

FINDING OF NO SIGNIFICANT IMPACT
FIRST AIR FORCE AIR OPERATIONS CENTER, FIRST AIR FORCE
HEADQUARTERS/AIR FORCE FORCES CENTER, AND HIGHWAY 98
OVERPASS
AT
TYNDALL AIR FORCE BASE, FLORIDA

AGENCY: United States Air Force

PURPOSE: The Air Force prepared an Environmental Assessment (EA) of the potential environmental consequences of constructing modernized, centralized facilities for the newly formed 601st Air Operations Group (601 AOG) and a separate modernized, centralized facility to house the First Air Force (1 AF) and Air Force Forces (AFFOR) as well as a new overpass at Tyndall Air Force Base (AFB), Florida. The EA was completed pursuant to the National Environmental Policy Act (NEPA); the Council on Environmental Quality regulations implementing NEPA (40 CFR (Title 40 Code of Federal Regulations) Sections 1500-1508), Department of Defense (DoD) Directive 6051.1; AFI 32-7061, *Environmental Impact Analysis Process*; and 32 CFR Part 989, *Environmental Impact Analysis Process*.

PROPOSED ACTIONS: The United States Air Force (USAF) proposes to construct and operate modernized, centralized facilities for the 601 AOG, NAF and AFFOR and an overpass at Tyndall AFB, Florida. This project includes demolition of six existing office buildings. The new facilities would consist of masonry buildings with concrete foundations and sloped metal roofs and parking lots. The new buildings and grounds will occupy about five acres of land and the overpass will impact about three acres of land. The asbestos and lead-based paint in the existing facilities to be demolished would be disposed of according to the appropriate federal and state laws and regulations. The proposed sites are adjacent to bldg 485, in the 1200 area and connecting Florida Avenue and Mississippi Avenue.

NO ACTION ALTERNATIVES: The No-Action alternative would result in continued operations in substandard (noise attenuation and security level) buildings. Also, personnel would also need to continue traveling between six decentralized locations and traffic would continue to need to pass through gates when going between the north and south areas of Tyndall AFB. Loss of productivity will continue to reduce operations efficiency. Two acres of land adjacent to bldg 485, three acres of land in the 1200 area and three acres of land between Florida and Mississippi Avenues would not have the proposed projects constructed on them. The six buildings housing 1 AF would not be demolished at this time.

SITING ALTERNATIVES: The change in locations of the facilities would be the only changes in the projects. The alternative sites are all in developed area of the base.

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SUMMARY OF FINDINGS: Storm water permits will be necessary to perform the proposed actions. The increase in impervious surfaces would increase surface water runoff and thus is subject to Florida Department of Environmental Protection (FDEP) regulations regarding stormwater pollution. Though no impacts to water quality from stormwater runoff are anticipated, an application for a general permit must be filed with FDEP prior to construction unless Swale Exemption Criteria are met pursuant to Florida Statute Chapter 62-25.030. NPDES permits will be required at all three locations since more than one acre of earth will be disturbed for each project. The principal environmental impacts of the proposed actions are the temporary and localized increases in noise and air emissions due to construction and demolition activities. Aircraft-related noise would continue to dominate the acoustics of the area. No impacts are anticipated to occur on threatened and endangered species, cultural resources, wetlands, floodplains, ground water, land use, or aquatic resources in the Tyndall AFB area. Minimal impacts would occur to surface water from runoff. Temporary negative impacts would occur to transportation during construction, but long term effects would be beneficial—traffic movement between the base portions to the north and south of US Highway 98 would be streamlined. Since minority and lower income populations are not impacted by these projects, environmental justice is not an issue.

PUBLIC NOTICE AND REVIEW PER AFI 32-7061 AND 32 CFR PART 989: The installation posted a notice in the Panama City News Herald on April 9, 2004. Subsequently, the installation waited for 30 days and received no significant comments. In addition, the Florida State Clearinghouse, other state agencies involved in the Clearinghouse's procedural reviews, and the United States Environmental Protection Agency reviewed the proposal. On May 26, 2004, the State Clearinghouse approved this project.

FINDING OF NO SIGNIFICANT IMPACT: Based on my review of the facts and analysis in the EA, I conclude that the proposed actions will not have a significant impact either by themselves, or considering cumulative impacts. This finding is true of both the proposed actions and the siting alternatives. Accordingly, the requirements of the National Environmental Policy Act, the Council on Environmental Quality Regulations, AFI 32-7061, and 32 CFR 989 have been fulfilled and environmental impact statements are not required and will not be prepared.

10 Nov 04
Date



BRIAN D. DICKERSON, Colonel, USAF
Vice Commander, 325th Fighter Wing
Chairman, Environmental Protection Committee
Tyndall AFB, FL

Attachment:
Environmental Assessment

**Final
Environmental Assessment
for the
First Air Force Air Operations Center, First Air Force Headquarters/Air Force Forces
Center, and Highway 98 Overpass
at
Tyndall Air Force Base, Florida**

Issues	Summary	Section 1.0 Purpose and Need	Section 3.0 Affected Environment	Section 4.0 Environmental Consequences
1 Air Quality	FONSI	1.4.1	3.1	4.1
2 Water Quality	FONSI	1.4.2	3.2	4.2
3 Biological Resources	FONSI	1.4.3	3.3	4.3
4 Noise	FONSI	1.4.4	3.4	4.4
5 Transportation	FONSI	1.4.5	3.5	4.5
6 Wetlands	FONSI	1.4.6		
7 Floodplains	FONSI	1.4.6		
8 Cultural Resources	FONSI	1.4.6		
9 Land Use	FONSI	1.4.6		
10 Threatened and Endangered Species	FONSI	1.4.6		
11 Socio-economics	FONSI	1.4.6		
12 Environmental Justice	FONSI	1.4.6		

ISSUES MARTIX

1.0 PURPOSE AND NEED FOR THE PROPOSED ACTION

1.1 PURPOSE OF THE PROPOSED ACTION

The purpose of the proposed action is to provide a modernized, centralized facility for the newly formed 601st Air Operations Group (601 AOG) and a separate modernized, centralized facility to house the First Air Force (1 AF) and Air Force Forces (AFFOR). The AFFOR is Headquarters First Air Force.

The Air Operation Center (AOC), the 601 AOG facility, will provide efficient workspace for critical command and control, aerial surveillance, intelligence, surveillance and reconnaissance capabilities for airspace warning and control and service support to civil authorities.

Also, an overpass will be constructed to connect the portions of the base that are north and south of US Highway 98.

1.2 NEED FOR THE PROPOSED ACTION

The need for the proposed action (AOC) is to set up a central hub for processing and disseminating critical real-time reconnaissance and intelligence data for the war-fighting commander. The AOC complex will be configured to facilitate the 601 AOG support function associated with planning and execution of homeland defense, anti-terrorism and force protection as well as support to North American Aerospace Defense Command (NORAD), Continental United States (CONUS) region, and support to Joint Forces Command (JFCOM) as the air component for Joint Task Force-Civil Support.

Without a modern AOC complex, 601 AOG capabilities to provide operational support to its assigned Commanders in Chief (CINCs) (NORAD, JFCOM) is critically hampered. This AOC complex enables commanders in the field to execute Homeland Defense and Civil Support missions in an effective manner so as to employ the full range of US Air Force (USAF) capability and support in a time of a real world crisis. These facilities will provide the 601 AOG capability to accommodate required dynamic and complex missions. At present, the 601 AOG has been squeezed in with the Southeast Air Defense Sector (SEADS) in order to have a minimally functioning Air Operations floor for this Protection Level 3 activity. The new AOC complex will provide adequate space for the 601 AOG and enable SEADS to once more have adequate space. The new facilities will collocate the existing Air Operations floor with the rest of the AOC functions that are presently on the other side of Tyndall AFB (the other side of US Highway 98). The present decentralization of the AOC segregates strategy, planning, and execution functions; necessitates implementation of temporary communications systems; and requires manpower-intensive security measures.

The need for the proposed action (AFFOR) is to set up a centralized command facility for the Headquarters (HQ), 1 AF. The new AFFOR facilities will facilitate coordination between HQ 1 AF units that are currently in six geographically separated facilities including some on each side of US Highway 98. These centralized facilities will preclude many of the security, communications and continuity issues that result from the present conditions. The 1 AF Command, Command Support, Operations, Intelligence, Strategic Planning, Inspector General, Logistics, Communications, NORAD Support, Personnel, and Finance will be united under a common roof with the rest of AFFOR units. The growth of the AFFOR and associated units has greatly increased the need for the new facilities.

The need for the new overpass is to decrease bottlenecks from traffic going from one side of the base to the other having to mix with base incoming traffic. This overpass will decrease traffic jams at all hours of the day, but especially at the lunch hour, and starting and quitting

times. The overpass is a much needed base requirement, which is only further justified by our need for increased continuity between the 1 AF, SEADS and the AOG.

1.3 SCOPE

This Environmental Assessment (EA) was prepared in accordance with Air Force Instruction (AFI) 32-7061, *Environmental Impact Analysis Process*; 32 CFR 989, *Environmental Impact Analysis Process*; and the President's Council on Environmental Quality (CEQ) *Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act* (40 CFR Parts 1500-1508). This EA identifies the possible environmental impacts the proposed action would have and the magnitude of those impacts. If the environmental impacts are found to be significant according to CEQ's criteria (40 CFR Part 1508.27), an Environmental Impact Statement (EIS) would be prepared before Tyndall AFB implements the proposed action. If such impacts are found to be relatively minor, a *Finding of No Significant Impact* (FONSI) would be issued and Tyndall AFB may proceed with the proposed action.

1.4 RELEVANT ENVIRONMENTAL ISSUES AND ISSUES NEEDING NO FURTHER CONSIDERATION

1.4.1 Air Quality

All the alternatives except the No Action alternatives for all three projects would affect the air quality in both the short and long term.

Fugitive dust from both demolition and ground disturbing activities and combustion emissions from construction equipment would be generated during the proposed projects or the site alternatives. These emissions would vary from day to day depending on the amount of construction area being worked, the level of construction activity, the specific operations and the prevailing meteorological conditions.

There would be a slight increase in motor vehicle emissions from the increased AOC and AFFOR populations. The proposed overpass would result in a decrease in motor vehicle emissions by decreasing the time required for vehicles to idle in line when crossing US Highway 98.

1.4.2 Water Quality

All the alternatives except the No Action alternatives for all three projects would affect water quality in both the short and long term.

Additional impervious surfaces would increase the volumes of stormwater runoff. This increase in impervious surfaces would be somewhat offset with the demolition of six facilities with their associated parking lots. During construction, soil erosion could contribute to stormwater pollution unless steps are taken to mitigate this possibility. Unless Swale Exemption Criteria

are met per Florida Administrative Code (F.A.C.) 62-25.030, an application for a general permit must be filed with FDEP prior to construction that would contribute to stormwater runoff. Further details of the stormwater rules may be found in F.A.C. 62-25.

1.4.3 Biological Resources

All the alternatives except the No Action alternatives for all three projects would affect the flora and fauna in both the short and long term.

Minor changes in poor quality habitat would result from either the proposed projects, or the site alternatives. The site areas would be about two acres for the AOC, three acres for the AFFOR, and three acres for the overpass including the roads connecting Mississippi Avenue and Florida Avenue with the overpass.

1.4.4 Noise

All the alternatives except the No Action alternatives for all three projects would affect noise in the short term and long term.

Noise would be associated with the type of construction and demolition activity involved in building an office/operations complexes, an overpass with connecting roads and demolishing six office buildings. Heavy equipment would be used to clear and prepare the construction sites, to demolish the office buildings and to construct all three facilities.

1.4.5 Transportation

All the alternatives except the No Action Alternatives for all three projects would affect transportation in the short and long term.

In the short term, there would be construction delays to localized traffic and delays to US Highway 98 traffic during construction of the overpass over the highway. In the long term, there would be a slight decrease in motor vehicle traffic from the elimination of personnel travel between offices and traffic flow would be improved for vehicles going from one side of the base to the other.

1.4.6 Issues Needing No Further Consideration

None of the viable alternatives for any of the three projects would have an impact on wetlands, cultural resources, or floodplains. The one site alternative for the AFFOR that would have impacted wetlands has been eliminated from consideration. None of the alternatives have proposed construction within wetlands nor within the 100-year floodplain. None of the alternatives have construction proposed in areas with identified nor high potential for cultural resources.

The proposed construction sites are not within any of the explosive clear zones of the base (USAF, 2000).

A number of federally-protected species have been observed at, or are likely to occur at, Tyndall AFB. Generally these species would inhabit or use the more remote areas of the base. The existing landscaped and asphalt paved character of the area where the new AOC facility is planned results in a poor habitat for threatened or endangered species. The alternative site has a similar character. The site for the overpass is a wooded upland hammock with the major species being sand pine, longleaf pine, slash pine, magnolia, sumac, laurel oak and palmetto. The AFFOR site is a replanted slash pine wooded uplands with an understory of magnolia and laurel oak. The proximity of both these woods to development results in a poor habitat for threatened or endangered species. The alternate AFFOR sites were all in landscaped lawns except for a portion of one that is wetlands. The alternate AFFOR sites were all eliminated due to operational constraints. Thus, the proposed projects and all alternatives would all result in no impact to threatened or endangered species.

The proposed actions and the site alternatives would have a temporary beneficial economic impact due to the employment of the construction and demolition personnel. These actions would only result in very minor changes to the economy (<0.1%).

After a careful analysis of the proposed actions, no minority or low-income group would be unduly affected by implementing or by not implementing the proposed actions for any of the projects, nor any alternatives. Thus, environmental justice is not an issue that will be pursued further in this EA.

Therefore, this EA will not consider wetlands, cultural resources, floodplains, explosive clear zones, socioeconomics, environmental justice, and threatened and endangered species further.

1.5 REQUIRED FEDERAL AND STATE PERMITS, LICENSES, AND NOTIFICATIONS

A Florida Department of Environmental Protection (FDEP) permit will be required for stormwater and a National Pollutant Discharge Elimination System (NPDES) permit is required for each of the three projects since the areas of each project is greater than one acre. The FDEP must also be notified prior to start of demolition of the six buildings. Water and wastewater permits will be required of the buildings if water or wastewater lines are 6-inches or above. An air permit will be required if any single boiler in one of the buildings is 1-million British Thermal Units (BTU) or greater.

2.0 DESCRIPTION OF THE PROPOSED ACTION AND ALTERNATIVES

2.1 DESCRIPTION OF THE PROPOSED ACTION

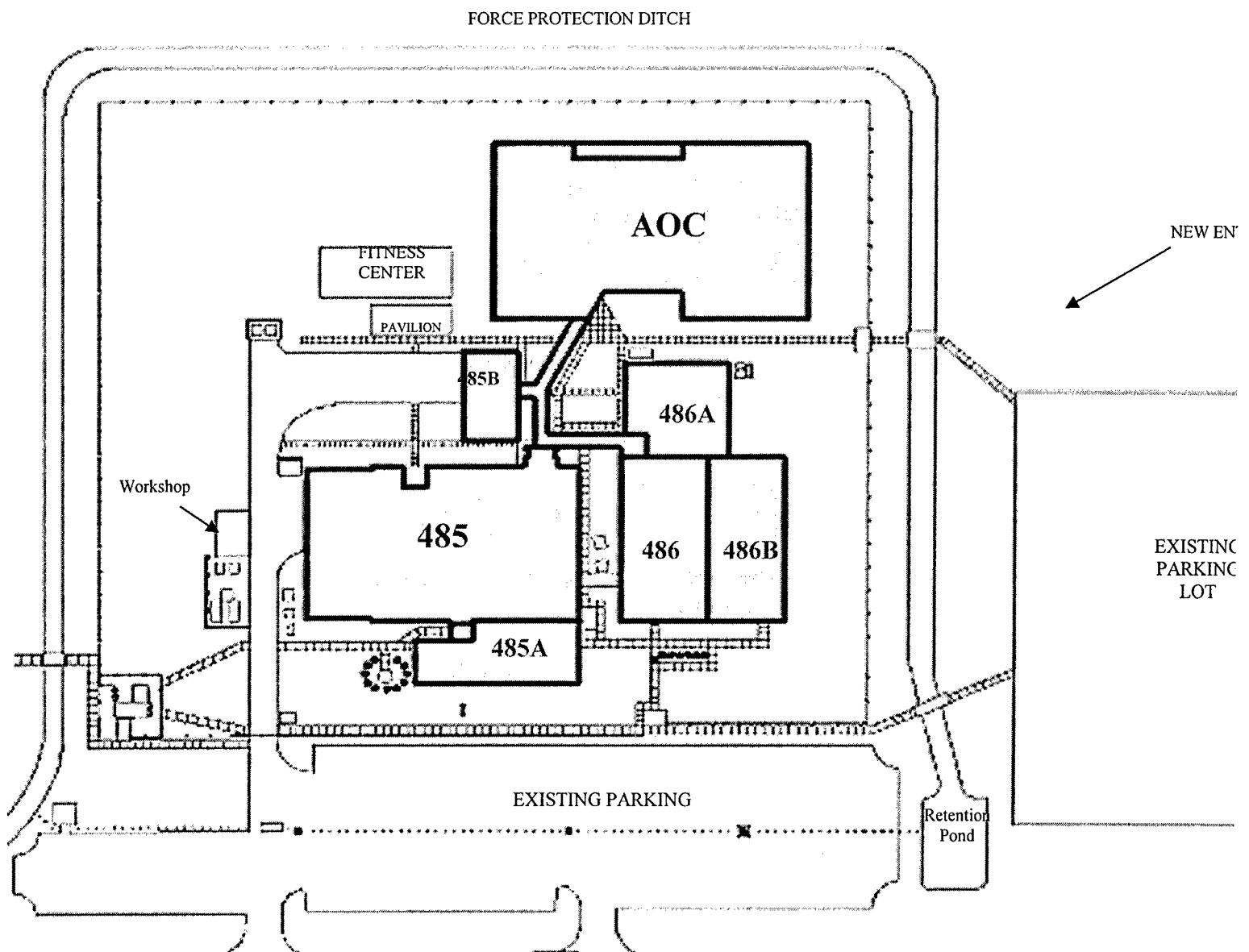
The USAF proposes to construct a new Air Operations Center including parking support. It requires the construction of new pavements, sidewalks, and drainage systems. The new

access roads will be a flexible pavement (asphalt concrete) and will be an extension of the access roads and parking at SEADS.

The building includes a reinforced concrete floor lab, structural steel frame, brick masonry fascia, standing seam metal roof, pavements, road work, site improvements, landscaping and partial renovation to building 485. The 3,437 square meter AOC consists of a Communication Operations Wing and an Intelligence, Surveillance and Reconnaissance (ISR)/Sensitive Compartmental information Facility (SCIF) Wing connected in the center by an Operations Theater.

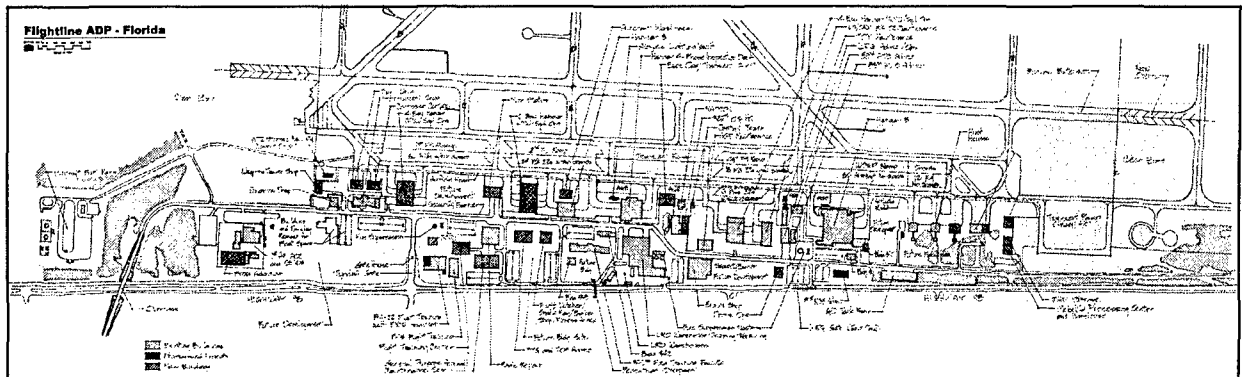
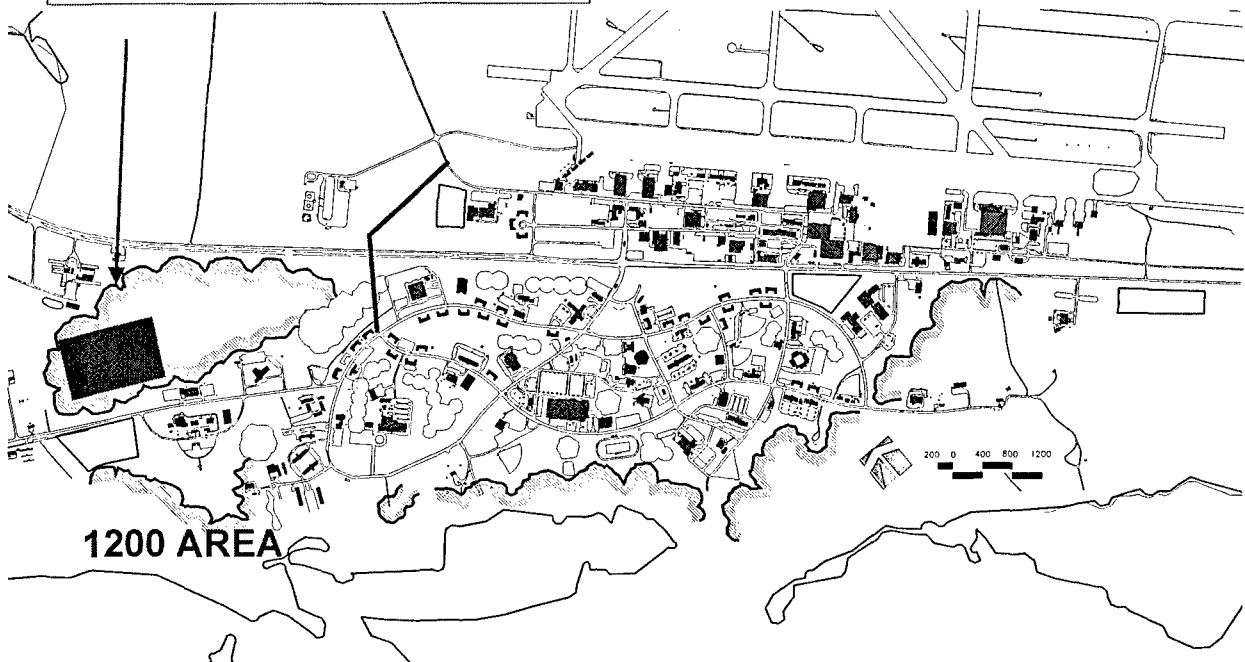
The USAF also proposes to construct a new AFFOR including parking support. It requires the construction of new pavements, sidewalks, and drainage systems. The new access roads will be a flexible pavement (asphalt concrete).

The building includes a reinforced concrete floor lab, structural steel frame, brick masonry fascia, standing seam metal roof, pavements, road work, site improvements, and landscaping. The 6,500 square meter AFFOR does not yet have a conceptual design completed.



1 AF/AFFOR SUPPORT CENTER

PROPOSED SITE LOCATION



Overpass Site Plan

Additionally, the USAF proposes as well to construct a new overpass connecting the portion of Tyndall AFB south of US Highway 98 to that portion of Tyndall AFB north of US Highway 98. Construction of this overpass will enable 1 AF personnel to travel back and forth between the AOC and AFFOR without having to stop for US Highway 98 traffic, nor having to go through security at the gates. The overpass will provide a continuity between the north and south sides of the base. The overpass is a much needed base requirement, which is only further justified by our need for increased continuity between the 1 AF, SEADS and the AOG.

The project also includes demolition of six buildings.

The storm drainage system will include mostly overland flow collection and conveyance of stormwater through the sites. Culverts are provided to carry the water beneath pavement areas at the AOC site and the AFFOR site may have a similar design. The systems for all sites may incorporate shallow swales to meet the stormwater permitting requirements of the Florida Department of Environmental Protection regulations (F.A.C. 62-25).

The stormwater issues for these projects include best management practices to prevent sediment from entering any of the open streams, wetlands, or ditches.

With respect to landscaping, plantings within the required 30-foot buffer zone of the buildings will consist of grass, low growing shrubs, and groundcover, which have an overall plant height that does not exceed 18 – 24 inches. These plantings enhance the architecture of the buildings while maintaining a low profile for security within the buffer zone. Most of the areas will be sodded with St. Augustine grass, but a temporary Winter Rye seeding may be needed in case the permanent grassing cannot be accomplished during a normal grassing season.

2.2 SITING ALTERNATIVES

A siting alternative was considered for the AOC just to the east of the preferred site with the west wall of the AOC collocated with the east wall of the preferred site AOC. Environmental effects would be essentially the same as the preferred location. This alternate location would increase sidewalk area and would not be as functionally efficient nor as aesthetically pleasing as building at the preferred site. Therefore, this alternative was not considered further.

Four alternative sites were considered for the AFFOR location. They were eliminated for operational considerations (one also would have impacted a wetlands). The three that would not have impacted wetlands were all located in lawned and landscaped locations, so they would not have impacted woodlands like the preferred alternative. Since this is the only environmental difference between the alternatives; the alternatives will not be considered further. Locating the facilities at any of the alternative sites would also still result in the demolition of six existing buildings.

There has not been an alternate location considered for the overpass.

Flexible road pavements (asphalt cement) shall be provided for new access roads for all three projects and parking support areas for the buildings. The storm drainage systems include mostly overland flow collection and conveyance of stormwater through the sites. Culverts are provided to carry the water beneath pavement areas. These systems would have shallow swales to meet the stormwater permitting requirements of the Florida Department of Environmental Protection (FDEP) regulations (F.A.C. 62-25).

The environmental issues for these project include best management practices to prevent sediment from entering any open streams, wetlands or ditches. NPDES construction permits will be required of all three projects as the area of disturbance is greater than one acre at each site.

2.3 NO ACTION

The "No Action" alternatives for the AOC and AFFOR would require the continued use of the disjointed, substandard existing facilities. These "No Action" alternatives are unacceptable because they does not meet the criteria for providing the needed facilities. The "No Action" alternative for the overpass would continue the discontinuity existing between the portions of the base separated by US Highway 98. However, the "No Action" alternatives are required to be analyzed in the EA, because NEPA says they will serve as the baseline for comparison of the other alternatives.

3.0 AFFECTED ENVIRONMENT

Tyndall AFB occupies 28,823 acres in Bay County, Florida, on a narrow peninsula about 18 miles long and one to three miles wide. The mean elevation of the base is about 25 feet above mean sea level. Tyndall AFB is drained by several natural creeks and drainage ditches. There are about 24,800 acres of unimproved land, 1,880 acres of semi-improved land, and 2,140 acres of improved land. There are 151 acres of lakes (including 11 fish ponds), 18 miles of beach on the Gulf of Mexico, and 72 miles of bays and bayous surrounding the base on the south, west, and north.

The affected portion of Tyndall AFB for the AOC would be a lawn and landscaped area by building 485. The affected portion of the base for the AFFOR would be a lawn and pine wooded site in the 1200 area. The affected portion of the base for the overpass would be a lawn and landscaped site to the north of US Highway 98 and a pine wooded site to the south of US Highway 98. These affected portions of the base are about two acres, three acres and three acres, respectively.

All three construction sites have no wetlands and are not within the 100-year floodplain. The projects would add impervious surface to the base. Runoff from the additional impervious areas would be routed through shallow swales to the base's stormwater system. These systems will be used to meet the stormwater permitting requirements of the State of Florida Department of Environmental Protection stormwater regulations (F.A.C. 62-25).

The alternative construction sites, except one, have no wetlands and are not within the 100-year floodplain. The alternative sites would add the same amount of impervious surface as the preferred sites except for the alternative AOC site, which would add some additional sidewalk. Runoff from the impervious areas would be routed through shallow swales to the base's stormwater system. These systems will be used to meet the stormwater permitting requirements of the State of Florida Department of Environmental Protection stormwater regulations (F.A.C. 62-25).

The No Action alternative would not impact wetlands, nor the 100-year floodplain. No additional impervious surface would be constructed. The existing stormwater system would be used to continue to carry the stormwater off base. Since there would be no changes to the stormwater system, permits for changes to the stormwater system would not be required.

3.1 AIR QUALITY

Tyndall AFB is in the US Environmental Protection Agency (EPA), Region 4, Air Quality Control Region 005, which encompasses all the Florida panhandle and extends east to near Tallahassee, Florida. This region coincides with Florida State Region #6 and is based on prevailing air currents.

The air quality standards which proposed actions must meet include federally-enforced standards and rules of the FDEP. To protect and enhance the air quality of Florida, the FDEP has promulgated a non-degradation policy and established air quality emission standards.

The air resources of the area are influenced by the terrain and the prevailing meteorological conditions. Air pollution is frequently associated with strong ground-based inversions. However, no specific air pollution problem has been identified in the area by FDEP. Ground-based inversions occur at Tyndall AFB practically every morning and normally break late in the morning due to surface heating. On several days during the winter, the inversion does not break up due to a deep layer of sea fog retarding the heating. At other times during the winter, a persistent low-level inversion may exist in the area for several days due to subsiding air in a stagnating high pressure area. In addition to a damping effect of the inversion, wind speeds in these situations are light.

The air quality at Tyndall AFB is good. The area is in attainment for National Ambient Air Quality Standard parameters which are regulated by the FDEP. The regulated substances are: particulate matter larger than 10 microns (PM_{10}), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), carbon monoxide (CO), ozone (O_3), and lead (Pb).

In September 1999, the base submitted an application to FDEP to begin operating under a FESOP (Federally Enforceable State Operating Permit) as a "synthetic minor" source. Under this FESOP, the base limits emissions to below that of a major source. Thus, the base is not subject to a Title V operating permit. The FESOP was issued to the base in May 2000.

3.2 WATER QUALITY

Runoff due to rainfall is collected and conveyed via drainage ditches toward both the Gulf of Mexico and East Bay. Although there are several natural streams on the base, there are none in the immediate project area. The mild slopes of the areas negate serious erosion, off-site sedimentation, or water quality impacts due to sediments.

3.3 BIOLOGICAL RESOURCES

Tyndall AFB is located in the Southern Evergreen Forest Region of the outer West Coastal Plain. This region is typified by the presence of longleaf pine and scrub oak forests (USAF, 1989).

Part of the AOC project site is paved with asphalt, the rest has a few trees, shrubs, and grass used for landscaping. The major part of the AFFOR site is a pine woods with a large grassy area in the midst of the woods. The major part of the overpass site is grassy to the north and pine woods to the south.

Due to the variety of habitats available within the boundaries of Tyndall AFB, faunal diversity is high. An analysis of the fauna of Tyndall AFB area was conducted by the US Department of the Interior, Fish and Wildlife Service, as part of a Natural Resources Inventory of the base (US Department of the Interior 1988). The forested areas, the grasslands on the airfields, ponds, and shoreline provide a large variety of habitats.

Contrary to the more natural areas of the base, the AOC proposed site is a landscaped lawn for the SEADS area. This results in a poor habitat for any faunal species and few utilize the area. The north area of the overpass project is mainly a grassy expanse, the south area of the overpass project and the bulk of the AFFOR preferred project areas are pine woods surrounded by developed areas. This also results in a poor habitat for any faunal species.

The alternative sites are also not in the more natural areas of the base. The landscaped lawns result in a poor habitat for any faunal species and few utilize the areas.

3.4 NOISE

Noise may be defined as any undesirable sound, regardless of its origin. Noise intrusion into a quiet environment would, in most cases, have greater impact than additional noise into an existing noisy environment. The most commonly used noise measurement is the Day/Night Average Sound Level (L_{dn}). The L_{dn} reflects the cumulative noise levels compiled over a 24-hour period and is weighted to account for the quieter background noise levels from 10:00 pm to 7:00 am, with a 10 decibel penalty applied for that period. Noises occurring at night are recognized as being more likely to disturb people than the same noise occurring during the day. The L_{dn} noise levels are expressed by a means of contour lines centered on the principal noise source. In the case of Tyndall AFB, this area is the runway. Noise exposure contours are developed to be used as a planning tool for both the air operations personnel and those who plan

the growth of the communities in the vicinity of the base. The numbers used in quantifying noise levels in the L_{dn} analysis are associated with different degrees of impact. Generally, noise levels of 65 L_{dn} and higher have a more pronounced impact on noise sensitive land uses and are generally incompatible with most land uses such as residential and recreational.

The major source of noise at Tyndall AFB is from the use of existing aircraft. The current F-15 mission at Tyndall generates an average of 79 sorties per day. A sortie is defined as a mission performed by a single plane. Each F-15 sortie has an Average Sortie Duration (ASD) of 1.27 hours. The current total flying hours each day is approximately 100 hours.

Baseline analyses of noise levels at Tyndall AFB, conducted by the Air Force Engineering and Services Center, Engineering and Services Laboratory at Tyndall AFB, show that noise levels of 65 L_{dn} and higher are presently being generated by aircraft using the Tyndall runway and that the projected levels of aircraft operations are expected to continue to produce noise levels of 65 L_{dn} and higher.

The area proposed for the new AOC facilities including the alternative site are along the 85 L_{dn} noise contour. The area for the new AFFOR facilities including the alternative sites are between the 75 and 80 L_{dn} noise contours. The area for the overpass is between the 75 and 85 L_{dn} noise contours.

3.5 TRANSPORTATION

A major east-west thoroughfare, US Highway 98, traverses the base from the northwest to the southeast with limited access from the north across the Dupont Bridge. The bridge handles nearly 28,000 automobiles per day (USAF, 1989). The 1989 edition of the Places Rated Almanac (Boyer and Savageau) gives several related facts. The Panama City metropolitan area shows a low 37.8-minute average commute for workers to and from places of employment. As there is no public transportation system, inhabitants must have access to an automobile or some means of private transportation. In addition, a number of airlines offer flights from the Panama City airport.

The project areas for the AOC and AFFOR are serviced by western Florida Avenue and Beacon Beach Road, respectively, and traffic is generally light. The heaviest concentrations of vehicles occur in the early morning, mid-day, and late afternoon hours consistent with the employees' arrival, lunch-hour, and departure from work. The overpass would be sited between Mississippi Avenue and Florida Avenue, two of the more highly trafficked roads on base.

4.0 ENVIRONMENTAL CONSEQUENCES

The environmental consequences of the proposed actions are discussed in the following paragraphs. The discussion centers on the impacts that may result from the construction and operation of the new AOC, AFFOR, overpass and the demolition of six existing facilities. In general, the construction of a modernized AOC and AFFOR at Tyndall AFB would result in a beneficial impact in that it would improve mission effectiveness. Additional benefits would include consolidation of 1 AF personnel and demolition of six existing buildings.

The No Action alternative would preserve the status quo.

4.1 AIR QUALITY

As indicated in Section 3.1, the Tyndall AFB area is in attainment for National Ambient Air Quality Standard parameters. National Ambient Air Quality Standards would not be violated by the implementation of the proposed actions. Temporary minor increases in exhaust emissions in the immediate vicinity of the construction equipment would occur. A slight decrease in air quality is also expected due to the dust from the demolition, earth moving and filling operations. However, these activities would be temporary in nature and would only occur during the construction and demolition periods. There would also be a slight increase of traffic and related air emissions due to the increased capacity for 1 AF personnel in the new facilities. Air quality in the area would not be significantly impacted.

National Ambient Air Quality Standards would not be violated by the implementation of the alternative sites. Temporary minor increases in exhaust emissions in the immediate vicinity of the construction equipment would occur. A slight decrease in air quality is also expected due to the dust from the demolition, earth moving and filling operations. However, these activities would be temporary in nature and would only occur during the construction and demolition periods. There would also be a slight increase of traffic and related air emissions due to the increased capacity for 1 AF personnel in the new facilities. Air quality in the area would not be significantly impacted.

The No Action alternatives would not have any air quality impact. There would be no violation of the National Ambient Air Quality Standards. Any increases in exhaust emissions in the immediate vicinity of the proposed project's construction equipment would not occur. There would be no fugitive dust from demolition, earth moving and filling operations. There would be no potential for increased traffic from an increase in capacity for 1 AF personnel as that increased capacity would be nonexistent.

4.2 WATER QUALITY

The proposed actions would be in or next to areas that are currently highly developed and have a sufficient storm drainage system to handle the additional flow. Runoff from the additional impervious areas would be routed through shallow swales to the base's stormwater system. This system would be used to meet the stormwater permitting requirements of the State of Florida Department of Environmental Protection stormwater regulations (F.A.C. 62-25). Since the areas are greater than one acre apiece, NPDES permits will be required for each project.

The alternative sites would be in areas that are currently highly developed and have a sufficient storm drainage system to handle the additional flow. Runoff from the additional impervious areas would be routed through shallow swales to the base's stormwater system. This system would be used to meet the stormwater permitting requirements of the State of Florida Department of Environmental Protection stormwater regulations (F.A.C. 62-25).

Since the areas are greater than one acre apiece, NPDES permits will be required for each project.

The No Action alternatives would have no water quality impact. The existing storm drainage system would continue to be used to handle the present runoff. No permits would be required to continue with the existing conditions.

4.3 BIOLOGICAL RESOURCES

As stated in the discussion of the existing floral and faunal environment of the project areas, the urbanized character of the project areas and adjacent wooded areas greatly restricts the abundance and diversity of biological resources in the project area. Impacts to flora and fauna due to the proposed construction and demolition activities are expected to be insignificant.

The urbanized character of the site alternatives also greatly restricts the abundance and diversity of biological resources in that area. Impacts to flora and fauna due to the proposed construction and demolition activities are expected to be insignificant.

The No Action alternatives would have no biological resource impact. The areas of the proposed action and site alternatives would continue as before. The proposed action areas would continue to be wooded and/or partially asphalted and landscaped lawn. The alternative sites would continue in their present condition –landscaped lawns.

4.4 NOISE

The proposed actions would result in a localized and temporary increase in noise levels due to construction and demolition. This noise is not expected to be significant. The operation of the new AOC, AFFOR and overpass would be similar, but slightly less than the noise associated with the existing operations in the present temporary quarters. Noise reduction measures would be incorporated into the new facilities. The new facilities would not significantly contribute to the noise levels of the areas.

The site alternatives would result in a localized and temporary increase in noise levels due to construction and demolition. This noise is not expected to be significant. The operation of the new facilities would be similar, but slightly less than the noise associated with the existing operations in the present temporary quarters. Noise reduction measures would be incorporated into the new facilities. The new facilities would not significantly contribute to the noise levels of the area.

The facilities would be within the 70 – 85 L_d_n noise contours; however, since all classrooms and briefing rooms would be sound insulated, noise impacts to 1 AF personnel would be reduced.

Noise levels would not be changed by the No Action alternatives. There would be no noise due to construction and demolition. The operation of existing 1 AF facilities would continue to be insignificant.

4.5 TRANSPORTATION

The proposed action would have no lasting significant impacts to the general region. The localized areas (Beacon Beach Road, Florida Avenue, Mississippi Avenue and US Highway 98) may experience some short term, temporary adverse impacts such as delays, detours, etc. during construction and demolition activities. In the long term, the route from six existing facilities to one of the two new facilities would be less traveled as personnel would be housed in a unified location. The new overpass would lessen traffic across US Highway 98 at the Tyndall Drive/Illinois Avenue gates and along US Highway 98 between the Tyndall Drive gate and the Sabre Drive gate. Traffic counts indicate that the overpass will save at least 3,000 passes per day from Highway 98. All transportation impacts from the US Highway 98 overpass construction to the local area will be coordinated with the Florida Department of Transportation (FDOT) and local and regional planning authorities.

The site alternatives would have no significant impacts on the general region. The localized areas (Beacon Beach Road, Florida Avenue, Mississippi Avenue, and other base roads) may experience some short term, temporary adverse impacts such as delays, detours, etc. during construction and demolition activities. In the long term, the route from the six existing facilities to one of the two new facilities would be less traveled as personnel would be housed in a unified location.

The No Action alternatives would not affect the transportation in the areas. There would be no short term, temporary adverse impacts such as delays, detours, etc. during construction and demolition activities. In the long term, the route from six existing buildings to the SEADS area and between each other would continue to be more traveled as some of the personnel would remain at decentralized locations.

5.0 COASTAL ZONE CONSISTENCY

<u>Florida Coastal Management Plan</u> <u>Proposed Action Check List</u>	
Statute	Consistency
Chapter 161, <i>Beach and Shore Preservation</i>	Not applicable to proposed activities. Project is not on beach or shore.
Chapter 163, <i>Growth Policy; County and Municipal Planning; Land Development Regulation</i>	Not applicable to proposed activities. Project is in conformance with published Base Master Plan.
Chapter 186, <i>State and Regional Planning</i>	Not applicable to proposed activities. Project is in conformance with published Base Master Plan.
Chapter 252, <i>Emergency Management</i>	Not applicable to proposed activities.
Chapter 253, <i>State Lands</i>	Not applicable to proposed activities. Project is on federal lands.
Chapter 258, <i>State Parks and Preserves.</i>	Not applicable to proposed activities.
Chapter 259, <i>Land Acquisition for Conservation or Recreation</i>	Not applicable to proposed activities.

Chapter 260, <i>Recreational Trails Systems</i>	Not applicable to proposed activities.
Chapter 267, <i>Historical Resources</i>	Not applicable to proposed activities. Projects are in low probability areas.
Chapter 288, <i>Commercial Development and Capital Improvements</i>	Not applicable to proposed activities.
Chapter 334, <i>Transportation Administration</i>	Not applicable to proposed activities.
Chapter 339, <i>Transportation Finance and Planning</i>	Not applicable to proposed activities.
Chapter 370, <i>Saltwater Fisheries</i>	Not applicable to proposed activities.
Chapter 372, <i>Wildlife</i>	Not applicable to proposed activities.
Chapter 373, <i>Water Resources</i>	Handling of storm water runoff will be permitted by FDEP and EPA. Project site with wetlands was eliminated.
Chapter 375, <i>Multipurpose Outdoor Recreation; Land Acquisition, Management and Conservation</i>	Not applicable to proposed activities.
Chapter 376, <i>Pollutant Discharge Prevention and Removal</i>	Not applicable to proposed activities.
Chapter 377, <i>Energy resources</i>	Not applicable to proposed activities.
Chapter 380, <i>Land and Water Management</i>	Not applicable to proposed activities.
Chapter 381, <i>Public Health, General Provisions</i>	Not applicable to proposed activities.
Chapter 388, <i>Mosquito Control</i>	Not applicable to proposed activities.
Chapter 403, <i>Environmental Control</i>	Not applicable to proposed activities.
Chapter 582, <i>Soil and Water Conservation</i>	Not applicable to proposed activities.

6.0 LIST OF PREPARERS

This EA was prepared by:

John Dingwall, P.E.
Lead Engineer
325 CES/CEV, Building 421
119 Alabama Avenue, Tyndall AFB FL 32403-5014
(850) 283-4393 DSN 523-4393
FAX: (850) 283-3854 DSN 523-3854

Assisted by:

Bert Lent, Environmental Scientist, 325 CES/CEV, Tyndall AFB
Lt Jason Wyen, SEADS, Tyndall AFB
MSgt Daniel Messier, 1 AF, Tyndall AFB

7.0 LIST OF AGENCIES AND OTHERS CONSULTED REGARDING THE PROPOSED ACTION

The Environmental Assessment is being coordinated with the EPA and FDOT. Coordination with State of Florida environmental agencies, such as the Department of Environmental

Protection, will be through the State Clearinghouse. All other interested persons will be notified through the Public Notice process.

8.0 REFERENCES

US Department of the Interior 1988. Natural Resources Inventory, Tyndall Air Force Base. Prepared by the U.S. Department of the Interior, Fish and Wildlife Service, Panama City Field Office, Panama City, FL, for Tyndall AFB.

USAF, 1989. EA - Combat Support Training Complex, Tyndall AFB, FL. Prepared by Oak Ridge National Services Center, Oak Ridge, TN, for the USAF.

Corps, 1994. EA – Increase of F-15 Fighter Aircraft Assets at Tyndall AFB, FL.

USAF, 1996. Historic Preservation Plan for Tyndall Air Force Base, Florida.

USAF, 2000. General Plan, Tyndall Air Force Base, Florida

9.0 ACRONYMS AND ABBREVIATIONS

1 AF	First Air Force
AFB	Air Force Base
AFFOR	Air Force Forces
AFI	Air Force Instruction
AOC	Air Operation Center
AOG	Air Operations Group
ASD	Average Sortie Duration
Bldg	Building
BTU	British Thermal Units
CEQ	President's Council on Environmental Quality
CINC	Commander in Chief
CO	carbon monoxide
CONUS	Continental United States

EA	Environmental Assessment
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
°F	degrees Fahrenheit
F.A.C.	Florida Administrative Code
FDEP	Florida Department of Environmental Protection
FDOT	Florida Department of Transportation
FONSI	Finding of No Significant Impact
FWS	Fish and Wildlife Service
ISR	Intelligence, Surveillance and Reconnaissance
JFCOM	Joint Forces Command
JSTARS	Joint System Tactical Air Radar Systems
Ldn	Day/Night Average Sound Level
mph	miles per hour
NEPA	National Environmental Policy Act
NO₂	nitrogen dioxide
NORAD	North American Aerospace Defense Command
NPDES	National Pollutant Discharge Elimination System
O₃	ozone
Pb	lead
P.E.	Professional Engineer
PM₁₀	particulate matter less than 10 microns
SCIF	Sensitive Compartmentalized Information Facility

SEADS

Southeast Air Defense Sector

SO₂

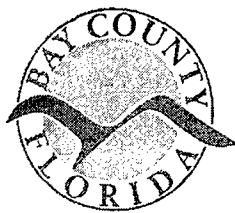
sulfur dioxide

USAF

United States Air Force

APPENDIX A

COMMENTS AND RESPONSE TO COMMENTS



BOARD OF COUNTY
COMMISSIONERS

www.co.bay.fl.us

POST OFFICE BOX 1818
PANAMA CITY, FLORIDA 32402

COMMISSIONERS:

JOHN G. NEWBERRY, JR.
DISTRICT I

GEORGE B. GAINER
DISTRICT II

CORNEL BROCK
DISTRICT III

JERRY L. GIRVIN
DISTRICT IV

MICHAEL J. ROPA
DISTRICT V

PAMELA D. BRANGACCIO
COUNTY MANAGER

May 25, 2004

Mr. John Dingwall
Department of the Air Force
325th Civil Engineer Squadron
119 Alabama Avenue
Tyndall AFB, FL 32403-5014

Dear Mr. Dingwall:

I have reviewed the proposal for the United States Air Force to construct and operate modernized, centralized facilities for the newly formed 601st Air Operations Group, and a separate modernized centralized facility to house the First Air Force and Air Force Forces as well as a new overpass at Tyndall Air Force Base. This project includes the demolition of six existing office buildings. Based on my review of the facts and analysis in the Environmental Assessment, conclude that the proposed actions will not have a significant impact either by themselves, or considering cumulative impacts on Bay County.

If you need any further information on this matter, please contact me.

Very truly yours,

Robert J. Majka, Jr. F.P.E.M.
Chief of Emergency Services

RJM/ac



*"Dedicated to Excellence . . .
People Serving People"*

April 9, 2004

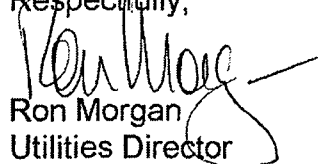
John Dingwall
Project Manager
325th Civil Engineer Squadron
119 Alabama Avenue
Tyndall AFB FL 32403-5014

Re: Draft Environmental Assessment for the First Air Force Air Operations
Center, First Air Force Headquarters/Air Force Forces Center, and Highway 98
Overpass at Tyndall Air Force Base, Florida.

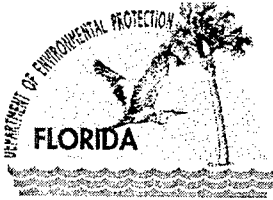
Dear Mr. Dingwall

This is to advise that the City of Panama City Utilities Department has no comments regarding the Draft Environmental Assessment for the First Air Force Operations Center, First Air Force Headquarters/Air Force Forces Center, and Highway 98 Overpass at Tyndall Air Force Base, Florida dated April 2004.

Respectfully,


Ron Morgan
Utilities Director

RM:ads



Jeb Bush
Governor

Department of Environmental Protection

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

Colleen M. Ca
Secretary

May 26, 2004

Mr. John Dingwall, P.E.
325th Civil Engineer Squadron
119 Alabama Avenue
Tyndall AFB, Florida 32403-5014

RE: Department of the Air Force – Draft Environmental Assessment and FONSI for the First Air Force Air Operations Center, Headquarters/Forces Center, and Highway 98 Overpass at Tyndall Air Force Base – Bay County, Florida.
SAI: FL200404085869C

Dear Mr. Dingwall:

The Florida State Clearinghouse, pursuant to Presidential 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 the review of the above-referenced Draft Environmental Assessment.

The Department of Environmental Protection (Department) agrees with the United States Air Force (USAF) that the proposed activities will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit pursuant to rule 62-621, F.A.C. The USAF is advised to contact the Department NPDES section in Tallahassee at (850) 245-7522 regarding NPDES permit requirements. The activities will also require a water and wastewater permit from the Department's Northwest District office (regardless of the of the water and wastewater line size). The Air Force is advised to contact David Morre Program Administrator for Water Facilities at (850) 595-8300, ext. 1166 regarding water and wastewater permitting issues.

The demolition and renovation activities must be followed in accordance with the Asbestos NESHAP, 40CFR61 Subpart M. The Asbestos NESHAP specifies work practices to be followed during demolitions and renovations of all structures, installations, and buildings (excluding residential buildings that have four or fewer dwelling units). In addition, the regulations require the owner of the building and/or the contractor to notify applicable State and local agencies and/or EPA Regional Offices before all demolitions, or before renovations of buildings that contain a certain threshold amount of asbestos. Written notification must be provided to the Department at least ten (10) working days before beginning the demolition or asbestos removal project. The notification form for the Department can be found at the following web address: <http://dep.state.fl.us/air/forms/asbestos.htm#asbestos>. The Air Force is advised to contact Sandra Veazey at (850) 595-8300 for additional information on asbestos issues.

The Florida Department of Transportation (FDOT) supports Tyndall Air Force Base's proposed action. All efforts taken to reduce traffic delay (e.g. night time lane closures) during construction of the

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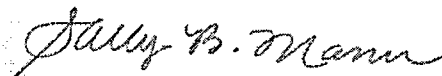
Mr. John Dingwall, P.E.
May 26, 2004
Page 2

overpass will be appreciated. FDOT concurs that the construction of the overpass will improve traffic operations along Hwy 98 at the Air Force Base.

Based on the information contained in the above-referenced draft PEA and the comments provided by our reviewing agencies, as summarized above and enclosed, the state has determined that, at this stage, the proposed project is consistent with the Florida Coastal Management Program (FCMP). All subsequent environmental documents prepared for the project must be reviewed to determine the project's continued consistency with the FCMP. The state's consistency concurrence with the project will be based, in part, on the adequate resolution of issues identified during this and subsequent reviews. The state's final concurrence of the project's consistency with the FCMP will be determined during the environmental permitting stage.

Thank you for the opportunity to review the project. Should you have any questions regarding this letter, please contact Mr. Daniel Lawson at (850) 245-2174.

Sincerely,



Sally B. Mann, Director
Office of Intergovernmental Programs

SBM/dtl

Enclosures

cc: Dick Fancher, DEP

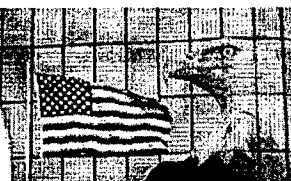


Florida

Department of Environmental Protection

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Project Information	
Project:	FL200404085869C
Comments Due:	May 08, 2004
Letter Due:	May 27, 2004
Description:	DEPARTMENT OF THE AIR FORCE - DRAFT ENVIRONMENTAL ASSESSMENT AND FONSI FOR THE FIRST AIR FORCE AIR OPERATIONS CENTER, HEADQUARTERS/FORCES CENTER, AND HIGHWAY 98 OVERPASS AT TYNDALL AIR FORCE BASE - BAY COUNTY, FLORIDA.
Keywords:	USAF - AIR OPERATIONS CENTER AND HIGHWAY 98 OVERPASS - TYNDALL AFB, BAY CO.
CFDA #:	12.200
Agency Comments:	
WEST FLORIDA RPC - WEST FLORIDA REGIONAL PLANNING COUNCIL	
No Comment	
BAY - BAY COUNTY	
No Final Comments Received	
ENVIRONMENTAL POLICY UNIT - OFFICE OF POLICY AND BUDGET, ENVIRONMENTAL POLICY UNIT	
NO COMMENT	
COMMUNITY AFFAIRS - FLORIDA DEPARTMENT OF COMMUNITY AFFAIRS	
Released Without Comment	
FISH and WILDLIFE COMMISSION - FLORIDA FISH AND WILDLIFE CONSERVATION COMMISSION	
NO COMMENT BY BRIAN BARNETT ON 4/12/04.	
STATE - FLORIDA DEPARTMENT OF STATE	
No Comment	
TRANSPORTATION - FLORIDA DEPARTMENT OF TRANSPORTATION	
The Florida Department of Transportation supports Tyndall AFB's proposed action. All efforts taken to reduce traffic delay (e.g. night time lane closures)during construction of the overpass will be appreciated. FDOT concurs that construction of the overpass will improve traffic operations along Hwy 98 at the AFB.	
ENVIRONMENTAL PROTECTION - FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION	
The DEP agrees with the USAF that the proposed activities will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit pursuant to rule 62-621, F.A.C. The USAF is advised to contact DEP's NPDES section in Tallahassee at (850) 245-7522 regarding NPDES permit requirements. The activities will also require a water and wastewater permit from the Department's Northwest District office (regardless of the of the water and wastewater line size). The USAF is advised to contact David Morres, Program Administrator for Water Facilities at (850) 595-8300, ext. 1166 regarding water and wastewater permitting issues. The demolition and renovation activities must be followed in accordance with the Asbestos NESHAP, 40CFR61 Subpart M. The Asbestos NESHAP specifies work practices to be followed during demolitions and renovations of all structures, installations, and buildings (excluding residential buildings that have four or fewer dwelling units). In addition, the regulations require the owner of the building and/or the contractor to notify applicable State and local agencies and/or EPA Regional Offices before all demolitions, or before renovations of buildings that contain a certain threshold amount of asbestos. Written notification must be provided to the Department at least ten (10) working days before beginning the demolition or asbestos removal project. The notification form for the Department can be found at the following web address: . The Air Force is advised to contact Sandra Veazey at (850) 595-8300 for additional information on asbestos issues.	

NORTHWEST FLORIDA WMD - NORTHWEST FLORIDA WATER MANAGEMENT DISTRICT
NO COMMENT

For more information please contact the Clearinghouse Office at:

3900 COMMONWEALTH BOULEVARD MS-47
TALLAHASSEE, FLORIDA 32399-3000
TELEPHONE: (850) 245-2161
FAX: (850) 245-2190

Visit the [Clearinghouse Home Page](#) to query other projects.

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COUNTY: BAY

DATE: 4/8/2004

COMMENTS DUE DATE: 5/8/2004

CLEARANCE DUE DATE: 5/27/2004

SAI#: FL200404085869C

MESSAGE:

STATE AGENCIES	WATER MNGMNT. DISTRICTS	OPB POLICY UNIT	RPCS & LOC GOVS
COMMUNITY AFFAIRS			
ENVIRONMENTAL PROTECTION	NORTHWEST FLORIDA WMD	ENVIRONMENTAL POLICY UNIT	
X FISH and WILDLIFE COMMISSION			
STATE			
TRANSPORTATION			

The attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evaluation and is categorized as 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:

DEPARTMENT OF THE AIR FORCE - DRAFT ENVIRONMENTAL ASSESSMENT AND FONSI FOR THE FIRST AIR FORCE AIR OPERATIONS CENTER, HEADQUARTERS/FORCES CENTER, AND HIGHWAY 98 OVERPASS AT TYNDALL AIR FORCE BASE - BAY COUNTY, FLORIDA.

To: Florida State Clearinghouse

AGENCY CONTACT AND COORDINATOR (SCH)
3900 COMMONWEALTH BOULEVARD MS-47
TALLAHASSEE, FLORIDA 32399-3000
TELEPHONE: (850) 245-2161
FAX: (850) 245-2190

EO. 12372/NEPA Federal Consistency

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

From:

Division/Bureau: ENVIRONMENTAL SERVICES

Reviewer: BRIAN BARNETT

Date: 4/12/04

RECEIVED

APR 14 2004

OIP/OLGA

RECEIVED BY FWC

APR 09 2004

OFFICE OF
ENVIRONMENTAL SERVICES

COUNTY: BAY
SAI-USAF-TY
2004-3935

DATE: 4/8/2004
COMMENTS DUE DATE: 5/8/2004
CLEARANCE DUE DATE: 5/27/2004
SAI#: FL200404085869C

MESSAGE:

STATE AGENCIES	WATER MNGMNT. DISTRICTS	OPB POLICY UNIT	RPCS & LOC GOVS
COMMUNITY AFFAIRS	NORTHWEST FLORIDA WMD	ENVIRONMENTAL POLICY UNIT	
ENVIRONMENTAL PROTECTION			
FISH and WILDLIFE COMMISSION			
X STATE			
TRANSPORTATION			

The attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evaluation and is categorized

as 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:

DEPARTMENT OF THE AIR FORCE - DRAFT ENVIRONMENTAL ASSESSMENT AND FONSI FOR THE FIRST AIR FORCE AIR OPERATIONS CENTER, HEADQUARTERS/FORCES CENTER, AND HIGHWAY 98 OVERPASS AT TYNDALL AIR FORCE BASE - BAY COUNTY, FLORIDA.

To: Florida State Clearinghouse

AGENCY CONTACT AND COORDINATOR (SCH)
3900 COMMONWEALTH BOULEVARD MS-47
TALLAHASSEE, FLORIDA 32399-3000
TELEPHONE: (850) 245-2161
FAX: (850) 245-2190

EO. 12372/NEPA Federal Consistency

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

From:

Division of Historical Resources
Division/Bureau: Bureau of Historic Preservation

Reviewer: S. EDWARDS

Date: 5-5-04

NHDA / 2004-2979

Laura A. Kemmner, Supervisor
5.5.2004

RECEIVED
MAY 11 2004
CPI/OLGA

RECEIVED
MAY 12 2004
CPI/OLGA

**NORTHWEST FLORIDA WATER MANAGEMENT DISTRICT
Project Review Form**

TO: State Clearinghouse
Department of Environmental Protection
3900 Commonwealth Boulevard, MS 47
Tallahassee, FL 32399-3000

DATE: May 4, 2004

SUBJECT: Project Review: Intergovernmental Coordination
Title: Department of the Air Force – Draft Environmental Assessment and
FONSI for the First Air Force Air Operations Center,
Headquarters/Forces Center, and Highway 98 Overpass at Tyndall
Air Force Base – Bay County, FL
SAI #: FL200404085869C

The District has reviewed the subject application and attachments in accordance with its responsibilities and authority under the provisions of Chapter 373, Florida Statutes. As a result review, the District has the following responses:

ACTION

- ☒ No Comment.
- ☐ Supports the project.
- ☐ Objects to the project; explanation attached.
- ☐ Has no objection to the project; explanation optional.
- ☐ Cannot evaluate the project; explanation attached.
- ☐ Project requires a permit from the District under_____.

DEGREE OF REVIEW

- ☒ Documentation was reviewed.
- ☐ Field investigation was performed.
- ☐ Discussed and/or contacted appropriate office about project.
- ☐ Additional documentation/research is required.
- ☐ Comments attached.

SIGNED

Maia Culbertson

Duncan Jay Cairns
Chief, Bur. Env. & Res. Plng.

RECEIVED

MAY 06 2004

OIP/OLGA

COUNTY: BAY

DATE: 4/8/2004

COMMENTS DUE DATE: 5/8/2004

CLEARANCE DUE DATE: 5/27/2004

SAI#: FL200404085869C

MESSAGE:

STATE AGENCIES	WATER MNGMNT. DISTRICTS	OPB POLICY UNIT	RPCS & LOC GOVS
COMMUNITY AFFAIRS	X NORTHWEST FLORIDA WMD	ENVIRONMENTAL POLICY UNIT	
ENVIRONMENTAL PROTECTION			
FISH and WILDLIFE COMMISSION			
STATE			
TRANSPORTATION			

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

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- ☒ 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:

DEPARTMENT OF THE AIR FORCE - DRAFT ENVIRONMENTAL ASSESSMENT AND FONSI FOR THE FIRST AIR FORCE AIR OPERATIONS CENTER, HEADQUARTERS/FORCES CENTER, AND HIGHWAY 98 OVERPASS AT TYNDALL AIR FORCE BASE - BAY COUNTY, FLORIDA.

To: Florida State Clearinghouse

AGENCY CONTACT AND COORDINATOR (SCH)
3900 COMMONWEALTH BOULEVARD MS-47
TALLAHASSEE, FLORIDA 32399-3000
TELEPHONE: (850) 245-2161
FAX: (850) 245-2190

EO. 12372/NEPA Federal Consistency

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

NO COMMENTS

From:

NWFWMD
Resource Management Div.
Division/Bureau: _____
Reviewer: _____
Date: _____

Duncan J. Cairns
Date 04 MAY 2004

COUNTY: BAY

DATE: 4/8/2004

COMMENTS DUE DATE: 5/8/2004

CLEARANCE DUE DATE: 5/27/2004

SAI#: FL200404085869C

MESSAGE:

STATE AGENCIES	WATER MNGMNT. DISTRICTS	OPB POLICY UNIT	RPCS & LOC GOVS
COMMUNITY AFFAIRS	NORTHWEST FLORIDA WMD	X ENVIRONMENTAL POLICY UNIT	
ENVIRONMENTAL PROTECTION			
SH and WILDLIFE COMMISSION			
STATE			
TRANSPORTATION			

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.

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.

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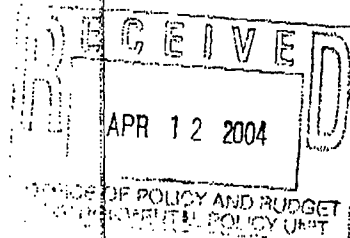
EO. 12372/NEPA Federal Consistency

☒ No Comment
☐ Comment Attached
☐ Not Applicable

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

from:

Division/Bureau: OPB Env. Policy / OEG, OTED
Reviewer: M. J. Jones / M. J. Jones
Date: 4/13/04 / 4/23/04



No comments require response.