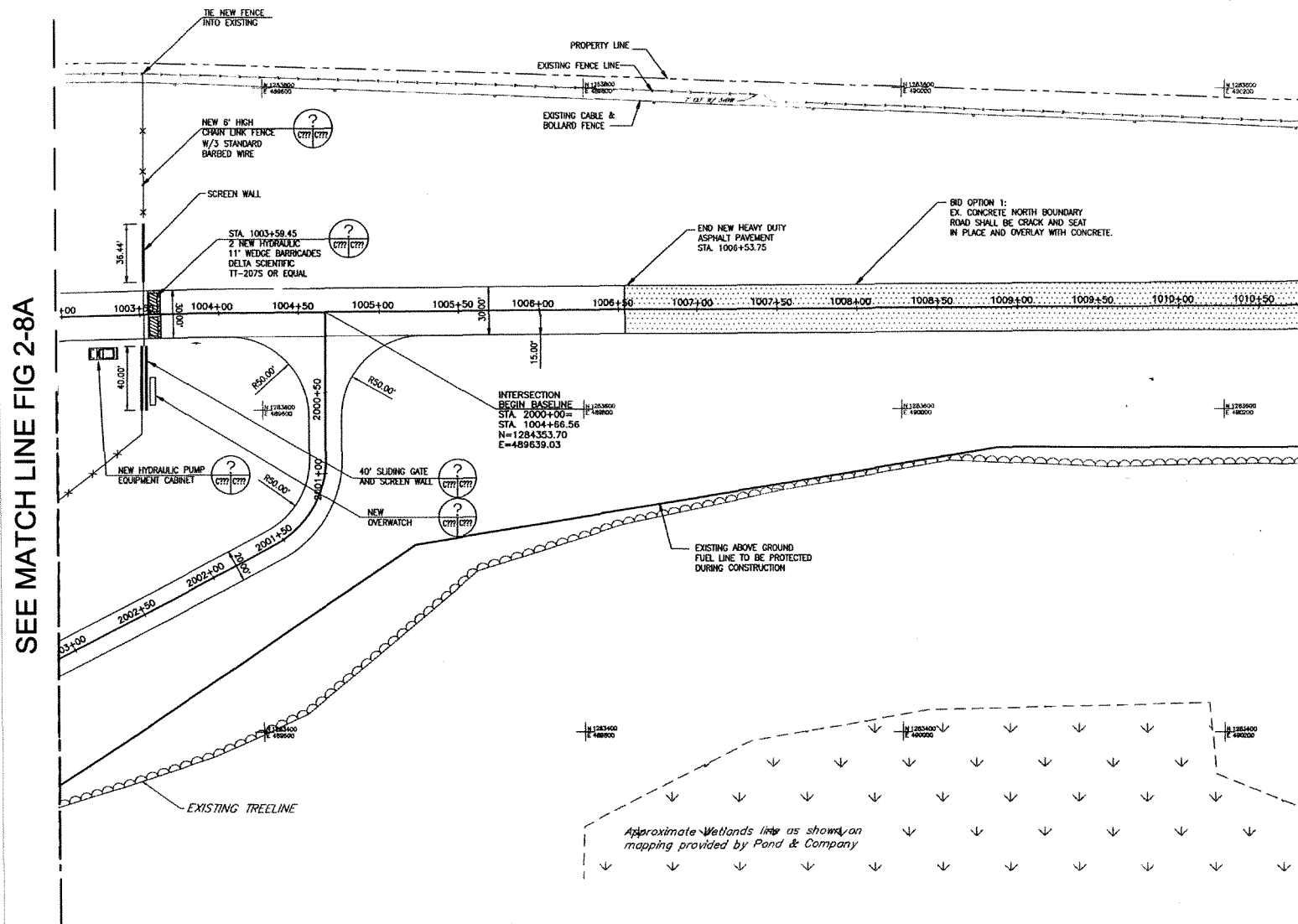
**Contract Antiterrorism/
Force Protection Gates**

MacDill Air Force Base

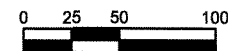
**Civil Engineering Site Plan
Bayshore Gate
Figure 2-7**

Project 40140-2-0671 MacDill EAs





Reference:
 Port Tampa Gate Site Plan
 Sheet Reference Number: C108
 Dated: 2/17/03



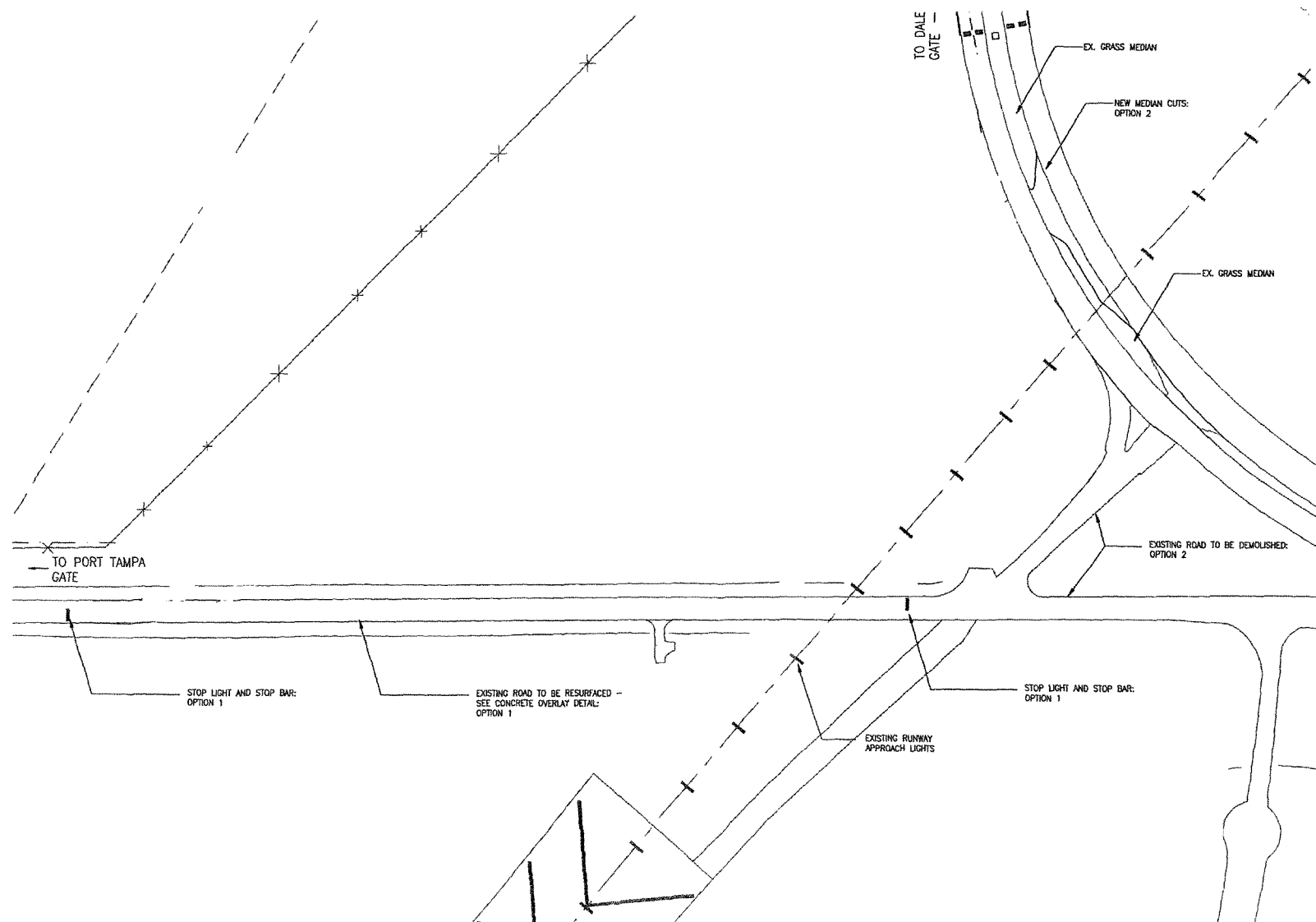
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**Contract Antiterrorism/
 Force Protection Gates**

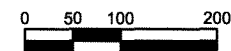
MacDill Air Force Base

**Civil Engineering Site Plan
 Port Tampa Gate
 Figure 2-8b**

Project 40140-2-0671 MacDill EAs



Reference:
 Pond & Company
 Road Options Plan (modified)
 Sheet Reference Number: C108
 Dated: August 2002



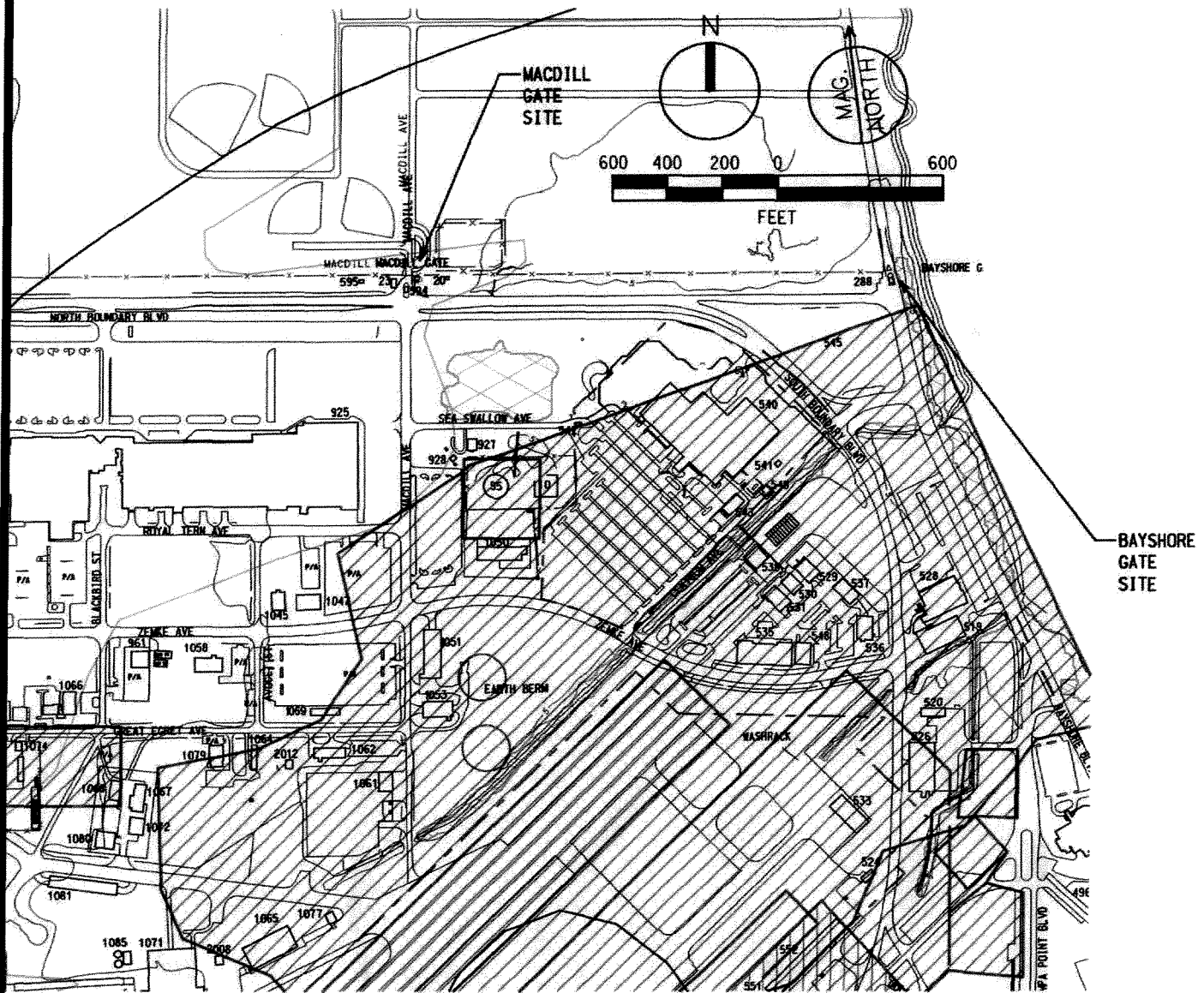
Prepared/Date: BLB-05/06/03
 Checked/Date:

**Contract Antiterrorism/
 Force Protection Gates**

MacDill Air Force Base

**Civil Engineering Site Plan
 Road Options Plan
 Figure 2-9**

Project 40140-2-0671 MacDill EAs



Reference:

Figure 1, Environmental Constraints In Vicinity of Proposed Project Site-East
 PROJECT NO. NVZR-02-3713
 DRAWING CADD NAME: 02-3713 FIG 1.dgn
 Dated: 13 MAR 03

Prepared/Date: 05/06/03

Checked/Date:

**Contract Antiterrorism/
 Force Protection Gates**

MacDill Air Force Base

**Environmental Constraints
 In Vicinity of MacDill & Bayshore Gates
 Figure 3-1
 Project 40140-2-0671_MacDill EAs**

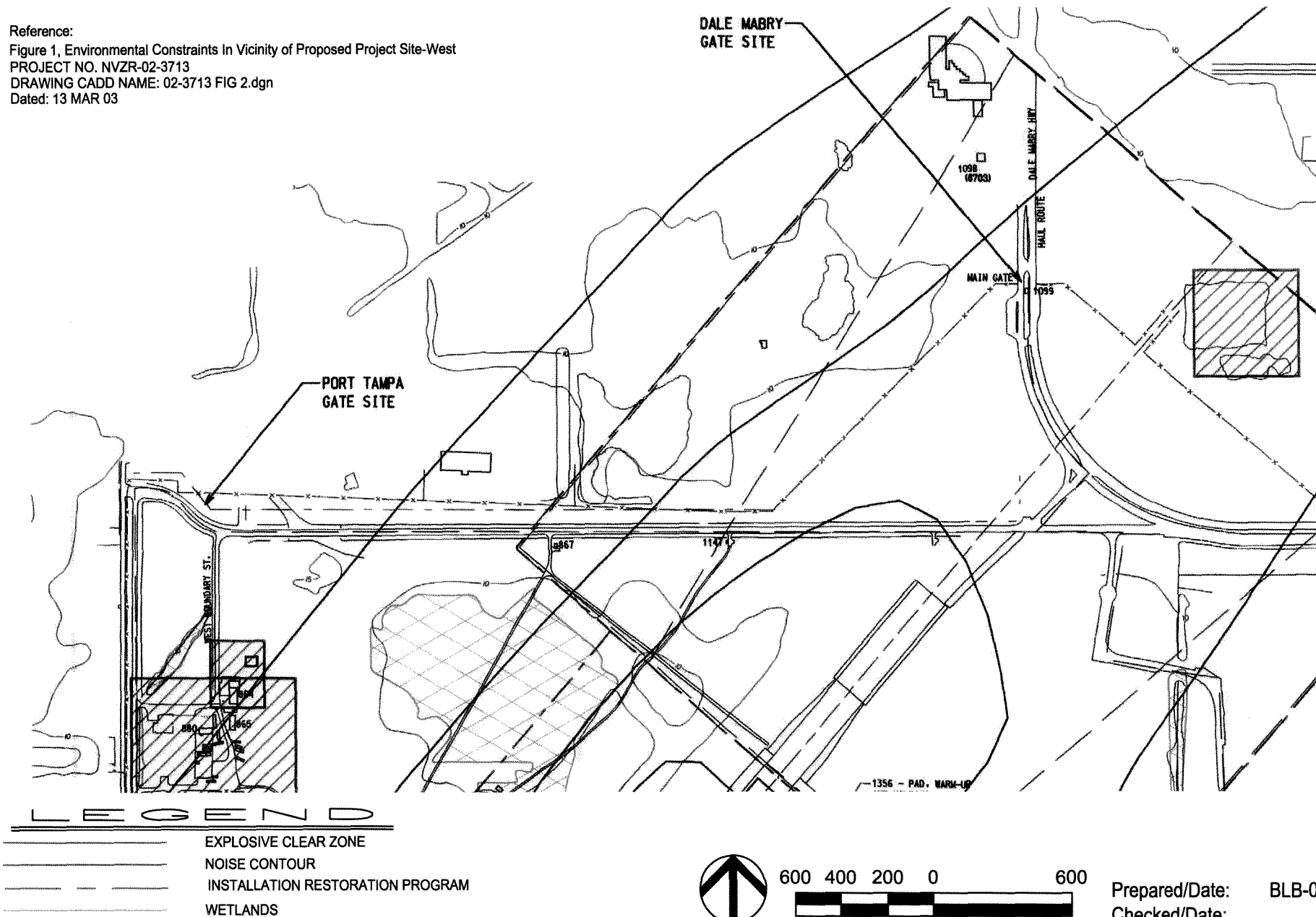
Reference:

Figure 1, Environmental Constraints In Vicinity of Proposed Project Site-West

PROJECT NO. NVZR-02-3713

DRAWING CADD NAME: 02-3713 FIG 2.dgn

Dated: 13 MAR 03

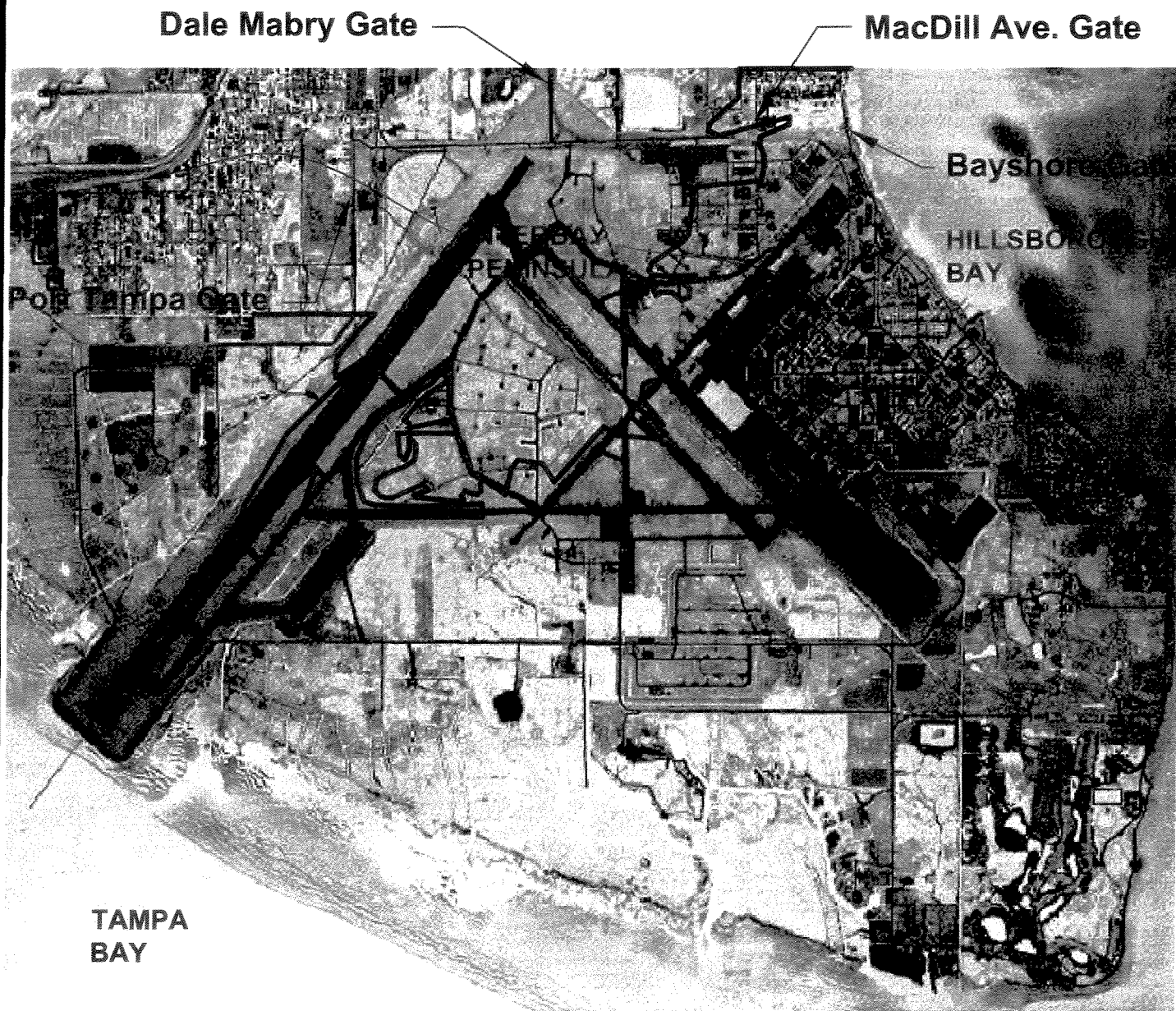


**Contract Antiterrorism/
Force Protection Gates**

MacDill Air Force Base

**Environmental Constraints
In Vicinity of Dale Mabry & Port Tampa Gates
Figure 3-2**

Project 40140-2-0671 MacDill EAs



0 1500 3000 4500
 APPROXIMATE SCALE IN FEET

LEGEND

— 100 YEAR FLOOD PLAIN (ALL AREAS SOUTH OF LINE)

Reference:

SHEET NO. D-06, COMPOSITE INSTALLATION CONSTRAINTS
 AND OPPORTUNITIES. DRAWING CADD NAME: D-06-01.DGN
 Dated 06/18/02

Prepared/Date: BLB 05/06/03
 Checked/Date:

**Contract Antiterrorism/
 Force Protection Gates**

MacDill Air Force Base

**100-Year Floodplain Map
 Figure 3-3**

Project 40140-2-0671_MacDill EAs

APPENDIX A

CONSISTENCY STATEMENT

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APPENDIX A CONSISTENCY STATEMENT

This consistency statement will examine the potential environmental consequences of the Proposed Action and ascertain the extent to which the consequences of the Proposed Action are consistent with the objectives of Florida Coastal Management Program (CMP).

Of the Florida Statutory Authorities included in the CMP, impacts in the following areas are addressed in the EA: beach and shore preservation (Chapter 161), historic preservation (Chapter 267), economic development and tourism (Chapter 288), public transportation (Chapters 334 and 339), saltwater living resources (Chapter 370), living land and freshwater resource (Chapter 372), water resources (Chapter 373), environmental control (Chapter 403), and soil and water conservation (Chapter 582). This consistency statement discusses how the proposed options may meet the CMP objectives.

CONSISTENCY DETERMINATION

Chapter 161: Beach and Shore Preservation

No disturbances to the base's canals are foreseen under the Proposed Action or Alternative Actions.

Chapter 267: Historic Preservation

The Air Force and the Florida State Historic Preservation Officer have determined that the Proposed Action will have no effect on historic properties associated with the Base.

Chapter 288: Economic Development and Tourism

The EA presents the new employment impact and net income impact of the Proposed Action and alternative. The options would not have significant adverse effects on any key Florida industries or economic diversification efforts.

Chapter 372: Saltwater Living Resources

The EA addresses potential impacts to local water bodies. Water quality impacts were surveyed for existing conditions at the Proposed Action and alternatives. Results indicate that no impacts would result from the Proposed Action or alternatives.

Chapter 372: Living Land and Freshwater Resources

Threatened and endangered species, major plant communities, conservation of native habitat, and mitigation of potential impacts to the resources are addressed in the EA. The Proposed Action and alternatives would not result in permanent disturbance to native habitat and should not significantly impact threatened or endangered species.

Chapter 373: Water Resources

There would be no impacts to surface water or groundwater quality under the Proposed Action or alternatives as discussed in the EA.

Chapter 403: Environmental Control

The EA addresses the issues of conservation and protection of environmentally sensitive living resources; protection of groundwater and surface water quality and quantity; potable water supply; protection of air quality; minimization of adverse hydrogeologic impacts; protection of endangered or threatened species; solid, sanitary, and hazardous waste disposal; and protection of floodplains and wetlands. Where impacts to these resources can be identified, possible mitigation measures are suggested. Implementation of mitigation will, for the most part, be the responsibility of MacDill AFB.

Chapter 582: Soil and Water Conservation

The EA addresses the potential of the Proposed Action and alternatives to disturb soil and presents possible measures to prevent or minimize soil erosion. Impacts to groundwater and surface water resources also are discussed in the EA.

CONCLUSION

The Air Force finds that the conceptual Proposed Action and alternatives plans presented in the EA are consistent with Florida's CMP.

APPENDIX B

AIR FORCE FORM 813

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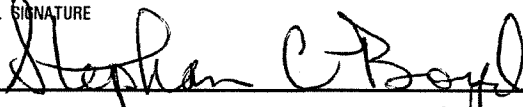
REQUEST FOR ENVIRONMENTAL IMPACT ANALYSIS

Report Control Symbol

RCS: 10202-06

INSTRUCTIONS: 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).

SECTION I - PROPONENT INFORMATION

1. TO (Environmental Planning Function)	2. FROM (Proponent organization and functional address symbol)	2a. TELEPHONE NO.
6 CES/CEV	6 CES/CEPP	DSN 968-2543
3. TITLE OF PROPOSED ACTION NVZR 02-3713, CONSTRUCT AT/FP GATES		
4. PURPOSE AND NEED FOR ACTION (Identify decision to be made and need date) Subject project is a candidate for FY03 Antiterrorism/Force Protection funding. Authorization/appropriations could happen as soon as Sep/Oct 02.		
5. DESCRIPTION OF PROPOSED ACTION AND ALTERNATIVES (DOPAA) (Provide sufficient details for evaluation of the total action.) Project constructs a Visitor's Reception Center and Traffic Check House at the Port Tampa Gate and enhanced vehicle search and inspection areas at the Dale Mabry Highway, MacDill Avenue and Bayshore Boulevard Gates.		
6. PROPONENT APPROVAL (Name and Grade)	6a. SIGNATURE	6b. DATE
STEPHAN C. BOYD		21 Mar 02

SECTION II - PRELIMINARY ENVIRONMENTAL SURVEY. (Check appropriate box and describe potential environmental effects including cumulative effects.) (+ - positive effect; 0 - no effect; - - adverse effect; U - unknown effect)

	+	0	-	U
7. AIR INSTALLATION COMPATIBLE USE ZONE/LAND USE (Noise, accident potential, encroachment, etc.)		X		
8. AIR QUALITY (Emissions, attainment status, state implementation plan, etc.)				X
9. WATER RESOURCES (Quality, quantity, source, etc.)		X		
10. SAFETY AND OCCUPATIONAL HEALTH (Asbestos/radiation/chemical exposure, explosives safety quantity-distance, etc.)		X		
11. HAZARDOUS MATERIALS/WASTE (Use/storage/generation, solid waste, etc.)		X		
12. BIOLOGICAL RESOURCES (Wetlands/floodplains, flora, fauna, etc.)		X		
13. CULTURAL RESOURCES (Native American burial sites, archaeological, historical, etc.)		X		
14. GEOLOGY AND SOILS (Topography, minerals, geothermal, Installation Restoration Program, seismicity, etc.)		X		
15. SOCIOECONOMIC (Employment/population projections, school and local fiscal impacts, etc.)		X		
16. OTHER (Potential impacts not addressed above.)				X

Handwritten notes and dates in the right margin:
JLK 4/11/02
JLK 6/11/02
MKD 13 Jun 02
BD 13 Jun 02
JLK 6/11/02
JLK 6/11/02
AFB 6/24/02
JLK 6/11/02
JLK 6/11/02

SECTION III - ENVIRONMENTAL ANALYSIS DETERMINATION

17. ☐ PROPOSED ACTION QUALIFIES FOR CATEGORICAL EXCLUSION (CATEX) # _____ ; OR ☒ PROPOSED ACTION DOES NOT QUALIFY FOR A CATEX; FURTHER ENVIRONMENTAL ANALYSIS IS REQUIRED.		
18. REMARKS MacDill AFB is located in a maintenance area for the following criteria pollutant: Ozone. Direct emissions from construction and indirect emissions from visiting traffic and/or follow-on operations, when totaled are less than the de minimus amounts in 40 CFR 93.153, therefore, a conformity analysis is not required.		
19. ENVIRONMENTAL PLANNING FUNCTION CERTIFICATION (Name and Grade) MARK J. MEYERS, Col, USAF Vice Commander, 6 AMW	19a. SIGNATURE 	19b. DATE 25 Jun 02

AF Form 813 (continued)

4. PURPOSE AND NEED FOR ACTION:

In an effort to address a recent increase in real or perceived security threats, MacDill Air Force Base (AFB) is required to improve its force protection measures throughout the base. Force protection improvements at all four of the entry gates (Port Tampa, Dale Mabry Hwy., MacDill Ave, and Bayshore Ave.) is a high priority for MacDill AFB since these gates represent the first line of defense for security forces. The proposed force protection improvements would reduce the potential for unauthorized entry by vehicles and personnel and permit rapid response if unauthorized entry should occur.

Improvements at the Port Tampa gate would provide a more efficient method for verification and inspection of delivery, contractor and recreational vehicles. The current makeshift inspection station created at the Port Tampa Gate following the September 11th terrorist attacks is undersized and lacks sufficient security. Traffic is often backed-up on the city road (Manhattan Avenue) as large vehicles are inspected and their destinations are verified. Since there is only one entry lane at the Port Tampa Gate, if one vehicle is identified for more thorough inspection then all the vehicles behind it are further delayed.

5. DESCRIPTION OF PROPOSED ACTION AND ALTERNATIVES:

Proposed Action – The Proposed Action would construct vehicle inspection areas at the three gates dedicated for non-commercial/personal/government vehicle entry (Dale Mabry Gate, MacDill Gate, and Bayshore Gate). The proposed vehicle inspection areas at these three gates would involve construction of a small ‘pull-through’ asphalt parking area that is surrounded by concrete bollards or fencing and restricts unauthorized entry to the base. Dale Mabry Gate and MacDill gate are both outside the 100-year floodplain.

The Port Tampa Gate, which serves as the only entry point for commercial, delivery, contractor, and recreational vehicles, would be modified to allow for more efficient inspection of these vehicles. Modifications at the Port Tampa Gate would include construction of a multi-lane vehicle inspection station, a visitor check-in center, and improved security measures such as hydraulic bollards and fencing to stop unauthorized vehicles from entering the base. At the Port Tampa Gate the entry point would be changed so vehicles enter from Interbay Avenue instead of Manhattan Avenue. Changing the entry point would reduce back-ups on city roads by providing an additional area for vehicles to be staged while they wait for the vehicle inspection and paperwork verification process to be completed. The existing Port Tampa Gate would serve as the exit point for vehicles that are denied entry to the base. Hydraulic bollards and a guard shack would be constructed at the final entry point to the base to provide an additional level of security. The Port Tampa Gate is outside the 100-year floodplain.

No Action Alternative – Do not construct any force protection improvements at any of the four gates at MacDill AFB. Selection of the No Action Alternative would result in the continued compromise of base security. This alternative would also result in continued traffic delays for commercial, contractor and recreational vehicles which obstructs base mission support, construction activities, and impacts the morale of base personnel and visitors. Under the No Action Alternative the safety of base security personnel would continue to be compromised.

APPENDIX C

AIR EMISSIONS CALCULATIONS FOR PROPOSED ACTION AND CUMMULATIVE AIR EMISSIONS CALCULATIONS

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TABLE 4A
Total Air Emissions for Projects at MacDill
Construction of Vehicle Inspection Areas at Entry Gates

Pollutants	Entry Gates	Naval Reserve Center	Mission Planning Center	Control Tower/ Crash Rescue	Dog Kennel/ Demo	Pelican Pier	SVS Storage Facility/ Demo	CENT. Wall & Parking Lots	War Res. Facility	Hydrant Fueling System	Military Service Station	Runway Pavement Repairs	Project Totals	Hills Cty Emissions 1997	Net Change	De minimis	Above/Below De minimis
CO	2.55	6.77	7.2	5.39	2.71	2.55	5.40	0.21	0.81	30.97	0.11	2.60	67.27	19,272	0.35%	100	Below
VOC	1.94	3.40	3.59	2.81	1.76	1.40	2.81	0.3	0.61	10.38	0.21	1.88	31.09	27,703	0.11%	100	Below
NO _x	3.96	7.59	8.74	6.09	3.06	3.37	6.11	0.96	0.94	33.84	0.24	12.02	86.92	82,563	0.11%	100	Below
SO _x	0.22	0.37	0.44	0.3	0.15	0.18	0.3	0.06	0.05	1.64	0.01	0.80	4.52	NA		100	Below
PM ₁₀	0.45	0.60	0.78	0.49	0.25	0.33	0.49	0.17	0.08	2.57	0.04	2.10	8.35	NA		100	Below
Pb													0	53		25	Below
Estimated Start/End Date	7/2003 to 12/2004	4/2003 to 10/2004	1/2002 to 6/2003	3/2003 to 9/2004	6/2003 to 6/2004	9/2003 to 3/2004	5/2002 to 5/2003	8/2002 to 4/2003	8/2001 to 6/2002	8/2001 to 1/2004	6/2002 to 6/2003	10/2001 to 3/2004					

**Note: All values in tons per year unless otherwise noted.

Net change = Project totals / Hills County emissions

Above/Below *De minimis* = Project totals above or below *de minimis*

NA = not available.

YEAR 2002, 2003 & 2004 EMISSIONS WERE CALCULATED BY TAKING AN APPROPRIATE PERCENTAGE OF THE TOTAL EMISSIONS DETERMINED ABOVE.
SEE TABLES 4B and 4D BELOW

TABLE 4B
Emissions for Year 2002

		Entry Gates	Naval Reserve Center	Mission Planning Center	Control Tower/ Crash Rescue	Dog Kennel/ Demo	Pelican Pier	CE Storage Facility	SVS Storage Facility	War Res. Facility	Hydrant Fueling System	Military Service Station	Runway Pavement Repairs	2002 Project Totals	De minimis	Above/Below De minimis
Estimated % of Time During 2002 That Project Would Be Active		0%	0%	100%	0%	0%	0%	91%	58%	50%	100%	50%	100%			
	Pollutants															
	CO	0.00	0.00	7.20	0.00	0.00	0.00	2.32	3.13	0.41	30.97	0.06	2.60	46.68	100	Below
	VOC	0.00	0.00	3.59	0.00	0.00	0.00	1.27	1.63	0.31	10.38	0.11	1.88	19.16	100	Below
	NO _x	0.00	0.00	8.74	0.00	0.00	0.00	3.07	3.54	0.47	33.84	0.12	12.02	61.80	100	Below
	SO _x	0.00	0.00	0.44	0.00	0.00	0.00	0.16	0.17	0.03	1.64	0.01	0.80	3.25	100	Below
	PM ₁₀	0.00	0.00	0.78	0.00	0.00	0.00	0.30	0.28	0.04	2.57	0.02	2.10	6.09	100	Below
	Pb													0	25	Below

TABLE 4C
Emissions for Year 2003

Estimated % of Time During 2003 That Project Would Be Active		<i>Entry Gates</i>	<i>Naval Reserve Center</i>	<i>Mission Planning Center</i>	<i>Control Tower/ Crash Rescue</i>	<i>Dog Kennel/ Demo</i>	<i>Pelican Pier</i>	<i>CE Storage Facility</i>	<i>SVS Storage Facility</i>	<i>War Res. Facility</i>	<i>Hydrant Fueling System</i>	<i>Military Service Station</i>	<i>Runway Pavement Repairs</i>	2003 Project Totals	<i>De minimis</i>	<i>Above/Below De minimis</i>
		50%	50%	50%	75%	50%	25%	0%	42%	0%	100%	50%	100%			
	Pollutants															
	CO	1.28	3.39	3.60	4.04	1.36	0.05	0.00	2.27	0.00	30.97	0.06	2.60	49.60	100	Below
	VOC	0.97	1.70	1.80	2.11	0.88	0.08	0.00	1.18	0.00	10.38	0.11	1.88	21.07	100	Below
	NO _x	1.98	3.80	4.37	4.57	1.53	0.24	0.00	2.57	0.00	33.84	0.12	12.02	65.03	100	Below
	SO _x	0.11	0.19	0.22	0.23	0.08	0.02	0.00	0.13	0.00	1.64	0.01	0.80	3.40	100	Below
	PM ₁₀	0.23	0.30	0.39	0.37	0.13	0.04	0.00	0.21	0.00	2.57	0.02	2.10	6.35	100	Below
	Pb													0	25	Below

TABLE 4D
Emissions for Year 2004

Estimated % of Time During 2004 That Project Would Be Active		<i>Entry Gates</i>	<i>Naval Reserve Center</i>	<i>Mission Planning Center</i>	<i>Control Tower/ Crash Rescue</i>	<i>Dog Kennel/ Demo</i>	<i>Pelican Pier</i>	<i>CE Storage Facility</i>	<i>SVS Storage Facility</i>	<i>War Res. Facility</i>	<i>Hydrant Fueling System</i>	<i>Military Service Station</i>	<i>Runway Pavement Repairs</i>	2004 Project Totals	<i>De minimis</i>	<i>Above/Below De minimis</i>
		100%	50%	0%	75%	50%	25%	0%	0%	0%	8%	0%	25%			
	Pollutants															
	CO	2.55	3.39	0.00	4.04	1.36	0.05	0.00	0.00	0.00	2.48	0.00	0.65	14.51	100	Below
	VOC	1.94	1.70	0.00	2.11	0.88	0.08	0.00	0.00	0.00	0.83	0.00	0.47	8.00	100	Below
	NO _x	3.96	3.80	0.00	4.57	1.53	0.24	0.00	0.00	0.00	2.71	0.00	3.01	19.80	100	Below
	SO _x	0.22	0.19	0.00	0.23	0.08	0.02	0.00	0.00	0.00	0.13	0.00	0.20	1.05	100	Below
	PM ₁₀	0.45	0.30	0.00	0.37	0.13	0.04	0.00	0.00	0.00	0.21	0.00	0.53	2.02	100	Below
	Pb													0	25	Below

**CONSTRUCTION OF VEHICLE INSPECTION AREAS
AT ENTRY GATES
MacDill AFB, FLORIDA
TABLE 4E - CONSTRUCTION SITE AIR EMISSIONS
Combustive Emissions of ROG, NOx, SO2, CO and PM10 Due to Construction**

15-Nov-02

Input:

Total Building Area:	15,600 ft ²	(calculation: Visitor Center @3,300 sq.ft.
Total Paved Area:	325,000 ft ²	Contractor Center @2,000 sq. ft.
Total Disturbed Area:	11.5 acres	Gatehouses = 500 sq. ft (x 2)
Construction Duration:	1.5 years	Canopies = 6,000 sq. ft (x 4)
Annual Construction Activity:	260 days/yr	Total = + / - 12,000 sq. ft (rounded upward)
		x 1.3 (margins of area) = 15,600 sq. ft.

Results:[Average per Year Over the Construction Period]

	ROG	NOx	SO2	CO	PM10
Emissions, lbs/day	14.94	30.44	1.69	19.61	3.48
Emissions, tons/yr	1.94	3.96	0.22	2.55	0.45

Calculation of Unmitigated Emissions

Summary of Input Parameters

	ROG	NOx	SO2	CO	PM10
Total new acres disturbed:	11.50	11.50	11.50	11.50	11.50
Total new acres paved:	7.46	7.46	7.46	7.46	7.46
Total new building space, ft ² :	15,600	15,600	15,600	15,600	15,600
Total years:	1.50	1.50	1.50	1.50	1.50
Area graded, acres in 1 yr:	7.67	7.67	7.67	7.67	7.67
Area paved, acres in 1 yr:	4.97	4.97	4.97	4.97	4.97
Building space, ft ² in 1 yr:	10,400	10,400	10,400	10,400	10,400

Annual Emissions by Source (lbs/day)

	ROG	NOx	SO2	CO	PM10
Grading Equipment	1.9	12.3	0.8	2.7	2.1
Asphalt Paving	1.30	0.0	0.0	0.0	0.0
Stationary Equipment	1.7	1.4	0.1	0.3	0.1
Mobile Equipment	1.7	16.7	0.8	16.7	1.2
Architectural Coatings (Non-Res)	8.3	0.0	0.0	0.0	0.0
Total Emissions (lbs/day):	14.94	30.44	1.69	19.61	3.48

Emission Factors

Reference: Air Quality Thresholds of Significance, SMAQMD, 1994.

Source	SMAQMD Emission Factor				
	ROG	NOx	SO2 *	CO *	PM10
Grading Equipment	2.50E-01 lbs/acre/day	1.60E+00 lbs/acre/day	0.11 lbs/acre/day	0.35 lbs/acre/day	2.80E-01 lbs/acre/day
Asphalt Paving	2.62E-01 lbs/acre/day	NA	NA	NA	NA
Stationary Equipment	1.68E-04 lbs/day/ft ²	1.37E-04 lbs/day/ft ²	9.11E-06 lbs/day/ft ²	2.97E-05 lbs/day/ft ²	8.00E-06 lbs/day/ft ²
Mobile Equipment	1.60E-04 lbs/day/ft ²	1.61E-03 lbs/day/ft ²	7.48E-05 lbs/day/ft ²	0.0016 lbs/day/ft ²	1.20E-04 lbs/day/ft ²
Architectural Coatings (Non-Res)	8.15E-02 lbs/day/ft	NA	NA	NA	NA

* Factors for grading equipment and stationary equipment are calculated from AP-42 for diesel engines using ratios with the NOx factors.
 Factors for mobile equipment are calculated from ratios with Mobile5a 2001 NOx emission factors for heavy duty trucks for each site.

TABLE - CONSTRUCTION EMISSION FACTOR

Calculation of PM10 Emissions Due to Site Preparation (Uncontrolled).

Revised 16 June 1997.

User Input Parameters / Assumptions

Acres graded per year:	7.7	acres/yr	
Grading days/yr:	25	days/yr	(From "grading")
Exposed days/yr:	120	days/yr	graded area is exposed
Grading Hours/day:	8	hr/day	
Soil piles area fraction:	0.01	(Fraction of site area covered by soil piles)	
Soil percent silt, s:	15	%	
Soil percent moisture, M:	8	%	
Annual rainfall days, H:	107	days/yr	that rainfall exceeds 0.01 inch (Tampa, FL)
Wind speed > 12 mph %, I:	12	%	
Fraction of TSP, J:	0.45	(SCAQMD recommendation)	
Mean vehicle speed, S:	5	mi/hr	(On-site)
Dozer path width:	5	ft	
Qty construction vehicles:	1	vehicles	
On-site VMT/vehicle/day:	5	mi/veh/day	(Excluding bulldozer VMT during grading)

Emissions Due to Soil Disturbance ActivitiesOperation Parameters (Calculated from User Inputs)

Grading duration per acre	26.1	hr/acre	
Bulldozer mileage per acre	1.7	VMT/acre	(Miles traveled by bulldozer during grading)
Construction VMT per day	5	VMT/day	
Construction VMT per acre	15	VMT/acre	(Travel on unpaved surfaces within site)

Equations Used (Corrected for PM10)

Operation	Empirical Equation	Units	AP-42 Section (4th Edition)
Bulldozing	$0.75(s^{1.5})/(M^{1.4})$	lbs/hr	8.24, Overburden
Grading	$(0.60)(0.051)S^{2.0}$	lbs/VMT	8.24, Overburden
Vehicle Traffic	$(3.72/(M^{4.3}))^{*6}$	lbs/VMT	8.24, Overburden

Source: Compilation of Air Pollutant Emission Factors, Vol. I, USEPA AP-42.
Section 8.24, Western Surface Coal Mining (4th Edition)

Calculation of PM10 Emission Factors for Each Operation

Operation	Emission Factor (mass/ unit)	Operation Parameter	Emission Factor (lbs/ acre)
Bulldozing	2.37 lbs/hr	26.1 hr/acre	61.9 lbs/acre
Grading	0.77 lbs/VMT	1.7 VMT/acre	1.3 lbs/acre
Vehicle Traffic	0.00 lbs/VMT	15 VMT/acre	0 lbs/acre

Emissions Due to Wind Erosion of Soil Piles and Exposed Graded Surface

Reference: CEQA Air Quality Handbook, SCAQMD, April 1993.

Soil Piles EF = $1.7(s/1.5)[(365 - H)/235](I/15)(J) = (s)(365 - H)(I)(J)/(3110.2941)$, p. A9-99.

Soil Piles EF = 6.7 lbs/day/acres covered by soil piles

Consider soil piles area fraction so that EF applies to graded area

Soil piles area fraction: 0.01 (Fraction of site area covered by soil piles)

Soil Piles EF = 0.067 lbs/day/acres graded

Graded Surface EF = 26.4 lbs/day/acre (recommended in CEQA Manual, p. A9-93).

Calculation of Annual PM10 Emissions

Source	Emission Factor	Graded Acres/yr	Exposed days/yr	Emissions lbs/yr	Emissions tons/yr
Bulldozing	61.9 lbs/acre	7.67	NA	475	0
Grading	1.3 lbs/acre	7.67	NA	10	0
Vehicle Traffic	0.0 lbs/acre	7.67	NA	0	0
Erosion of Soil Piles	0.1 lbs/acre/day	7.67	120	62	0
Erosion of Graded Surface	26.4 lbs/acre/day	7.67	120	24,288	12
TOTAL				24,834	12

TABLE - CONSTRUCTION (GRADING) EMISSIONS

Estimate of time required to grade a specified area.

Updated 17 June 1997.

Input Parameters

Construction area 8 acres/yr
Qty Equipment: 1

Assumptions.

Terrain is mostly flat.

Terrain is populated with medium brush; trees are negligible.

An average of 6" soil is removed during stripping.

An average of 6" soil is excavated from one half of the site and backfilled to the other half of the site; no soil is hauled off-site or borrowed.

200 hp bulldozers are used for site clearing.

300 hp bulldozers are used for stripping, excavation, and backfill.

Vibratory drum rollers are used for compacting.

Stripping, Excavation, Backfill and Compaction require
an average of two passes each.

Excavation and Backfill are assumed to involve only half of the site.

Calculation of days required for one piece of equipment to grade the specified area.

Reference: Means Heavy Construction Cost Data, 6th Ed., R. S. Means, 1992.

Means Line No.	Operation	Description	Output	Units	Acre/(equip)(day)	(Equip)(day)/acre	Acres/yr	(Equip)(days)/yr
021 108 0550	Site Clearing	Dozer & rake, medium brush	0.6	acre/day	0.6	1.67	7.67	12.78
021 144 0300	Stripping	Topsoil & stockpiling, adverse soil	1,650	cu. yd/day	2.05	0.49	7.67	3.75
022 242 5220	Excavation	Bulk, open site, common earth, 150' haul	800	cu. yd/day	0.99	1.01	3.83	3.87
022 208 5220	Backfill	Structural, common earth, 150' haul	1,950	cu. yd/day	2.42	0.41	3.83	1.59
022 226 5020	Compaction	Vibrating roller, 6 " lifts, 3 passes	1,950	cu. yd/day	2.42	0.41	7.67	3.17
TOTAL								25.15

Calculation of days required for the indicated pieces of equipment to grade the designated acreage.

(Equip)(day)/yr: 25.15
Qty Equipment: 1
Grading days/yr: 25.15

Round to	25 grading days/yr
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APPENDIX D

PUBLIC NOTICE

AND AGENCY CORRESPONDENCE

§

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State of Florida }
County of Hillsborough } ss.

LEGAL NOTICE

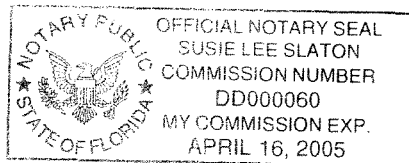
in the matter of _____ PUBLIC NOTICE

was published in said newspaper in the issues of NOVEMBER 28, 2002

Sworn to and subscribed by me, this 29 day
of NOVEMBER, A.D. 20 02

Personally Known ✓ or Produced Identification _____
Type of Identification Produced _____

Shirley Lee Slaton



PUBLIC NOTICE
UNITED STATES AIR FORCE
Notice of Availability
The Air Force is inviting public review and comment on the Finding of No Significant Impact (FONSI) and supporting Environmental Assessment (EA) drafts for three proposed construction projects at MacDill Air Force Base. The three projects are: 1) construct/demolish a Military Dog Kennel Facility 2) construct a new landing/docking facility, and 3) construction vehicle inspection areas at four entry gates (Dale Mabry Highway, MacDill Avenue (Ave.), Bayshore Avenue, and Port Tampa). These documents are part of the Air Force environmental impact analysis process to satisfy requirements under the National Environmental Policy Act (NEPA). All three FONSI and supporting EA drafts are available for public review and comment beginning November 28th, 2002 at the Tampa/Hillsborough County Public Library, located at 900 N. Ashley Drive, Tampa, FL 33606 or the University of Tampa Merl Kelce Library located at 401 West Kennedy Boulevard, Tampa, FL 33602. The documents may be found in the Humanities Section of the Main Library. The comment period will close on December 28th, 2002. Address written comments to the GARW Public Affairs, 8209 Hangar Loop Drive, Suite 14, MacDill AFB, FL 33621-5502. The telephone number is (813) 828-2215.

4575 11/28/02

MEMORANDUM FOR U.S. FISH AND WILDLIFE SERVICE

FROM: 6 CES/CD

7621 Hillsborough Loop Drive
MacDill AFB Florida 33621-5207

SUBJECT: U.S. Fish and Wildlife Service Coordination on Construction of New Vehicle Inspection Areas at all four entry gates (Dale Mabry Highway, MacDill Ave., Bayshore Ave., and Port Tampa) at MacDill Air Force Base (AFB)

1. The U.S. Air Force intends to construct vehicle inspection areas at the three gates detected for non-commercial/personal/government vehicle entry (Dale Mabry Gate, MacDill Gate and Bayshore Gate). The proposed vehicle inspection areas at these three gates would involve construction of a small 'pull-through' asphalt parking area that is surrounded by concrete bollards or fencing and restricts unauthorized entry to the Base. The Port Tampa Gate, which serves as the only entry point for commercial, delivery, contractor, and recreational vehicles, would be modified to allow for more efficient inspection of these vehicles. Modifications at the Port Tampa Gate would include construction of a multi-lane vehicle inspection station, a visitor check-in center, and improved security measures such as hydraulic bollards and fencing to stop unauthorized vehicles from entering the Base. At the Port Tampa Gate the entry point would be changed so vehicles enter from Interbay Avenue instead of Manhattan Avenue. Changing the entry point would reduce back-ups on city roads by providing an additional area for vehicles to be staged while they wait for the vehicle inspection and paperwork verification process to be completed. The existing Port Tampa Gate would service as the exit point for vehicles that are denied entry to the Base to provide an additional level of security.
2. A representative from the MacDill AFB Natural Resources staff surveyed the site to determine if any threatened or endangered species inhabit the site. The proposed site has not been identified as critical habitat for any threatened or endangered species. Consequently, MacDill AFB believes that the proposed construction project would not adversely impact threatened or endangered species. If the U.S. Fish and Wildlife Service agrees with this assessment, please document your concurrence by stamp or signing where indicated below. If you would like to inspect the proposed construction site, please contact the MacDill AFB Natural Resources staff.

If you have any questions or require additional information on the proposed project, please contact Mr. Jason Kirkpatrick at (813) 828-0459.

STEVEN T. OLSON, CMSgt, USAF
Acting Deputy Base Civil Engineer

Attachment:

Figure 1: Proposed Construction of New Vehicle Inspection Gates at MacDill Air Force Base
MEMORANDUM FOR 6 CES/CD

The U.S. Fish and Wildlife Service agrees that the proposed construction project described above will not adversely impact threatened or endangered species on MacDill Air Force Base.

U.S. Fish and Wildlife Service Representative

Date



**Figure 1: Proposed Construction of New Vehicle Inspection Gates,
MacDill Air Force Base, Florida**

(Not to Scale)

MEMORANDUM FOR DIVISION OF HISTORIC RESOURCES

FROM: 6 CES/CD

7621 Hillsborough Loop Drive
MacDill AFB 33621-5207

SUBJECT: Construction of New Vehicle Inspection Areas at all four entry gates (Dale Mabry Highway, MacDill Ave., Bayshore Ave., and Port Tampa) at MacDill Air Force Base (AFB)

1. The U.S. Air Force intends to construct vehicle inspection areas at the three gates detected for non-commercial/personal/government vehicle entry (Dale Mabry Gate, MacDill Gate and Bayshore Gate). Following new construction, the existing visitor center and guard shacks would be demolished. The proposed vehicle inspection areas at these three gates would involve construction of a small 'pull-through' asphalt parking area that is surrounded by concrete bollards or fencing and restricts unauthorized entry to the base. The Port Tampa Gate, which serves as the only entry point for commercial, delivery, contractor, and recreational vehicles, would be modified to allow for more efficient inspection of these vehicles. Modifications at the Port Tampa Gate would include construction of a multi-lane vehicle inspection station, a visitor check-in center, and improved security measures such as hydraulic bollards and fencing to stop unauthorized vehicles from entering the base. At the Port Tampa Gate the entry point would be changed so vehicles enter from Interbay Avenue instead of Manhattan Avenue. Changing the entry point would reduce back-ups on city roads by providing an additional area for vehicles to be staged while they wait for the vehicle inspection and paperwork verification process to be completed. The existing Port Tampa Gate would service as the exit point for vehicles that are denied entry to the base to provide an additional level of security.
2. The existing visitor center (Building 1099) would be demolished as part of this project. Bldg 1099 has no historical context. Therefore, this structure is not potentially eligible for the national register of historic places.
3. A representative from MacDill AFB's Natural Resources staff surveyed the site to determine if any cultural resources would be affected. No cultural resources were observed on the proposed site and the site is not located in one of MacDill's Historic Districts. Consequently, MacDill AFB believes that the proposed construction project would not adversely impact cultural resources. If the State Historical Preservation Office agrees with this assessment, please document your concurrence by signing where indicated below. If you would like to inspect the proposed construction site, please contact the MacDill AFB Natural Resources staff.

If you have any question about the new vehicle inspection areas, please contact Mr. Jason Kirkpatrick at (813) 828-0459.

STEVEN T. OLSON, SMSgt, USAF
Acting Deputy Base Civil Engineer

Attachments:

Figure 1 – Vehicle Inspection Areas at Gates (Dale Mabry Hwy, MacDill Ave., Bayshore Ave., and Port Tampa) Locations, MacDill Air Force Base, Florida

MEMORANDUM FOR 6 CES/CD

The State Historic Preservation Office concurs with MacDill Air Force Base's finding that construction of the above mentioned project will have no effect on the MacDill Air Force Base.

JANET SNYDER MATTHEWS
State Historic Preservation Officer

Date: _____

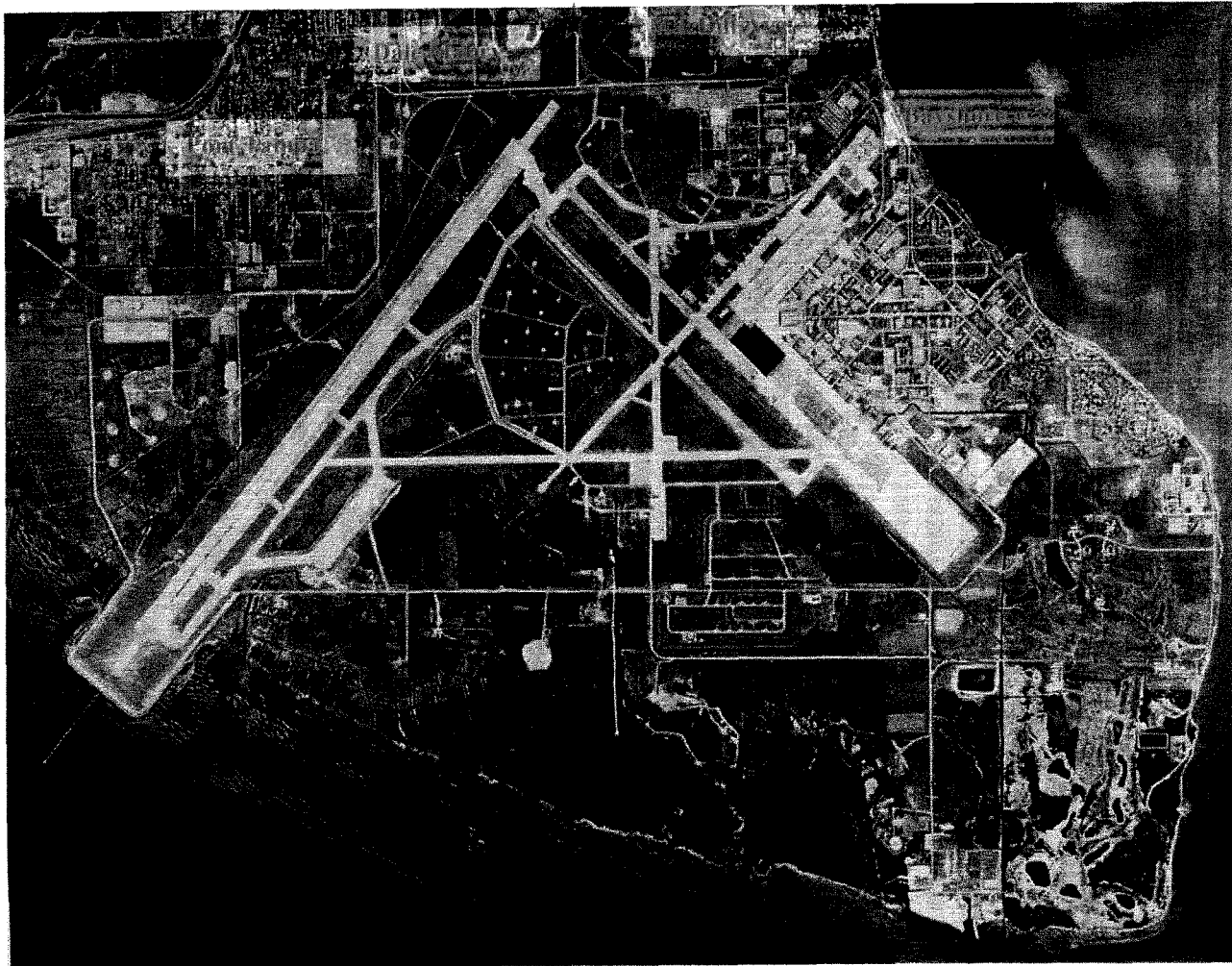


Figure 1: Vehicle Inspection Areas at Gates, MacDill Air Force Base, Florida

(Not to Scale)

Lewis, Dan

From: Kirkpatrick Jason W Contr 6 CES/CEVN [Jason.Kirkpatrick@macdill.af.mil]
Sent: Monday, December 16, 2002 8:59 AM
To: Lewis, Dan
Subject: FW: Vehicle Inspection Areas at Entry Gates

Comments from AMC on the Gates EA. The wetlands comment/issue needs to be addressed. I thought they were going to move the location of the road. A formal wetlands delineation may show a more favorable boundary but we will still need to consider that some type of mitigation may be required.

Jason K

-----Original Message-----

From: Beller Wayland Maj AMC/CEVP
Sent: Sunday, December 15, 2002 3:28 PM
To: Kirkpatrick Jason W Contr 6 CES/CEVN
Cc: Carlon David Lt Col AMC/CEVP; Allbright Doug GM-13 AMC/CEVP; Fetzner Mark S. Cntr AMC/CEVP
Subject: Vehicle Inspection Areas at Entry Gates

Jason,
Cover memo and comments attached on the EA for the subject project. Please let me, Mark, or Doug Allbright know if you have any questions.

Thanks, Wayland

P.S. Friday (12/20) is my last day at AMC. After that day please contact Mark or Doug.

<<Gates EA Comments Letter.doc>> <<Gates EA Comments.doc>>



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR MOBILITY COMMAND

MEMORANDUM FOR MACTEC ENGINEERING AND CONSULTING, INCORPORATED
(ATTN: KELLY BISHOP)

FROM: HQ AMC/CEVP
507 Symington Drive
Scott AFB IL 62225-5022

SUBJECT: Review Comments for the Draft Environmental Assessment, Vehicle Inspection
Areas at Entry Gates, MacDill AFB, FL (Your Memo Dated, 27 Nov 02)

1. We appreciated the opportunity to review the subject document. The attached comment response matrix lists our comments.
2. If you have any questions, my point of contact is Major Wayland Beller, HQ AMC/CEVP, (618) 229-0841, e-mail: wayland.beller@scott.af.mil

--- Original Signed ---

DAVID L. CARLON, Lt Col, USAF
Deputy Chief, Environmental Programs Division
Directorate of Civil Engineering

Attachment: Comment Response Matrix

cc: 6 CES/CEV (Provided Electronically)

Comment Response Matrix (CEV200205886) Review of Description of Proposed Action and Alternatives for Vehicle Inspection Areas at Entry Gates MacDill AFB, Florida		
Location	Comment	Response
<i>Commenter: (Maj Beller ,HQ AMC/CEVP, DSN 779-0841, Comm 618-229-0841)</i>		<i>Date: 5 Dec 02</i>
Para 1.5	Delete references to AFI 32-7061 and ensure 32 CFR 989 is used as the current guidance.	
Para 2.0	Guidance from HQ AMC/JAV states that EAs should consider more alternatives than just the proposed action and the no action alternative. This EA only evaluates the proposed action and no action alternatives. This paragraph should state the reasons no other alternatives were considered. I recommend justifying no other alternatives because of the sensitive, force protection nature of this project and the short timeline for project definition, design, and funding. I recommend you describe the site visit by HQ AMC's Force Protection Team and the Military Traffic Management Command (MTMC). You should state that this team of experts considered multiple options but decided on the proposed action for force protection reasons. Because this team of experts eliminated other options during project design, it was unnecessary to study their environmental impacts.	
Para 2.4	(See comment above on para 2.0.) To show that we considered other alternatives, additional information is needed in this paragraph to describe alternatives that were eliminated from consideration during the design phase of the project and the reasons those alternatives were eliminated.	
Para 3.1	Delete extra space at end of para on page 24.	
Page 72	There are 2 pages with this page number.	
Appendix A	Document not provided.	
Appendix B	Front page of AF Form 813 is missing.	
Appendix D	Public notice not provided.	

Comment Response Matrix (CEV200205886) Review of Description of Proposed Action and Alternatives for Vehicle Inspection Areas at Entry Gates MacDill AFB, Florida		
Location	Comment	Response
Commenter:	<i>(Lt Col Carlon, HQ AMC/CEVP, DSN 779-0860)</i>	Date: 10 Dec 02
Para 2.1 p. 14 and Para 2.3 p. 19	Explain what “expanded inspection requirements” are (Referencing security guidance, etc.) and reiterate in Para 2.3, DESCRIPTION OF THE NO-ACTION ALTERNATIVE what “expanded inspection requirements” would not be met with the No-Action Alternative	
Para 2.2 p. 15	Need to address the environmental impact of new septic tank at Dale Mabry Gate Visitor Center in relation to nearby wetlands and the impact of abandoning old utilities in-place.	
Para 2.6, p. 20	Recommend adding after the last sentence, “The No-Action Alternative would eliminate the requirement to add a septic tank and drain field.”	
Para 3.13.1, p. 44	Is it likely that the facilities proposed for demolition have ACM? If so, please clearly state.	
Para 3.13.2, p. 44	Is it likely that the facilities proposed for demolition contain LBP? If so, please clearly state.	
Para 4.2.1, p.52	Need to expand the last paragraph and “backup” the statement that noise produced during operation of the vehicle inspection areas would be <i>insignificant</i> . Need to show estimated noise level during operation, similar to the analysis completed for construction activity. A discussion of the noise impact of the New Bullpen/Truck Holding Area at the Port Tampa Gate would be appropriate under this section as well.	
Para 4.6.1.1, p. 58 Figure 2-6	Need to reconcile the statement “no direct impact on wetlands” with Figure 2-6. Either show the route for the proposed road outside the wetland or include the mitigation plan for taking a wetland.	
Para 4.6.1.1, p. 58	Please explain how an “internally drained structure” works. Where does the storm water ultimately go and how does it get there?	

Comment Response Matrix (CEV200205886) Review of Description of Proposed Action and Alternatives for Vehicle Inspection Areas at Entry Gates MacDill AFB, Florida		
Location	Comment	Response
	how does it get there?	

Lewis, Dan

From: Allbright Doug GM-13 AMC/CEVP [Doug.Allbright@scott.af.mil]
Sent: Monday, December 09, 2002 1:12 PM
To: Dan Lewis
Subject: RE: Port Tampa Gate EA

Jason;
Thanks for getting this for us. Just returning from leave (hunting). Appreciate your efforts. Will make the review go smoother. Doug

-----Original Message-----

From: Dan Lewis [mailto:DLEWIS@kennesaw.lawco.com]
Sent: Wednesday, December 04, 2002 11:55 AM
To: Kirkpatrick Jason W Contr 6 CES/CEVN
Cc: Allbright Doug GM-13 AMC/CEVP
Subject: RE: Port Tampa Gate EA

Gentlemen:

Attached please find a copy of the draft EA, as requested. Please let me know if you need anything else.

Thanks

Dan Lewis

-----Original Message-----

From: Kirkpatrick Jason W Contr 6 CES/CEVN [mailto:Jason.Kirkpatrick@macdill.af.mil]
Sent: Tuesday, December 03, 2002 11:48 AM
To: Dan Lewis
Cc: Allbright Doug GM-13 AMC/CEVP
Subject: Port Tampa Gate EA

Dan;

Please make sure we include an electronic version of the EA's when submitting DRAFT and FINAL EA's to AMC. This is in addition to the hard copy version. The electronic copy goes to AMC only - not to all the other coordinating agencies. I sent AMC my electronic copy of the EA but it included all of the comments/changes I made to the document.

Could you e-mail a 'clean' copy of the DRAFT EA for this project to Doug Allbright (cc'ed above) up at AMC.

Thanks.

Also, for future submittals to AMC the POC has changed - Lt Col Carlon is no longer the POC, send all future submittals to Mr. Doug Allbright, AMC/CEVP.

Jason K

Jason Kirkpatrick, 6 CES/CEVN
Environmental Program Manager
2610 Pink Flamingo Avenue
MacDill AFB, FL 33621

(813) 828-0459

(813) 828-2212 FAX

Lewis, Dan

From: Kirkpatrick Jason W Contr 6 CES/CEVN [Jason.Kirkpatrick@macdill.af.mil]
Sent: Tuesday, December 17, 2002 1:27 PM
To: Lewis, Dan
Subject: FW: LAW Project

Include in Correspondence appendix

-----Original Message-----

From: NMFS HCDPC [mailto:NMFS.HCDPC@noaa.gov]
Sent: Tuesday, December 17, 2002 12:37 PM
To: Kirkpatrick Jason W Contr 6 CES/CEVN; Sharon.Rolfes@noaa.gov
Subject: LAW Project

SUBJECT: Draft Environmental Assessment Vehicle Inspection areas at
Entry Gates MacDill Air Force Base
Notice Date: November 27, 2002

The National Marine Fisheries Service has reviewed the information provided regarding the subject project. Based on our initial assessment, we anticipate that any adverse effects that might occur on marine and anadromous fishery resources would be minimal and, therefore, do not have any comments to provide at this time.

Lewis, Dan

From: Kirkpatrick Jason W Contr 6 CES/CEVN [Jason.Kirkpatrick@macdill.af.mil]
Sent: Thursday, December 19, 2002 8:04 AM
To: Lewis, Dan
Subject: FW: Base Gates EA Review

For correspondence appendix

-----Original Message-----

From: Pellenbarg Eric 1Lt 6 AMW/JA
Sent: Wednesday, December 18, 2002 10:52 AM
To: Kirkpatrick Jason W Contr 6 CES/CEVN
Cc: Otero Colleen Civ 6 AMW/JA
Subject: Base Gates EA Review

Jason,
Attached is the legal review of the base gate construction. Let me know if there is anything else I can do.

V/r, <<Base Gates EA.doc>>

1Lt Eric R. Pellenbarg
6 AMW/JA
Assistant Staff Judge Advocate
8208 Hangar Loop Dr.
MacDill AFB, FL 33621
813-828-8797
DSN 968-8797

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DEPARTMENT OF THE AIR FORCE
6TH AIR MOBILITY WING (AMC)
MACDILL AIR FORCE BASE FLORIDA

17 December 2002

MEMORANDUM FOR 6 CES/CEVN

FROM: 6 AMW/JA

SUBJECT: Legal Review of Draft Environmental Assessment (EA) and Finding of No Significant Impact (FONSI)/Finding of No Practical Alternative (FONPA)– Vehicle Inspection Areas at Entry Gates

1. After reviewing the draft EA for Constructing/Modifying the gate areas at MacDill, I find it legally sufficient.
2. To satisfy the National Environmental Policy Act (NEPA) of 1969, 42 U.S.C. §§ 4321-4370d, the Draft EA discusses the need for improving the areas around the entry gates at MacDill (Port Tampa, Dale Mabry, MacDill and Bayshore). By expanding the areas around the gates, traffic congestion will be alleviated and also commercial vehicles will transit the gates faster. Additionally, the existing visitor's center will be demolished and replaced with a new facility. This action is needed to allow the 6th Security Forces Squadron to provide increased monitoring and oversight at the base gates.
 - a. The Draft EA also describes the reasonable alternatives to this action, the no-action alternative, the affected environment, the environmental consequences of the proposed action and the alternative, and lists the agencies and persons consulted during its preparation. It provides sufficient evidence and analysis to demonstrate that the environmental impacts of the proposed action are not significant. Therefore, a FONSI is appropriate and an Environmental Impact Statement is unnecessary. In addition, the package also serves to aid MacDill AFB in complying with goals of NEPA as it pursues the action. Finally, it is written clearly enough for the public to understand the proposed action and its environmental consequences.
 - b. As required by Executive Order 11988, Floodplain Management, the FONPA indicates that there are no practicable alternatives to the proposed action and requires the AF to minimize the adverse impacts to the floodplains. It is noted that only the construction at the Bayshore gate would be within the 100 year flood plain. Also, the land-use designations for the areas identified under the project would not change since these areas are already identified as industrial land use. Further, the EA states that construction would have no negative impacts on fish or wildlife habitat, water quality or the floodplain.
3. In conclusion, the Draft EA package for constructing vehicle inspection areas and a new visitor center complies with Federal law, regulation and policy. If I may be of further assistance in this matter, I can be reached at 8-8797.

//SIGNED//

ERIC R. PELLENBARG, 1Lt, USAF
Assistant Staff Judge Advocate

Lewis, Dan

From: Kirkpatrick Jason W Contr 6 CES/CEVN [Jason.Kirkpatrick@macdill.af.mil]
Sent: Tuesday, January 07, 2003 7:26 AM
To: Lewis, Dan
Subject: FW: EA

Dan; Make sure this is a global change in all three documents.

Jason K

-----Original Message-----

From: Green Diane GS-9 6 AMW/PA
Sent: Monday, January 06, 2003 4:18 PM
To: Kirkpatrick Jason W Contr 6 CES/CEVN
Subject: EA

PAGE 5

Jason, I finally managed to look over the EA on the gates. As I told you earlier, you need to change LG to Maintenance and Support Group to Mission Support Group.

The only other that I caught was the word clay on page 33 para 3.4.2 second line last word.

What do you want me to do with the document?



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR MOBILITY COMMAND

MEMORANDUM FOR MACTEC ENGINEERING AND CONSULTING, INCORPORATED
(ATTN: KELLY BISHOP)

FROM: HQ AMC/CEVP
507 Symington Drive
Scott AFB IL 62225-5022

SUBJECT: Review Comments for the Draft Environmental Assessment, Vehicle Inspection
Areas at Entry Gates, MacDill AFB, FL (Your Memo Dated, 27 Nov 02)

1. We appreciated the opportunity to review the subject document. The attached comment response matrix lists our comments.
2. If you have any questions, my point of contact is Major Wayland Beller, HQ AMC/CEVP, (618) 229-0841, e-mail: wayland.beller@scott.af.mil

--- Original Signed ---

DAVID L. CARLON, Lt Col, USAF
Deputy Chief, Environmental Programs Division
Directorate of Civil Engineering

Attachment: Comment Response Matrix

cc: 6 CES/CEV (Provided Electronically)

Comment Response Matrix (CEV200205886) Review of Description of Proposed Action and Alternatives for Vehicle Inspection Areas at Entry Gates MacDill AFB, Florida		
Location	Comment	Response
<i>Commenter: (Maj Beller ,HQ AMC/CEVP, DSN 779-0841, Comm 618-229-0841)</i>		<i>Date: 5 Dec 02</i>
Para 1.5	Delete references to AFI 32-7061 and ensure 32 CFR 989 is used as the current guidance.	
Para 2.0	Guidance from HQ AMC/JAV states that EAs should consider more alternatives than just the proposed action and the no action alternative. This EA only evaluates the proposed action and no action alternatives. This paragraph should state the reasons no other alternatives were considered. I recommend justifying no other alternatives because of the sensitive, force protection nature of this project and the short timeline for project definition, design, and funding. I recommend you describe the site visit by HQ AMC's Force Protection Team and the Military Traffic Management Command (MTMC). You should state that this team of experts considered multiple options but decided on the proposed action for force protection reasons. Because this team of experts eliminated other options during project design, it was unnecessary to study their environmental impacts.	
Para 2.4	(See comment above on para 2.0.) To show that we considered other alternatives, additional information is needed in this paragraph to describe alternatives that were eliminated from consideration during the design phase of the project and the reasons those alternatives were eliminated.	
Para 3.1	Delete extra space at end of para on page 24.	
Page 72	There are 2 pages with this page number.	
Appendix A	Document not provided.	
Appendix B	Front page of AF Form 813 is missing.	
Appendix D	Public notice not provided.	

Comment Response Matrix (CEV200205886)
Review of Description of Proposed Action and Alternatives for Vehicle Inspection Areas at Entry Gates
MacDill AFB, Florida

Location	Comment	Response
Commenter:	<i>(Lt Col Carlon, HQ AMC/CEVP, DSN 779-0860)</i>	Date: 10 Dec 02
Para 2.1 p. 14 and Para 2.3 p. 19	Explain what “expanded inspection requirements” are (Referencing security guidance, etc.) and reiterate in Para 2.3, DESCRIPTION OF THE NO-ACTION ALTERNATIVE what “expanded inspection requirements” would not be met with the No-Action Alternative	
Para 2.2 p. 15	Need to address the environmental impact of new septic tank at Dale Mabry Gate Visitor Center in relation to nearby wetlands and the impact of abandoning old utilities in-place.	
Para 2.6, p. 20	Recommend adding after the last sentence, “The No-Action Alternative would eliminate the requirement to add a septic tank and drain field.”	
Para 3.13.1, p. 44	Is it likely that the facilities proposed for demolition have ACM? If so, please clearly state.	
Para 3.13.2, p. 44	Is it likely that the facilities proposed for demolition contain LBP? If so, please clearly state.	
Para 4.2.1, p.52	Need to expand the last paragraph and “backup” the statement that noise produced during operation of the vehicle inspection areas would be <i>insignificant</i> . Need to show estimated noise level during operation, similar to the analysis completed for construction activity. A discussion of the noise impact of the New Bullpen/Truck Holding Area at the Port Tampa Gate would be appropriate under this section as well.	
Para 4.6.1.1, p. 58 Figure 2-6	Need to reconcile the statement “no direct impact on wetlands” with Figure 2-6. Either show the route for the proposed road outside the wetland or include the mitigation plan for taking a wetland.	
Para 4.6.1.1, p. 58	Please explain how an “internally drained structure” works. Where does the storm water ultimately go and how does it get there?	

Comment Response Matrix (CEV200205886) Review of Description of Proposed Action and Alternatives for Vehicle Inspection Areas at Entry Gates MacDill AFB, Florida		
Location	Comment	Response
	how does it get there?	

DIVISIONS OF FLORIDA DEPARTMENT OF STATE

Office of the Secretary
Office of International Relations
Division of Elections
Division of Corporations
Division of Cultural Affairs
Division of Historical Resources
Division of Library and Information Services
Division of Licensing
Division of Administrative Services



FLORIDA DEPARTMENT OF STATE

Jim Smith

Secretary of State

DIVISION OF HISTORICAL RESOURCES

MEMBER OF THE FLORIDA CABINET

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Administration Commission
Florida Land and Water Adjudicatory Commission
Siting Board
Division of Bond Finance
Department of Revenue
Department of Law Enforcement
Department of Highway Safety and Motor Vehicles
Department of Veterans' Affairs

Ms. Kelly Bishop
LAW Engineering and Environmental Services, Inc.
4919 W. Laurel Street
Tampa, Florida 33607

December 9, 2002

RE: DHR Project File No. 2002-11274
Received by DHR December 2, 2002
Draft Environmental Assessment – Vehicle Inspection Areas at Entry Gates
LAW Project #40140-2-0671-3
MacDill AFB, Hillsborough County, Florida

Dear Ms. Bishop:

Our office received and reviewed the above referenced project in accordance with Section 106 of the *National Historic Preservation Act of 1966*, as amended and *36 CFR Part 800: Protection of Historic Properties* and the *National Environmental Policy Act of 1969, as amended*. The State Historic Preservation Officer is to advise Federal agencies as they identify historic properties (listed or eligible for listing, in the *National Register of Historic Places*), assess effects upon them, and consider alternatives to avoid or minimize adverse effects.

Based on a review of sections 3.8 and 4.8, both dealing with Cultural Resources, this office concurs with your finding that no historic properties will be affected by this undertaking.

If you have any questions concerning our comments, please contact Scott Edwards, Historic Preservation Planner, by electronic mail sedwards@mail.dos.state.fl.us, or at 850-245-6333 or 800-847-7278.

Sincerely,


Janet Snyder Matthews, Ph.D., Director, and
State Historic Preservation Officer

500 S. Bronough Street • Tallahassee, FL 32399-0250 • <http://www.flheritage.com>

☐ Director's Office
(850) 245-6300 • FAX: 245-6435

☐ Archaeological Research
(850) 245-6444 • FAX: 245-6436

☒ Historic Preservation
(850) 245-6333 • FAX: 245-6437

☐ Historical Museums
(850) 245-6400 • FAX: 245-6433

☐ Palm Beach Regional Office
(561) 279-1475 • FAX: 279-1476

☐ St. Augustine Regional Office
(904) 825-5045 • FAX: 825-5044

☐ Tampa Regional Office
(813) 272-3843 • FAX: 272-2340



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR MOBILITY COMMAND

MEMORANDUM FOR MACTEC ENGINEERING AND CONSULTING, INCORPORATED
(ATTN: KELLY BISHOP)

FROM: HQ AMC/CEVP
507 Symington Drive
Scott AFB IL 62225-5022

SUBJECT: Review Comments for the Draft Environmental Assessment, Vehicle Inspection
Areas at Entry Gates, MacDill AFB, FL (Your Memo Dated, 27 Nov 02)

1. We appreciated the opportunity to review the subject document. The attached comment response matrix lists our comments.
2. If you have any questions, my point of contact is Major Wayland Beller, HQ AMC/CEVP, (618) 229-0841, e-mail: wayland.beller@scott.af.mil

--- Original Signed ---

DAVID L. CARLON, Lt Col, USAF
Deputy Chief, Environmental Programs Division
Directorate of Civil Engineering

Attachment: Comment Response Matrix

cc: 6 CES/CEV (Provided Electronically)

MEMORANDUM FOR U.S. FISH AND WILDLIFE SERVICE

FROM: 6 CES/CD

7621 Hillsborough Loop Drive
MacDill AFB Florida 33621-5207

SUBJECT: U.S. Fish and Wildlife Service Coordination on Construction of New Vehicle Inspection Areas at all four entry gates (Dale Mabry Highway, MacDill Ave., Bayshore Ave., and Port Tampa) at MacDill Air Force Base (AFB)

1. The U.S. Air Force intends to construct vehicle inspection areas at the three gates detected for non-commercial/personal/government vehicle entry (Dale Mabry Gate, MacDill Gate and Bayshore Gate). The proposed vehicle inspection areas at these three gates would involve construction of a small 'pull-through' asphalt parking area that is surrounded by concrete bollards or fencing and restricts unauthorized entry to the Base. The Port Tampa Gate, which serves as the only entry point for commercial, delivery, contractor, and recreational vehicles, would be modified to allow for more efficient inspection of these vehicles. Modifications at the Port Tampa Gate would include construction of a multi-lane vehicle inspection station, a visitor check-in center, and improved security measures such as hydraulic bollards and fencing to stop unauthorized vehicles from entering the Base. At the Port Tampa Gate the entry point would be changed so vehicles enter from Interbay Avenue instead of Manhattan Avenue. Changing the entry point would reduce back-ups on city roads by providing an additional area for vehicles to be staged while they wait for the vehicle inspection and paperwork verification process to be completed. The existing Port Tampa Gate would service as the exit point for vehicles that are denied entry to the Base to provide an additional level of security.
2. A representative from the MacDill AFB Natural Resources staff surveyed the site to determine if any threatened or endangered species inhabit the site. The proposed site has not been identified as critical habitat for any threatened or endangered species. Consequently, MacDill AFB believes that the proposed construction project would not adversely impact threatened or endangered species. If the U.S. Fish and Wildlife Service agrees with this assessment, please document your concurrence by stamp or signing where indicated below. If you would like to inspect the proposed construction site, please contact the MacDill AFB Natural Resources staff.

If you have any questions or require additional information on the proposed project, please contact Mr. Jason Kirkpatrick at (813) 828-0459.

STEVEN T. OLSON, CMSgt, USAF
Acting Deputy Base Civil Engineer

Attachment:

Figure 1: Proposed Construction of New Vehicle Inspection Gates at MacDill Air Force Base
MEMORANDUM FOR 6 CES/CD

The U.S. Fish and Wildlife Service agrees that the proposed construction project described above will not adversely impact threatened or endangered species on MacDill Air Force Base.

U.S. Fish and Wildlife Service Representative

Date

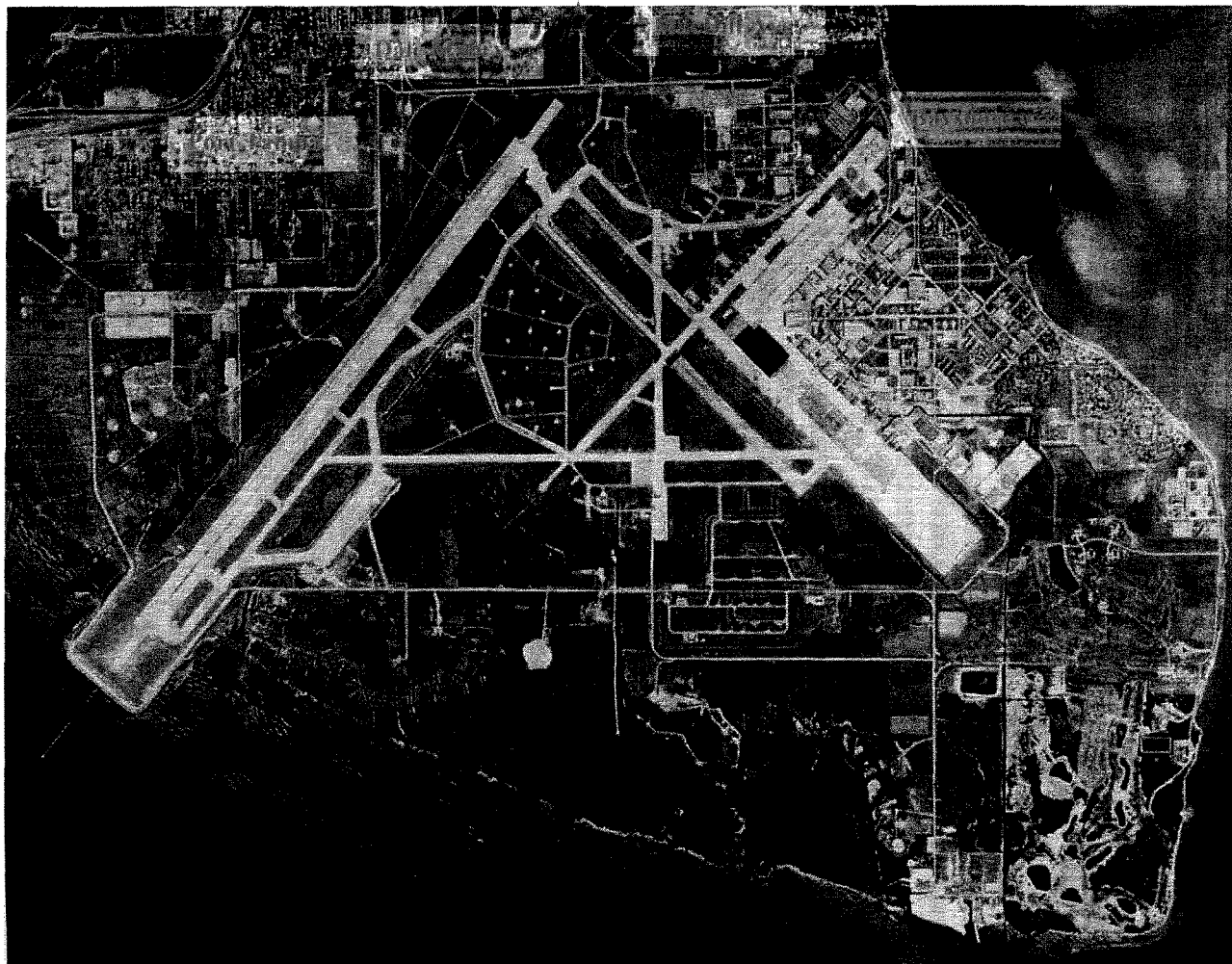


**Figure 1: Proposed Construction of New Vehicle Inspection Gates,
MacDill Air Force Base, Florida**

(Not to Scale)

MEMORANDUM FOR DIVISION OF HISTORIC RESOURCES

FROM: 6 CES/CD

7621 Hillsborough Loop Drive
MacDill AFB 33621-5207

SUBJECT: Construction of New Vehicle Inspection Areas at all four entry gates (Dale Mabry Highway, MacDill Ave., Bayshore Ave., and Port Tampa) at MacDill Air Force Base (AFB)

1. The U.S. Air Force intends to construct vehicle inspection areas at the three gates detected for non-commercial/personal/government vehicle entry (Dale Mabry Gate, MacDill Gate and Bayshore Gate). Following new construction, the existing visitor center and guard shacks would be demolished. The proposed vehicle inspection areas at these three gates would involve construction of a small 'pull-through' asphalt parking area that is surrounded by concrete bollards or fencing and restricts unauthorized entry to the base. The Port Tampa Gate, which serves as the only entry point for commercial, delivery, contractor, and recreational vehicles, would be modified to allow for more efficient inspection of these vehicles. Modifications at the Port Tampa Gate would include construction of a multi-lane vehicle inspection station, a visitor check-in center, and improved security measures such as hydraulic bollards and fencing to stop unauthorized vehicles from entering the base. At the Port Tampa Gate the entry point would be changed so vehicles enter from Interbay Avenue instead of Manhattan Avenue. Changing the entry point would reduce back-ups on city roads by providing an additional area for vehicles to be staged while they wait for the vehicle inspection and paperwork verification process to be completed. The existing Port Tampa Gate would service as the exit point for vehicles that are denied entry to the base to provide an additional level of security.
2. The existing visitor center (Building 1099) would be demolished as part of this project. Bldg 1099 has no historical context. Therefore, this structure is not potentially eligible for the national register of historic places.
3. A representative from MacDill AFB's Natural Resources staff surveyed the site to determine if any cultural resources would be affected. No cultural resources were observed on the proposed site and the site is not located in one of MacDill's Historic Districts. Consequently, MacDill AFB believes that the proposed construction project would not adversely impact cultural resources. If the State Historical Preservation Office agrees with this assessment, please document your concurrence by signing where indicated below. If you would like to inspect the proposed construction site, please contact the MacDill AFB Natural Resources staff.

If you have any question about the new vehicle inspection areas, please contact Mr. Jason Kirkpatrick at (813) 828-0459.

STEVEN T. OLSON, SMSgt, USAF
Acting Deputy Base Civil Engineer

Attachments:

Figure 1 – Vehicle Inspection Areas at Gates (Dale Mabry Hwy, MacDill Ave., Bayshore Ave., and Port Tampa) Locations, MacDill Air Force Base, Florida

MEMORANDUM FOR 6 CES/CD

The State Historic Preservation Office concurs with MacDill Air Force Base's finding that construction of the above mentioned project will have no effect on the MacDill Air Force Base.

JANET SNYDER MATTHEWS
State Historic Preservation Officer

Date: _____



Figure 1: Vehicle Inspection Areas at Gates, MacDill Air Force Base, Florida

(Not to Scale)



Jeb Bush
Governor

Department of Environmental Protection

Marjory Stoneman Douglas Building
3900 Commonwealth Boulevard
Tallahassee, Florida 32399-3000

David B. Struhs
Secretary

January 30, 2003

Ms. Kelly Bishop
LAW Engineering & Environmental Services, Inc.
4919 West Laurel Street
Tampa, Florida 33607

RE: U. S. Air Force – Draft Environmental Assessment – Vehicle Inspection Areas at Entry
Gates –LAW Project 40140-2-0671-3 – MacDill Air Force Base, Hillsborough County
SAI #: FL200212053132C

Dear Ms. Bishop:

The Florida State Clearinghouse, pursuant to Executive Order 12372, Gubernatorial Executive Order 95-359, the Coastal Zone Management Act, 16 U.S.C. §§ 1451-1464, as amended, and the National Environmental Policy Act, 42 U.S.C. §§ 4321, 4331-4335, 4341-4347, as amended, has coordinated a review of the referenced Draft Environmental Assessment.

Based on the information contained in the document and the enclosed comments provided by our reviewing agencies, the state has determined that the above-referenced action is consistent with the Florida Coastal Management Program.

Thank you for the opportunity to review this project. If you have any questions regarding this letter, please contact Ms. Lauren P. Milligan at (850) 245-2163.

Sincerely,

Sally B. Mann, Director
Office of Intergovernmental Programs

SBM/lm

Enclosures

COUNTY: HILLSBOROUGH

DATE: 12/4/02

COMMENTS DUE DATE: 1/4/03

CLEARANCE DUE DATE: 2/2/03

Message:

SAI#: FL200212053132C

STATE AGENCIES

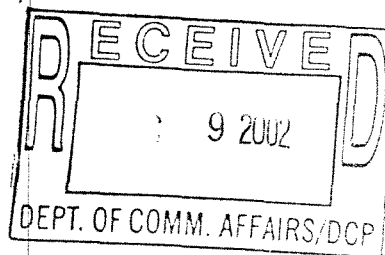
WATER MNGMNT. DISTRICTS

OPB POLICY UNITS

X COMMUNITY AFFAIRS
FISH and WILDLIFE COMMISSION
STATE
TRANSPORTATION
ENVIRONMENTAL PROTECTION

SOUTHWEST FLORIDA WMD

ENVIRONMENTAL POLICY UNIT



The attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evaluation and is categorized one of the following:

- Federal Assistance to State or Local Government (15 CFR 930, Subpart F). Agencies are required to evaluate the consistency of the activity.
- X Direct Federal Activity (15 CFR 930, Subpart C). Federal Agencies are required to furnish a consistency determination for the State's concurrence or objection.
- Outer Continental Shelf Exploration, Development or Production Activities (15 CFR 930, Subpart E). Operators are required to provide a consistency certification for state concurrence/objection.
- Federal Licensing or Permitting Activity (15 CFR 930, Subpart D). Such projects will only be evaluated for consistency when there is not an analogous state license or permit.

Project Description:

U.S. Air Force - Draft Environmental Assessment - Vehicle Inspection Areas at Entry Gates - MacDill Air Force Base - LAW Project 40140-2-0671-3 - Tampa, Hillsborough County, Florida.

RECEIVED

DEC 12 2002

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To: Florida State Clearinghouse

EO. 12372/NEPA

Federal Consistency

AGENCY CONTACT AND COORDINATOR (SCH)

2555 SHUMARD OAK BLVD

TALLAHASSEE, FLORIDA 32399-2100

(850) 414-6580 (SC 994-6580)

(850) 414-0479

- ☒ No Comment
- ☐ Comment Attached
- ☐ Not Applicable

- ☐ No Comment/Consistent
- ☐ Consistent/Comments Attached
- ☐ Inconsistent/Comments Attached
- ☐ Not Applicable

From:

Division/Bureau: DCA/DCP

Reviewer:

Date: 12/10/02



Agency

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STATE CLEARINGHOUSE

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User: Lauren Milligan, , ENVIRONMENTAL PROTECTION

Project Information

Project: FL200212053132C

Description: U.S. Air Force - Draft Environmental Assessment - Vehicle Inspection Areas at Entry Gates - MacDill Air Force Base - LAW Project 40140-2-0671-3 - Tampa, Hillsborough County, Florida.

Keywords: USAF - DEA - Vehicle Inspection Gates - MacDill AF

Program:

Review Comments

Page: **GO** Page **3/10**

Reviewer: FISH and WILDLIFE COMMISSION

Date: 12/11/2002

Description: NC by Brian Barnett

Comment Type: ☒ Draft ☐ Final

CW
COUNTY: HILLSBOROUGH

DATE: 12/4/02

COMMENTS DUE DATE: 1/4/03

CLEARANCE DUE DATE: 2/2/03

Message:

SAI#: FL200212053132C

STATE AGENCIES

WATER MNGMNT. DISTRICTS

OPB POLICY UNITS

COMMUNITY AFFAIRS
FISH and WILDLIFE COMMISSION
X STATE
TRANSPORTATION
ENVIRONMENTAL PROTECTION

SOUTHWEST FLORIDA WMD

ENVIRONMENTAL POLICY UNIT

Hillsborough
SAI - USAF-DEA
2002 - 11501

X: 02-11274

NHPA

The attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evaluation and is categorized one of the following:

— Federal Assistance to State or Local Government (15 CFR 930, Subpart F). Agencies are required to evaluate the consistency of the activity.

X Direct Federal Activity (15 CFR 930, Subpart C). Federal Agencies are required to furnish a consistency determination for the State's concurrence or objection.

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— Federal Licensing or Permitting Activity (15 CFR 930, Subpart D). Such projects will only be evaluated for consistency when there is not an analogous state license or permit.

Project Description:

U.S. Air Force - Draft Environmental Assessment - Vehicle Inspection Areas at Entry Gates - MacDill Air Force Base - LAW Project 40140-2-0671-3 - Tampa, Hillsborough County, Florida.

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JAN 06 2003

OIP/OLGA

To: Florida State Clearinghouse

EO. 12372/NEPA

Federal Consistency

AGENCY CONTACT AND COORDINATOR (SCH)

2555 SHUMARD OAK BLVD

TALLAHASSEE, FLORIDA 32399-2100

(850) 414-6580 (SC 994-6580)

(850) 414-0479

☒ No Comment

☐ Comment Attached

☐ Not Applicable

☒ No Comment/Consistent

☐ Consistent/Comments Attached

☐ Inconsistent/Comments Attached

☐ Not Applicable

From:

Division/Bureau:

Division of Historical Resources
Bureau of Historic Preservation

Reviewer:

S. Edwards

Frederick P. Gable

Date:

12/31/02

Deputy SHPO
12/31/02

02 DEC 10 PM 12:28

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RECEIVED

COUNTY: HILLSBOROUGH

DATE: 12/4/02

COMMENTS DUE DATE: 1/4/03

CLEARANCE DUE DATE: 2/2/03

Message:

SAI#: FL200212053132C

STATE AGENCIES

WATER MNGMNT. DISTRICTS

OPB POLICY UNITS

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FISH and WILDLIFE COMMISSION
STATE
X TRANSPORTATION
ENVIRONMENTAL PROTECTION

SOUTHWEST FLORIDA WMD

ENVIRONMENTAL POLICY UNIT

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Project Description:

U.S. Air Force - Draft Environmental Assessment - Vehicle Inspection Areas at Entry Gates - MacDill Air Force Base - LAW Project 40140-2-0671-3 - Tampa, Hillsborough County, Florida.

To: Florida State Clearinghouse

EO. 12372/NEPA

Federal Consistency

AGENCY CONTACT AND COORDINATOR (SCH)

2555 SHUMARD OAK BLVD

TALLAHASSEE, FLORIDA 32399-2100

(850) 414-6580 (SC 994-6580)

(850) 414-0479

- ☒ No Comment
☐ Comment Attached
☐ Not Applicable

- ☒ No Comment/Consistent
☐ Consistent/Comments Attached
☐ Inconsistent/Comments Attached
☐ Not Applicable

From:

Division/Bureau:

Reviewer:

Date:

Modal Planning & Development
Carin Watkins
12-30-02

COUNTY: HILLSBOROUGH

DATE: 12/4/02

COMMENTS DUE DATE: 1/4/03

CLEARANCE DUE DATE: 2/2/03

Message:

SAI#: FL200212053132C

STATE AGENCIES	WATER MNGMNT. DISTRICTS	OPB POLICY UNITS
COMMUNITY AFFAIRS FISH and WILDLIFE COMMISSION STATE TRANSPORTATION ☒ ENVIRONMENTAL PROTECTION	SOUTHWEST FLORIDA WMD	ENVIRONMENTAL POLICY UNIT

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- ☐ Federal Assistance to State or Local Government (15 CFR 930, Subpart F). Agencies are required to evaluate the consistency of the activity.
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Project Description:

U.S. Air Force - Draft Environmental Assessment - Vehicle Inspection Areas at Entry Gates - MacDill Air Force Base - LAW Project 40140-2-0671-3 - Tampa, Hillsborough County, Florida.

To: Florida State Clearinghouse	EO. 12372/NEPA	Federal Consistency
AGENCY CONTACT AND COORDINATOR (SCH) 2555 SHUMARD OAK BLVD TALLAHASSEE, FLORIDA 32399-2100 (850) 414-6580 (SC 994-6580) (850) 414-0479	☒ No Comment ☐ Comment Attached ☐ Not Applicable	☒ No Comment/Consistent ☐ Consistent/Comments Attached ☐ Inconsistent/Comments Attached ☐ Not Applicable

From: Division/Bureau: FDEP / DIP
Reviewer: James P. Milligan
Date: 01/29/03



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Tampa Service Office

7601 Highway 301 North
Tampa, Florida 33637-6759
(813) 985-7481 or
1-800-836-0797 (FL only)
SUNCOM 578-2070

Bartow Service Office

170 Century Boulevard
Bartow, Florida 33830-7700
(863) 534-1448 or
1-800-492-7862 (FL only)
SUNCOM 572-6200

Sarasota Service Office

6750 Fruitville Road
Sarasota, Florida 34240-9711
(941) 377-3722 or
1-800-320-3503 (FL only)
SUNCOM 531-6900

Lecanto Service Office

3600 West Sovereign Path
Suite 226
Lecanto, Florida 34461-8070
(352) 527-8131
SUNCOM 667-3271

December 30, 2002

Ms. Cindy Cranick
Florida State Clearinghouse
Florida Department of Environmental Protection
3900 Commonwealth Boulevard, Mail Station 47
Tallahassee, Florida 32399-3000

Subject: **U.S. Air Force-Draft Environmental Assessment-Vehicle
Inspection Areas at Entry Gates-MacDill Air Force Base-
LAW Project 40140-2-0671-3-Tampa, Hillsborough
County, Florida; SAI#: FL200212053132C**

Dear Ms. Cranick:

The staff of the Southwest Florida Water Management District (District) has conducted a consistency evaluation for the referenced project. Consistency findings are divided into four categories and are based solely on the information provided in the subject application.

FINDING	CATEGORY
X	Consistent/No Comment
	Consistent/Comments Attached
	Inconsistent/Comments Attached
	Consistency Cannot be Determined Without an Environmental Assessment Report/Comments Attached

The District appreciates the opportunity to participate in the review of this application. Please be advised that our review does not constitute permit approval under Chapter 373, Florida Statutes, or any rules promulgated thereunder, nor does it stand in lieu of normal permitting procedures in accordance with Florida Statutes and District rules.

RECEIVED

JAN 02 2003

OIP/OLGA

Ronnie E. Duncan
Chair, Pinellas

Thomas G. Dabney, II
Vice Chair, Sarasota

Heidi B. McCree
Secretary, Hillsborough

Watson L. Haynes, II
Treasurer, Pinellas

Edward W. Chance
Manatee

Monroe "Al" Coogler
Citrus

Maggie N. Dominguez
Hillsborough

Pamela L. Fentress
Highlands

Ronald C. Johnson
Polk

Janet D. Kovach
Hillsborough

John K. Renke, III
Pasco

E. D. "Sonny" Vergara
Executive Director

Gene A. Heath
Assistant Executive Director

William S. Bilenky
General Counsel

Ms. Cindy Cranick
December 30, 2002
Page 2

If you have any questions or if I can be of further assistance, please contact me in the District's Planning Department.

Sincerely,

A handwritten signature in cursive script that reads "Trisha Neasman".

Trisha Neasman, AICP
Government Planning Coordinator

**FLORIDA STATE CLEARINGHOUSE
LOCAL GOVERNMENT COORDINATION
ROUTING SHEET**

SAI#: FL200212053132C

DATE: 12/4/02

COMMENTS DUE TO RPC: 12/26/02

AREA OF PROPOSED ACTIVITY: COUNTY: HILLSBOROUGH CITY: Tampa

☐ FEDERAL ASSISTANCE ☒ DIRECT FEDERAL ACTIVITY ☐ FEDERAL LICENSE OR PERMIT ☐ OCS

PROJECT DESCRIPTION

U.S. Air Force - Draft Environmental Assessment - Vehicle Inspection Areas at Entry Gates - MacDill Air Force Base - LAW
Project 40140-2-0671-3 - Tampa, Hillsborough County, Florida.

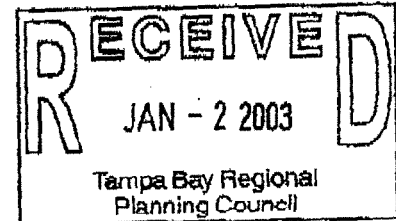
ROUTING:

RPC

TAMPA BAY RPC

Local Governments

HILLSBOROUGH
X TAMPA



IF YOU HAVE NO COMMENTS, PLEASE CHECK HERE AND RETURN FORM TO RPC:

ALL CONCERNS OR COMMENTS REGARDING THE ATTACHED PROJECT SHOULD BE SENT IN WRITING BY THE DUE DATE TO THE REGIONAL PLANNING COUNCIL SHOWN BELOW. PLEASE REFER TO THE SAI # IN ALL CORRESPONDENCE:

Ms. ANGELA HURLEY
9455 KOGER BOULEVARD
SUITE 219
ST. PETERSBURG, FLORIDA 337022491

IMPORTANT: PLEASE DO NOT SEND COMMENTS DIRECTLY TO THE CLEARINGHOUSE!

IF YOU HAVE QUESTIONS REGARDING THE ATTACHED PROJECT OR THE INTERGOVERNMENTAL COORDINATION PROCESS, PLEASE CONTACT THE STATE CLEARINGHOUSE. IF YOU HAVE QUESTIONS REGARDING THE FEDERAL CONSISTENCY REVIEW PROCESS, PLEASE CONTACT THE FLORIDA COASTAL MANAGEMENT PROGRAM. THE TELEPHONE NUMBER FOR BOTH PROGRAMS IS (813) 414-6580 OR SUNCOM 994-6580.

AH

**FLORIDA STATE CLEARINGHOUSE
LOCAL GOVERNMENT COORDINATION
ROUTING SHEET**

SAI#: FL200212053132C

DATE: 12/4/02

COMMENTS DUE TO RPC: 12/26/02

AREA OF PROPOSED ACTIVITY: COUNTY: HILLSBOROUGH CITY: Tampa

☐ FEDERAL ASSISTANCE ☒ DIRECT FEDERAL ACTIVITY ☐ FEDERAL LICENSE OR PERMIT ☐ OCS**PROJECT DESCRIPTION**

U.S. Air Force - Draft Environmental Assessment - Vehicle Inspection Areas at Entry Gates - MacDill Air Force Base - LAW
Project 40140-2-0671-3 - Tampa, Hillsborough County, Florida.

ROUTING:**RPC** TAMPA BAY RPC**Local Governments**

**X HILLSBOROUGH
TAMPA**

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12/18/2002 15:35

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PLANNING

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**FLORIDA STATE CLEARINGHOUSE
RPC INTERGOVERNMENTAL COORDINATION
AND RESPONSE SHEET**

FSC 083-02

SAI#: FL200212053132C

DATE: 12/4/02

COMMENTS DUE TO CLEARINGHOUSE: 1/4/03

AREA OF PROPOSED ACTIVITY: COUNTY: HILLSBOROUGH CITY: Tampa

☐ FEDERAL ASSISTANCE ☒ DIRECT FEDERAL ACTIVITY ☐ FEDERAL LICENSE OR PERMIT ☐ OCS

PROJECT DESCRIPTION

U.S. Air Force - Draft Environmental Assessment - Vehicle Inspection Areas at Entry Gates - MacDill Air Force Base - LAW
Project 40140-2-0671-3 - Tampa, Hillsborough County, Florida.

ROUTING:

RPC

X TAMPA BAY RPC

PLEASE CHECK ALL THE LOCAL GOVERNMENTS BELOW FROM WHICH COMMENTS HAVE BEEN RECEIVED; ALL COMMENTS RECEIVED SHOULD BE INCLUDED IN THE RPC'S CLEARINGHOUSE RESPONSE PACKAGE. IF NO COMMENTS WERE RECEIVED, PLEASE CHECK "NO COMMENT" BOX AND RETURN TO CLEARINGHOUSE.

COMMENTS DUE TO RPC: 12/26/02

 HILLSBOROUGH
 TAMPA

COMMENTS:

IF THE RPC DOES NOT RECEIVE COMMENTS BY THE DEADLINE DATE, THE RPC SHOULD CONTACT THE LOCAL GOVERNMENT TO DETERMINE THE STATUS OF THE PROJECT REVIEW PRIOR TO FORWARDING THE RESPONSE PACKAGE TO THE CLEARINGHOUSE.)

NOTES:

ALL CONCERNS OR COMMENTS REGARDING THE ATTACHED PROJECT (INCLUDING ANY RPC COMMENTS) SHOULD BE SENT IN WRITING BY THE DUE DATE TO THE CLEARINGHOUSE. PLEASE ATTACH THIS RESPONSE FORM AND REFER TO THE SAI # IN ALL CORRESPONDENCE. IF YOU HAVE ANY QUESTIONS REGARDING THE ATTACHED PROJECT, PLEASE CONTACT THE STATE CLEARINGHOUSE AT (850) 414-6580 OR SUNCOM 994-6580.



DEPARTMENT OF THE AIR FORCE
6TH AIR MOBILITY WING (AMC)
MACDILL AIR FORCE BASE, FLORIDA

Sticker
03-94

OCT 0 1 2002

MEMORANDUM FOR U.S. FISH AND WILDLIFE SERVICE

FROM: 6 CES/CD

7621 Hillsborough Loop Drive
MacDill AFB Florida 33621-5207

SUBJECT: U.S. Fish and Wildlife Service Coordination on Construction of New Vehicle Inspection Areas at all Four Entry Gates (Dale Mabry Highway, MacDill Ave., Bayshore Ave., and Port Tampa) at MacDill Air Force Base (AFB)

1. The U.S. Air Force intends to construct vehicle inspection areas at the three gates dedicated for non-commercial/personal/government vehicle entry (Dale Mabry Gate, MacDill Gate and Bayshore Gate). The proposed vehicle inspection areas at these three gates would involve construction of a small 'pull-through' asphalt parking area that is surrounded by concrete bollards or fencing and restricts unauthorized entry to the Base. The Port Tampa Gate, which serves as the only entry point for commercial, delivery, contractor, and recreational vehicles, would be modified to allow for more efficient inspection of these vehicles. Modifications at the Port Tampa Gate would include construction of a multi-lane vehicle inspection station, a visitor check-in center, and improved security measures such as hydraulic bollards and fencing to stop unauthorized vehicles from entering the Base. At the Port Tampa Gate the entry point would be changed so vehicles enter from Interbay Avenue instead of Manhattan Avenue. Changing the entry point would reduce back-ups on city roads by providing an additional area for vehicles to be staged while they wait for the vehicle inspection and paperwork verification process to be completed. The existing Port Tampa Gate would serve as the exit point for vehicles that are denied entry to the Base to provide an additional level of security.

2. A representative from the MacDill AFB Natural Resources staff surveyed the site to determine if any threatened or endangered species inhabit the site. The proposed site has not been identified as critical habitat for any threatened or endangered species. Consequently, MacDill AFB believes that the proposed construction project would not adversely impact threatened or endangered species. If the U.S. Fish and Wildlife Service agrees with this assessment, please document your concurrence by stamp or signing where indicated below. If you would like to inspect the proposed construction site, please contact the MacDill AFB Natural Resources staff.



FWS Log. No. 03-94 (St. Pet.)

The Proposed action is not likely to adversely affect resources protected by the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 et seq.). This finding fulfills the requirements of the Act.

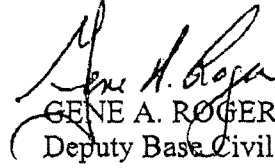
With reference to the Fish and Wildlife Coordination Act (16 U.S.C. 1531 et seq.) the Service does not have sufficient staff to review and comment on this application; therefore, we are unable to make recommendations and take no action regarding this application.

Don Palmer
Peter M. Benjamin
Assistant Field Supervisor

10/31/02
Date

AMC--GLOBAL REACH FOR AMERICA

3. If you have any questions or require additional information on the proposed project, please contact Mr. Jason Kirkpatrick at (813) 828-0459.


GENE A. ROGERS, GS-13, USAF
Deputy Base Civil Engineer

Attachment:

Figure 1: Proposed Construction of New Vehicle Inspection Gates at MacDill Air Force Base

MEMORANDUM FOR 6 CES/CD

The U.S. Fish and Wildlife Service agrees that the proposed construction project described above will not adversely impact threatened or endangered species on MacDill Air Force Base.

U.S. Fish and Wildlife Service Representative

Date