

Environmental Impact Analysis Process Document

FONPA and Supporting AF Form 813



U.S. AIR FORCE

Title: Bayshore Gate Vehicle Screening
Area

MacDill Air Force Base, Florida

Finding of No Practicable Alternative



U.S. AIR FORCE

**FINDING OF NO PRACTICABLE ALTERNATIVE
CONSTRUCT BAYSHORE GATE VEHICLE SCREENING AREA
MACDILL AIR FORCE BASE, FLORIDA**

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

Background: Pursuant to the provisions of Executive Order 11988, Executive Order 11990, (as amended by E.O. 13690), and AFI 32-7064, Paragraphs 4.4 and 5.3, the U.S. Air Force conducted an assessment of the potential environmental consequences associated with implementation of the following Proposed Action: reconfigure and expand the entry point at Bayshore Boulevard to improve vehicle screening capabilities. The Proposed Action was found to fit within a Categorical Exclusion (32 Code of Federal Regulations (CFR) Part 989, Appendix B, paragraph A2.3.11); therefore, further environmental analysis under National Environmental Policy Act of 1969 (NEPA) was not required (see attached AF Form 813). This Finding of No Practicable Alternative (FONPA) summarizes the alternatives considered and explains why the project was designed and sited as proposed. The Tampa Bay Times published a Notice of Availability on 5 April, 2017 and the Air Force placed a copy of the Draft Air Force Form 813 and Draft FONPA in the public library for review. No comments were received during the public comment period ending 4 May, 2017.

Proposed Action: The Proposed Action would expand and reconfigure MacDill's entry control point at Bayshore Boulevard to improve vehicle screening capabilities and safety for the gate sentries. Modifications to the entry control point will include the widening of Bayshore Boulevard to create two in-bound traffic lanes, construction of concrete islands equipped with guard booths, and installation of a lighted canopy over the guard booths. The cable and bollard system around the entry control point will also be modified to accommodate the new vehicle screening area. Improving the vehicle screening area at the Bayshore Gate will improve safety for the guards and reduce exposure to inclement weather. In addition, the gate improvements will increase the efficiency of in-bound vehicle processing which will reduce traffic back-ups on Bayshore Boulevard and adjacent roads.

Alternatives: Two alternatives to the Proposed Action were considered during the environmental impact analysis process. One alternative initially considered but eliminated from further consideration was to modify one of the other gates (Dale Mabry, MacDill, and Tanker Way). Those gates have all been improved for increased vehicle screening efficiency and worker safety. Construction at any of those gates would be costly and inappropriate considering the recent nature of the improvements, therefore this is not a reasonable or practicable alternative. The No Action Alternative would make no improvements to the vehicle screening area at the Bayshore Blvd gate. The gate guards would continue to man posts outside the base property/perimeter, which places the guards in a vulnerable position to in-bound traffic and to inclement weather.

Floodplains: The location of the proposed project is in the 100-year coastal floodplain. Executive Order 11988, *Floodplain Management*, as amended on 30 January 2015 by EO 13690, *Establishing a Federal Risk Management Standard and a Process for Further Soliciting and Considering Stakeholder Input*, seeks to avoid construction of facilities or structures within floodplains "to reduce the risk of flood loss, to minimize the impact of floods on human safety, health and welfare, and to restore and preserve the natural and beneficial values served by floodplains". Although being completed in the 100-year floodplain, modification of the Bayshore Gate would have no long-term impacts to the floodplain. The project will construct structures below the flood elevation, however, they will not be damaged by a flood event. The rudimentary guard booths within the floodplain can withstand flooding. The road would not be required to be elevated above the 100-year floodplain. The Proposed Action would not result in adverse effects

on human health or welfare, and would not create any additional safety risks. In addition, the project would not negatively impact the natural and beneficial value of the floodplain since storm water would shed off the narrow road and enter the existing storm water treatment and management system. If the Southwest Florida Water Management District (SWFWMD) determines the additional pavement would negatively impact water quality, the existing storm water treatment system would be expanded/modified to ensure a net improvement in water quality is achieved. Therefore, although being completed in the floodplain, the Proposed Action would have no significant impacts to the floodplain.

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) or a Negative Determination found. The Air Force has determined the project has no coastal effects, prepared a Negative Determination, and concurrence by the State of Florida is pending.

FINDING OF NO PRACTICABLE ALTERNATIVE: Considering the information contained herein (including the attached AF Form 813), in accordance with EO 11988 (as amended by E.O. 13690) and pursuant to the authority delegated to me, I find that there is no practicable alternative to completing the proposed project within the 100-year coastal floodplain. The Proposed Action, as designed, includes all practicable measures to minimize harm to and within the coastal floodplain.

THOMAS J. SHARPY
Major General, USAF
Vice Commander, Air Mobility Command

DATE

Supporting AF Form 813



U.S. AIR FORCE

REQUEST FOR ENVIRONMENTAL IMPACT ANALYSIS		Report Control Symbol RCS: 15-0012	
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		LOG ID#: 2017059	
1. TO (Environmental Planning Function)	2. FROM (Proponent Organization and functional address symbol)	2a. TELEPHONE NO.	
6 CES/CEIEC	6 CES/CEP	DSN 968-0855	
3. TITLE OF PROPOSED ACTION			
Construct Bayshore Gate Screening Area			
4. PURPOSE AND NEED FOR ACTION (Identify decision to be made and need date)			
See attached.			
5. DESCRIPTION OF PROPOSED ACTION AND ALTERNATIVES (DOPAA) (Provide sufficient details for evaluation of the total action)			
See attached.			
6. PROPONENT APPROVAL (Name and Grade)		6a. SIGNATURE	
Michael Cooley		\\ELECTRONICALLY SIGNED\\	
		6b. DATE	
		20170110	
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, bird/wildlife aircraft hazard, etc.)		X	
11. HAZARDOUS MATERIALS/WASTE (Use/storage/generation, solid waste, etc.)		X	
12. BIOLOGICAL RESOURCES (Wetlands/floodplains, threatened or endangered species, 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	
SECTION III – ENVIRONMENTAL ANALYSIS DETERMINATION			
17.	X	PROPOSED ACTION QUALIFIES FOR CATEGORICAL EXCLUSION (CATEX) <u>A2.3.11</u>	
		PROPOSED ACTION DOES NOT QUALIFY FOR A CATEX; FURTHER ENVIRONMENTAL ANALYSIS IS REQUIRED.	
18. REMARKS			
MacDill AFB is located in an attainment area for all the criteria pollutants and a conformity determination is not required.			
CATEX A2.3.11 - actions similar to other actions which have been determined to have insignificant impact in a similar setting as established in an environmental impact statement (EIS) or an EA resulting in a Finding of No Significant Impact (FONSI). 2013 Installation Development Environmental Assessment, FONSI/FONPA Signed 18 April 2013, construction project I1, Construct CENTCOM Parking Garage			
19. ENVIRONMENTAL PLANNING FUNCTION CERTIFICATION (Name and Grade)		19 a. SIGNATURE	
JADEE A. PURDY, GS-14 Director, 6 th Civil Engineer Squadron			
AF FORM 813, 19990901 (EF-V1)		19 b. DATE	
		THIS FORM CONSOLIDATES AF FORMS 813 AND 814.	
		PAGE 1 OF 2 PAGE(S)	

4.0 PURPOSE AND NEED FOR ACTION:

4.1 PURPOSE: The purpose of the action is to improve worker safety and vehicle capacity at the Bayshore Boulevard (Blvd) gate [entry control point (ECP)] by modifying the ID check points which will improve the gate safety and the efficiency of screening procedures for entry onto the installation. The action would construct new ID check point islands and guard booths with an overhead canopy south of the existing guardhouse to provide SFS guards protection from the traffic and weather. In addition, the action would provide new pavement for rejection of vehicles, alter bollards and cable system to secure the ECP, and repair existing traffic striping for gate area.

4.2 NEED FOR ACTION: MacDill AFB needs to improve guard safety and the entry control screening efficiency at the Bayshore Blvd gate to reduce extended delays and backups on local City of Tampa streets. Currently, the Bayshore Blvd gate has single in-bound and out-bound lanes respectively. The existing gatehouse is located on the edge of the Air Force property line. In order to conduct entry control checks, the 6th Security Forces Squadron (SFS) must place guards outside the base property/perimeter. To increase traffic flow and efficiency the out-bound lane is converted to in-bound traffic during the morning rush hour. This current ID check point configuration places the guards in a vulnerable position to in-bound traffic and exposed to inclement weather. A transportation study conducted in 2010 found that the Bayshore Gate operates in a very low level of service for the traffic capacity this gate receives. Lengthy traffic back-ups on Bayshore Blvd north of the base are routine in the morning due to the limited access capacity at the Bayshore Gate. The morning traffic back-ups cause extended delays and impact traffic patterns on the local streets north of the base.

5.0 DESCRIPTION OF PROPOSED ACTION AND ALTERNATIVES:

5.1 Proposed Action: The Proposed Action consists of two phases discussed below to improve the vehicle screening, traffic flow, and working conditions at the Bayshore Blvd gate. The general location of the Proposed Action is presented in Figure 1. The general location of each project overlain against existing base constraints is presented in Figure 2. Each phase is discussed below.

5.1.1 The Proposed Action would construct approximately 300 linear feet (ft) of road widening and concrete curbing on the east and west bound side of Bayshore Blvd south of the Bayshore Blvd Gate house. Approximately 3,300 ft² of new asphaltic concrete would be placed for roadway widening. The cable and bollard system would be reconfigured to accommodate the enlarged ECP. In addition, two concrete islands would be constructed. One island will be 20-foot wide and the other one will be six-foot wide, with 11-foot travel lanes. These will provide spots for two entry control guards per island. The wider island would provide a parking spot for a chase vehicle. Four guard booths would also be constructed. The guard booths would be four-foot by four-foot (Figure 3). Each guard booth would include lighting, air conditioning, and denial barrier deployment ability. Additionally, a 14-foot high by 60-foot by 58-foot canopy over the ID check islands would be constructed. A large fan and lights would be installed on the underside of the canopy (Figure 4).

5.2 The demolition would be accomplished by physically removing the concrete and asphalt pavement at each site using construction equipment such as front-end loaders, bulldozers and

track-hoes. The pavement would be reduced to rubble and loaded into large roll-off containers for disposal off-base at an approved construction and demolition debris landfill. Demolition would involve some excavation. Silt fences would be installed around the demolition sites to reduce erosion resulting from wind and surface water runoff. Once the pavements have been demolished, the material removed from the site, and the land has been graded, the disturbed areas of sites not situated where new pavement would be placed would be covered with a layer of sod. The sod would greatly reduce the potential for future erosion by wind and surface water runoff.

5.3 The area of new pavement would be graded using heavy equipment to remove any vegetation and create a smooth surface. Additional subbase material would be delivered and prepared using heavy equipment. The pavement area would be graded for proper stormwater collection and treatment. The concrete curb and islands would be constructed and once a solid, smooth subbase and curbing is prepared, hot asphaltic concrete would be placed across the area proposed for paving. The asphaltic concrete would be placed using heavy equipment and then compacted and smoothed using a roller compactor.

5.4 The proposed guard booths and canopy would be designed using standard engineering principles. The guard booths would have a slab foundation with concrete masonry unit walls. The guard booths are not intended for permanent occupancy and would not be damaged by flooding, consequently they would not be constructed above the 100-year floodplain elevation. The HVAC systems for each guard booth would be placed on the roof and, therefore above the floodplain elevation which avoids potential damage that might be caused by flooding. The facilities would comply with DoD minimum antiterrorism force protection (ATFP) standards. The facilities would be designed to withstand 140 mile per hour wind loads in accordance with current building standards.

5.5 To compensate for the increased impervious surfaces, management of the additional storm water would be required. As a part of the construction, the existing storm water detention basin would be evaluated to determine its ability to accommodate additional storm water during periods of heavy rainfall. The base water program manager evaluated the project and determined that the existing Environmental Resource Permits (ERP) may have to be modified to account for the additional impervious surface.

5.6 The Proposed Action was evaluated for the potential for impacts to and/or from documented hazardous waste clean-up sites (both Environmental Restoration Account {ERA} and non-ERA funded sites) at MacDill AFB. The Proposed Action is located within Solid Waste Management Unit (SWMU) 61. SWMU-61 is a groundwater plume containing chlorinated solvents. There is no soil contamination associated with this ERP site. Proposed construction activities would not involve dewatering or excavation deep enough to encounter the water table, consequently, the Proposed Action should not affect or be effected by any hazardous waste clean-up sites.

5.7 This project involves limited land disturbance and the base cultural resources program manager evaluated the proposed project site to determine the potential for discovery of cultural resources. The area around the Bayshore Gate has been reconfigured and disturbed many times throughout the past 70 years. Due to the high level of disturbance of surface soils and the limited extent of excavation required for the project, the base cultural resources program

manager found there would be no potential for discovery of previously unidentified cultural resources.

5.8 The Proposed Action is within the 100-year floodplain. Executive Order (E.O.) 11988 (as amended by E.O. 13690) requires the consideration of practicable alternatives to avoid adverse effects and incompatible development in the floodplain. Practicable alternatives are those that are capable of being done in a particular situation and include consideration of pertinent factors including the environment, community welfare, cost, and available technology.

5.9 Alternatives Eliminated from Further Consideration

5.9.1 One alternative initially considered but eliminated from further consideration was to widen or add inspection lanes at the other three gates, Dale Mabry Highway, MacDill Avenue, and Tanker Way. This alternative would require reconfiguring gates which have all been modified to enhance safety and increase vehicle capacity already. Construction at those gates is not a reasonable or practicable alternative.

5.10 No Action Alternative – The No Action Alternative would not improve the vehicle screening process at the Bayshore Blvd gate by modifying the ID check points. The 6 SFS would continue to place guards outside the base property/perimeter and convert the out-bound lane to in-bound traffic during the morning rush hour, which places the guards in a vulnerable position to in-bound traffic and exposes them to inclement weather. The Bayshore Gate would continue to operate in a very low level of service for traffic capacity thus causing extended delays and backups on the local streets.

6.0 SUPPORTING DOCUMENTATION

6.1 MacDill Air Force Base completed an Installation Development Environmental Assessment (IDEA) in April 2013. The IDEA's installation-wide approach to environmental impact analysis ensures that substantial restrictions to base development projects are identified early and avoided. The IDEA used a constraints based approach to compile information on eleven (11) different resource areas; noise, land use, air quality, geological resources, water resources, biological resources, cultural resources, socioeconomic and environmental justice, infrastructure, hazardous materials and waste, and safety; to examine the potential environmental effects the future development of MacDill Air Force Base would have on these resources. The IDEA evaluated all base development projects programmed for the five year planning period between 2012 and 2017 by grouping those projects into five categories; (1) demolition, (2) construction, (3) infrastructure improvement, (4) natural infrastructure management, and (5) strategic sustainability performance projects. These five categories were selected because they allow grouping of initiatives by the generally common elements of the activity and the nature of the potential environmental impacts. The IDEA analyzed whether the selected projects would individually or cumulatively have a significant impact on the environment and whether there were any practicable alternatives to impacting wetlands and 100-year floodplains. On 24 April 2013, AMC/A7 signed a Finding of No Significant Impact and Finding of No Practicable Alternative.

6.2 The Air Force Environmental Impact Analysis Process uses the AF Form 813 to narrow and focus issues on potential environmental impacts and to document certain categorical exclusion (CATEX) determinations. CATEXs define those categories of actions that do not

individually or cumulatively have the potential for significant effects on the environment. Actions that usually do not require additional environmental analysis include those that have minimal adverse effects on the environment; do not result in any significant change to the existing environment; do not have any significant cumulative environmental impacts; or those actions that are similar to actions that have previously been assessed and found to have no significant environmental impacts. CATEX's are described in Appendix B to 32 Code of Federal Regulations Part 989.

6.3 The MacDill AFB Environmental Planning Function (6 CES/CEIE) has determined the Proposed Action qualifies for exclusion from further environmental analysis under CATEX A2.3.11. CATEX A2.3.11 exempts from further environmental analysis "actions similar to other actions which have been determined to have an insignificant impact in a similar setting as established in an Environmental Impact Statement or Environmental Assessment resulting in a Finding of No Significant Impact." The MacDill Environmental Planning Function has determined the construction in the Proposed Action is sufficiently similar to the IDEA infrastructure project Construct CENTCOM Parking Garage and would occur in a similar environmental setting based on the following observations:

6.3.1 The Proposed Action would construct approximately 3,500 ft² of new structures at the Bayshore Gate and would also construct approximately 3,300 ft² of new impervious surfaces. The construction activities required to construct the new facilities and asphalt surfaces are similar to, although on a much smaller scale, the construction techniques used for the IDEA CENTCOM Parking Garage construction project, and are accomplished in a similar environmental setting. The IDEA evaluated the construction of the CENTCOM Parking Garage, a multi-story, 595,981 ft² facility. Similarities include both projects being constructed in a developed portion of the base with maintained grassy areas and adding impervious surface. Additional similarities are identified in the subsequent sections below. The locations of the Construct CENTCOM Parking Garage and the Proposed Action overlain against existing base constraints are presented in Figure 2. The location of the Bayshore Gate Vehicle Screening Area is approximately ¾-mile north of the Construct CENTCOM Parking Garage project site. A discussion of the resource areas analyzed for the IDEA as they relate to the Proposed Action follows.

6.3.2 Air Quality: Insignificant short-term minor intermittent impacts to air quality would be expected to result from the construction activities. These impacts would result from vehicle emissions from heavy equipment, as well as, fugitive dust generated by construction activities. The CENTCOM Parking Garage EA calculated the emissions for the criteria pollutants that would result from construction of multi-story parking facility and added impervious surface. The calculated emissions for the CENTCOM Parking Garage EA and Proposed Action are provided in the following table. MacDill AFB is in attainment for all criteria pollutants, so the General Conformity Rule does not apply. Furthermore, the criteria pollutants generated by the Bayshore Gate Vehicle Screening Area would not exceed 10 percent of Hillsborough County emissions values.

Proposed Project	NO_x (tpy)	VOC (tpy)	CO (tpy)	SO_x (tpy)	PM10 (tpy)	PM2.5 (tpy)
CENTCOM Parking Garage	6.26	1.44	6.76	0.49	15.8	2.14
Bayshore Gate Vehicle Screening Area	2.60	0.33	1.63	0.20	0.47	0.22
10% of Hillsborough County Emissions	5,819	3,488	652	6,589	2,238	722

6.3.3 Noise: Similar to the CENTCOM Parking Garage project, short-term minor adverse effects on noise levels would be expected from the construction activities of the Proposed Action. The noise emanating from the proposed construction of improvements to the Bayshore Gate would be localized, short-term, and intermittent during operation of construction equipment. Construction noise varies depending on the type of construction being done, the area that the construction would occur in, and the distance from the source. The construction of the Proposed Action would be expected to result in the noise levels similar to the CENTCOM Parking Garage. The following table presents the occupied facilities that would be expected to have temporary noise impacts (within 500 feet) associated with each facility proposed for demolition.

Proposed Action Location	Temporary Noise Impacted Facility/Use
Bayshore Gate	Off-base townhomes approximately 400 feet northwest

The Proposed Action is not anticipated to create additional operational noise that would impact adjacent land uses. The adjacent receptors would probably experience noise impacts from construction and/or construction-related vehicles. The magnitude of these impacts would be directly related to the proximity of the residents/occupants and workers to the construction site. In addition, the impacts vary according to the activity occurring on any particular day, and impacts would cease when construction is completed. Because the construction noise would occur only during the day for a short period of time and would occur at fairly low levels, residents/occupants and workers would not be adversely impacted. Noise from use of the Bayshore Gate upon completion of the project would be similar to the noise before the construction. The noise levels from simultaneous activities do not directly add to each other because noise is a logarithmic function.

6.3.4 Hazardous Materials, Waste, and Stored Fuel: Similar to the construction of the CENTCOM Parking Garage, the proposed construction work would not result in a long-term effect on hazardous materials management, waste generation and stored fuel. As discussed in Section 5.6, the Proposed Action is located within ERP Site SWMU-61; however, the project would not involve dewatering or disturbance of the groundwater and would therefore not affect or be effected by this environmental clean-up site.

6.3.5 Water Resources: Similar to the CENTCOM Parking Garage project, the proposed construction work would have the potential to result in minor adverse impacts on

receiving surface water bodies as a result of runoff from the construction site, but adherence to the practices in the existing installation Storm Water Pollution Prevention Plan (SWPPP), Hazardous Waste Management Plan, and Spill Prevention Control and Countermeasures Plan would minimize the potential for adverse effects. To reduce the adverse effects associated with groundbreaking activities, best management practices (BMPs) in accordance with MacDill's SWPPP would be implemented. BMPs for erosion and sedimentation control include the use of silt fence, hay baling stormwater inlets, and installing sod on any disturbed areas upon completion of the response zone deficiencies.

6.3.6 Floodplains: Similar to the construction of the CENTCOM Parking Garage, the proposed modification of the Bayshore Gate would also be accomplished within the 100-year floodplain. The project would be constructed in accordance with the floodplains management guidelines outlined in Section 4.2 of the MacDill Floodplains Management Plan. The Bayshore Gate Screening Area would expand existing pavements and expand and reconfigure the existing facilities. The new pavements, concrete islands, overhead canopy, and rudimentary guard booth facilities could all withstand flooding without sustaining substantial damaged. Since these facilities are not intended for permanent occupancy and would not be damaged by flooding, they are not required to be elevated above the 100-year floodplain. This AF Form 813 considered alternatives (as discussed in paragraphs 5.9 and 5.10) to construction of the Proposed Action in the floodplain as required by Executive Order 11988, Floodplain Management, and concluded none of the available alternatives met the underlying need for the proposed action.

6.3.7 Biological Resources: Similar to the construction of CENTCOM Parking Garage, the Proposed Action does not impact wetlands. Likewise, construction of the CENTCOM Parking Garage and the Proposed Action would have short-term direct minor impacts on vegetation as a result of limited vegetation disturbance associated with construction. The use of BMPs to reduce soil and storm water runoff would limit the intensity, duration, and extent of impacts on vegetation. The area of expansion for the Bayshore Gate modifications are classified as improved grounds that receive routine mowing. Due to their proximity to the roadway and limited, maintained vegetation, they are not suitable habitat for most species. No Federal or state-listed species or habitat is present at the proposed construction sites. The effects of construction noise and heavy equipment use would result in temporary disturbance of unlisted wildlife. It is likely that if unlisted species are disturbed, they would relocate to the quieter portions of MacDill AFB. Therefore, no impacts to biological resources would result from project activities.

6.3.8 Cultural Resources: The CENTCOM Parking Garage project did not involve or present a potential to affect architectural or archeological resources. The proposed action is not located within either of MacDill's historic districts, and the closest architectural resources is located over 3,500 feet away and not within line of sight of the Bayshore Gate. Likewise, the Proposed Action is not expected to impact cultural resources. Ground disturbing activities would be limited to surface grading. Also it is well documented that the area around the Bayshore Gate has been substantially disturbed in the past due to similar gate construction and modification projects. As a result, there is negligible potential for discovery of archeological resources during construction activities. If artifacts, concentrations of shell, or unique soil conditions are discovered during construction, construction activity in the vicinity of the discovery shall cease until

the MacDill Cultural Resources Manager has assessed the situation and consulted with the State Historic Preservation Office, if required.

6.3.9 Transportation: Similar to the construction of the CENTCOM Parking Garage, short-term adverse impacts and long-term improvements to transportation would occur on and off-base resulting from the implementation of the Proposed Action. Temporary traffic and warning signs would be in place during all phases of construction. Flagmen would be provided to direct traffic when construction affects traffic flow.

6.3.10 Airspace/Airfield Operations and Bird-Aircraft Strike Hazard: Similar to the construction of the CENTCOM Parking Garage, the Proposed Action is not expected to substantially affect Airspace/Airfield and Bird-Airstrike Hazard. Both projects are located a great distance from the airfield and neither project would encourage the presence of birds or hinder airfield operations.

6.3.11 Safety and Occupational Health: Similar to the CENTCOM Parking Garage project, short-term minor adverse effects on safety would be expected as a result of increased risk associated with construction-type activities. Construction activities would be accomplished in accordance with Federal, state, and local regulations to minimize hazards associated with hazardous materials, wastes, and substances.

6.3.12 Geological and Soils: Similar to the CENTCOM Parking Garage project, short-term minor adverse effects would be expected from grading, excavating, and grooming of the soil. Impacts on previously undisturbed soils would be expected to be minimal because the area around the Bayshore Gate has historically been intensely used. Grading, excavation and recontouring of soil materials would adhere to all Federal, state, and local regulations. Therefore, no significant impacts on soils would be expected from the Proposed Action.

7.0 COASTAL ZONE MANAGEMENT ACT COMPLIANCE:

7.1 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, which affects any land or water use or natural resources of the coastal zone, to be carried out in a manner that is consistent, to the maximum extent practicable, with the enforceable policies of the Florida Coastal Management Program (CMP) of 1981. The Florida CMP 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.”

7.2 The Federal CZMA requires Federal agencies carrying out activities subject to the Act to provide a “negative 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 negative determination. Therefore, the Proposed Action and the Alternative to the Proposed Action analyzed in this AF Form 813 require the Air Force to submit a negative determination to the relevant Florida agency and requires a response from the State of Florida of either agreement or disagreement with that determination.

7.3 The AF Form 813, FONPA, and negative determination were submitted to the Florida State Clearinghouse for review and concurrence by the State of Florida is pending.

8.0 EXECUTIVE ORDER 11988 – FLOODPLAIN MANAGEMENT

The location of the proposed project is in the 100-year coastal floodplain.

Executive Order (E.O.) 11988, as amended on 30 January 2015 by EO 13690, *Establishing a Federal Risk Management Standard and a Process for Further Soliciting and Considering Stakeholder Input*, requires Federal agencies to reduce the risk of flood loss, to minimize the impact of floods on human safety, health and welfare, and to restore and preserve the natural and beneficial values served by floodplains. The E.O. also requires Federal agencies to evaluate the potential effects of any actions it takes in the floodplain to ensure that its planning programs and budget requests reflect consideration of flood hazards and floodplains management. When an action is proposed for location in the floodplain, the Air Force is required to consider alternatives to avoid adverse effects and incompatible development in the floodplain. When there are no practicable alternatives outside the floodplain, the agency taking action is required to design or modify its action to minimize potential harm to the floodplain.

Information available from the Federal Emergency Management Agency (FEMA Maps dated 2008), shows that 80 percent (4,510 acres) of MacDill is within the 100-year floodplain. Residential, industrial, and institutional land uses on the Base are within the 100-year floodplain, along with most of the commercial and aviation support areas. The runway and airfield occupy approximately 80 percent of land mass outside the floodplain on MacDill AFB and is constrained from further development for safety reasons. Overall, less than three percent of MacDill's land mass is outside the 100-year floodplain and suitable for development.

The Proposed modification to the Bayshore Gate would be used exclusively for vehicle access to MacDill AFB and would not be elevated above the 100-year floodplain. The roadway expansion, concrete islands, guard booths, and overhead canopy would not be affected by flooding. The guard stations must be located at an elevation close to that of the roadway to allow interaction with passengers during vehicle screening. The guard booths are rudimentary structures which can withstand flooding without substantial impact. Since the facilities at the Bayshore Gate are not permanently occupied, this project would not increase potential impacts to human health, safety and welfare. In addition, the project would not negatively impact the natural and beneficial value of the floodplain since the Proposed Action would modify an existing stormwater management system to compensate for any added impervious surfaces if an impact was determined to occur by the water management district. Similar to the function of a floodplain, these stormwater management systems collect, store, and treat stormwater runoff from the site and allow it to slowly infiltrate back into the ground following a storm event. Therefore, although being completed in the floodplain, the Proposed Action would have no significant impacts to the floodplain.

9.0 EXECUTIVE ORDER COMPLIANCE:

9.1 The Air Force complied with the E.O. 11988 requirement to prepare and circulate a notice containing an explanation of why the action is proposed to be located in the floodplain and the requirement to allow a brief comment period prior to taking action. Notice of the Proposed Action in this case was published in the Tampa Bay Times on 5 April 2017. The Tampa Bay Times is a local newspaper of general circulation and the advertisement was placed in a prominent section of the newspaper. The Notice advised the public that the comment period for the Proposed Action

would run through 4 May, 2017. The Notice advised the public that the Air Force invited public review and comment on the DRAFT AF Form 813, the Draft FONPA, and of the location where copies of the documents could be obtained. No comments were received during the comment period and no resources were committed or actions taken which would have an environmental impact or limit the choice of reasonable alternatives prior to expiration of the comment period.

9.2 The environmental analysis completed for the CENTCOM Parking Garage, the supplemental analysis included in this AF Form 813, and the FONPA completes the environmental impact analysis process under Air Force instructions.

Public Notice



U.S. AIR FORCE

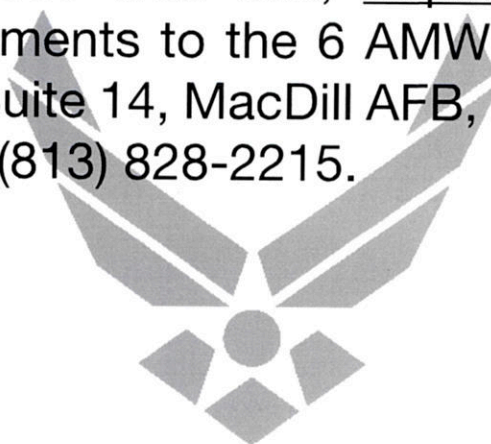
PUBLIC NOTICE

UNITED STATES AIR FORCE

The Air Force (AF) is inviting public review and comment on AF Environmental Impact Analysis Process (EIAP) documents for one project at MacDill AFB, Bayshore Gate Screening Area. The Proposed Action includes four components; 1) construction of new ID check point islands and guard booths, 2) construction of an overhead canopy, 3) installation of additional pavement for vehicle rejection, and 4) alteration of bollards/cable perimeter control system and traffic striping. MacDill AFB has evaluated this action in accordance with Executive Order 11988 – Floodplain Management, and believes there is no practical alternative to construction within the floodplain.

NOTICE OF AVAILABILITY

The EIAP documents satisfy the requirements of the National Environmental Policy Act (NEPA). The documents are available for public review and comment from 4/5/17 through 5/4/17 at the Tampa/Hillsborough County Public Library, located at 900 N. Ashley Drive, Tampa, FL 33606. The documents may be found in the Humanities Section of the Main Library and on the MacDill AFB public web site, <http://www.macdill.af.mil/>. Address written comments to the 6 AMW Public Affairs, 8209 Hangar Loop Drive, Suite 14, MacDill AFB, FL 33621-5502. The telephone number is (813) 828-2215.



U.S. AIR FORCE

NEW YORK

ADVERTISERS
PULL AWAY FROM
'O'REILLY FACTOR'

Bill O'Reilly's top-rated Fox News show may be starting to feel a financial sting after allegations that he sexually harassed several women. A dozen major advertisers, ranging from automakers (Hyundai and BMW) to financial firm T. Rowe Price, insurer Allstate and drugmaker GlaxoSmithKline, have pulled their ads from *The O'Reilly Factor*. The moves come after a weekend report in the *New York Times* that O'Reilly and his employer paid five women \$13 million to settle harassment or other allegations of inappropriate conduct by Fox's star. The other companies pulling ads Tuesday were automaker Mitsubishi, personal finance site Credit Karma, drugmaker Sanofi, pet food company Amway, men's shirt seller Uniqlo, and online marketing firm Constant Contact. They joined Mercedes-Benz, which said Monday it was backing away from O'Reilly's show.

WASHINGTON: Civil rights groups reacted with alarm Tuesday while law enforcement organizations expressed relief, after the Trump administration signaled it may back out of federal agreements that compel several police departments around the country to curb racial bias and excessive force.

NORTH KOREA: North Korea fired a ballistic missile into its eastern waters Wednesday, U.S. and South Korean officials said, amid worries the North might conduct banned nuclear or rocket tests ahead of the first summit between President Donald Trump and his Chinese counterpart Xi Jinping this week. The U.S. Pacific Command said it detected and tracked what it assessed as North Korean missile launched from land near the eastern coastal city of Sinpo.

RUSSIA: Akhbarzhan Dzhaliyev, 22, a man from Kyrgyzstan who had a Russian passport, was responsible for the deadly subway blast in St. Petersburg, Russian and Kyrgyz authorities said Tuesday, as the toll from the attack rose to 14 dead and more than 60 wounded.

Times Staff

Chemical weapons use in Syria

Aug. 20, 2012: President Barack Obama says the use of chemical weapons would be a "red line" that would change his calculus on intervening in the civil war and have "enormous consequences."

Aug. 21, 2013: Hundreds of people suffocate to death in rebel-held suburbs of the Syrian capital of Damascus. U.N. investigators visit the sites and determine that ground-to-ground missiles loaded with sarin were fired on civilian areas while residents slept. The United States and others blame the Syrian government.

Sept. 27, 2013: The U.N. Security Council orders Syria to account for and destroy its chemical weapons stockpile.

June 23, 2014: The Organization for the Prohibition of Chemical Weapons says it has removed the last of the Syrian government's chemical weapons. Syrian opposition officials maintain that the government's stocks were not fully accounted for, and that it retained supplies.

Aug. 24, 2016: The joint OPCW-U.N. panel determines the Syrian government twice used helicopters to deploy chlorine gas against its opponents, in civilian areas in the northern Idlib province. A later report holds the government responsible for a third attack. The panel also finds that the Islamic State group used mustard gas.

» SYRIA
continued from 1A

ers, including President Donald Trump, who denounced it as a "heinous" act that "cannot be ignored by the civilized world." The U.N. Security Council scheduled an emergency meeting today in response to the strike, which came on the eve of a major international donors' conference in Brussels on the future of Syria and the region.

In a statement, Trump also blamed former President Barack Obama for "weakness" in failing to respond aggressively after the 2013 attack.

"These heinous actions by the Bashar al-Assad regime are a consequence of the past administration's weakness and irresolution," Trump said. "President Obama said in 2012 that he would establish a 'red line' against the use of chemical weapons and then did nothing. The United States stands with our allies across the globe to condemn this intolerable attack."

Trump left it to his top diplomat, Secretary of State Rex Tillerson, to assign at least some blame to Russia and Iran, Assad's most powerful allies. Tillerson called on both countries to use

their influence over Assad to prevent future chemical weapons attacks, and urged Russia's and Iran's roles in helping broker a cease-fire through diplomatic talks in the Kazakh capital, Astana.

"As the self-proclaimed guarantors to the cease-fire negotiated in Astana, Russia and Iran also bear great moral responsibility for these deaths," Tillerson said.

House Foreign Affairs Committee Chairman Ed Royce, R-Calif., said in a statement that "it is clear there is no hope for real peace in Syria until Assad is held accountable."

Many U.S. allies on Tuesday seemed to agree. "Those saying Syrian people will decide Assad's future. No people will remain if attacks continue," Turkish Foreign Minister Mevlut Cavusoglu tweeted Tuesday.

"I'm very clear that there can be no future for Assad in a stable Syria," British Prime Minister Theresa May said in an interview with the BBC. "I call on all the parties involved to ensure that we have a transition away from Assad."

Last week, Trump's ambassador to the United States, Nikki Haley, said the United States

was changing its focus in Syria from Assad's ouster to defeating the Islamic State.

"Do we think he's a hindrance? Yes. Are we going to sit there and focus on getting him out? No," she said.

In a statement, the Syrian government "categorically rejected" claims that it was responsible, asserting that it does not possess chemical weapons. It said it was not the past and will not use them in the future. It laid the blame squarely on the rebels, accusing them of fabricating the attack and trying to frame the Syrian government.

The Russian Defense Ministry also denied any involvement. Photos and video emerging from Khan Sheikhoun, located south of the provincial capital of Idlib, showed the limp bodies of children and adults. Some were struggling to breathe; others appeared to be foaming at the mouth.

The activist-run Asia Press published videos of paramedics carrying victims, stripped down to their underwear and many appearing unresponsive, from the scene in pickup trucks.

At least 58 people are killed in what doctors say could be a nerve gas attack on the town of Khan Sheikhoun in the rebel-held Idlib province.

Information from Tribune News Service was used in this report.



Nurse practitioner Juliana Duque gives a patient insecticide and information about mosquito protection at a Miami clinic.

» ZIKA
continued from 1A

the more complicated diagnosis becomes. Even more disturbing, the risk for birth defects is almost certainly higher than the study suggests, because three-fourths of the infants born to mothers with some evidence of Zika infection did not receive the recommended brain imaging after birth. The link between Zika and birth defects was first noticed because the infection can cause microcephaly, or an abnormally small head. Subsequent research showed that babies may appear healthy at birth, with a normal head size, but have underlying brain abnormalities. Of 895 live births, only 221 babies received any kind of neuroimaging.

"It's really key for these babies to have a head ultrasound or CT scan to look for abnormalities that may not be apparent at birth," Margaret Honein, chief of the birth defects branch at the CDC and author of the report, said in an interview. "Knowing that not all these babies are receiving brain imaging, this may be significantly understating the complete number of infants with birth defects."

Honein said she didn't know why so many babies were not receiving the recommended brain evaluations. The reasons are likely to be complex, she said. All health care providers, especially obstetricians and pediatricians, need to improve monitoring of these infants. The CDC is monitoring all pregnant women in the United States with any evidence of Zika infection; the agency is receiving 30 to 40 new reports of such pregnancies every week, she said.

The cost for treating an infant with microcephaly is estimated at nearly \$4 million, Schuchat said. For those who survive into adulthood, the costs could be up

Key findings

1,297 Total of pregnant women with evidence of Zika infection were reported to the U.S. Zika Pregnancy Registry in 2016.

972 pregnancies that were completed by the end of the year. Of that, more than 50 had Zika-related birth defects.

1 in 10 women with confirmed Zika infections had a fetus or baby with birth defects. Confirmed infections in the first trimester posed the highest risk — with about 15 percent having Zika-related birth defects.

1 in 3 babies with possible Zika infection had no report of Zika testing at birth.

1 in 4 babies with possible Zika infection were reported to have received brain imaging after birth.

to \$10 million. The information released Tuesday provides an analysis of what has happened to the largest number of Zika-infected completed pregnancies. The information comes from state officials reporting to the U.S. Zika Pregnancy Registry from Jan. 15 to Dec. 27, 2016, in the 50 states, Washington, D.C., and all U.S. territories except Puerto Rico. Pregnancies in Puerto Rico, which has by far the largest number of Zika infections of anywhere in the United States, are being tracked separately.

It's unclear whether the CDC will have the funding to conduct follow-up evaluations of the babies. The agency, which is part of the Department of Health and Human Services, does not yet have a budget for the fiscal year that ends in October, or for the next fiscal year.

"We don't yet know what the final funding amounts will be," spokesman Bertman Kelly said.

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LEGAL NOTICE

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Supporting Documents

(If available or required)

Figures;
ERP Information;
Other



U.S. AIR FORCE



Figure 1 – General Location of the Construct Bayshore Gate Vehicle Screening Area Relative to the Construct USCENCOM Parking Garage project



Figure 2 – General Location of Bayshore Gate Vehicle Screening Area overlain against existing base constraints

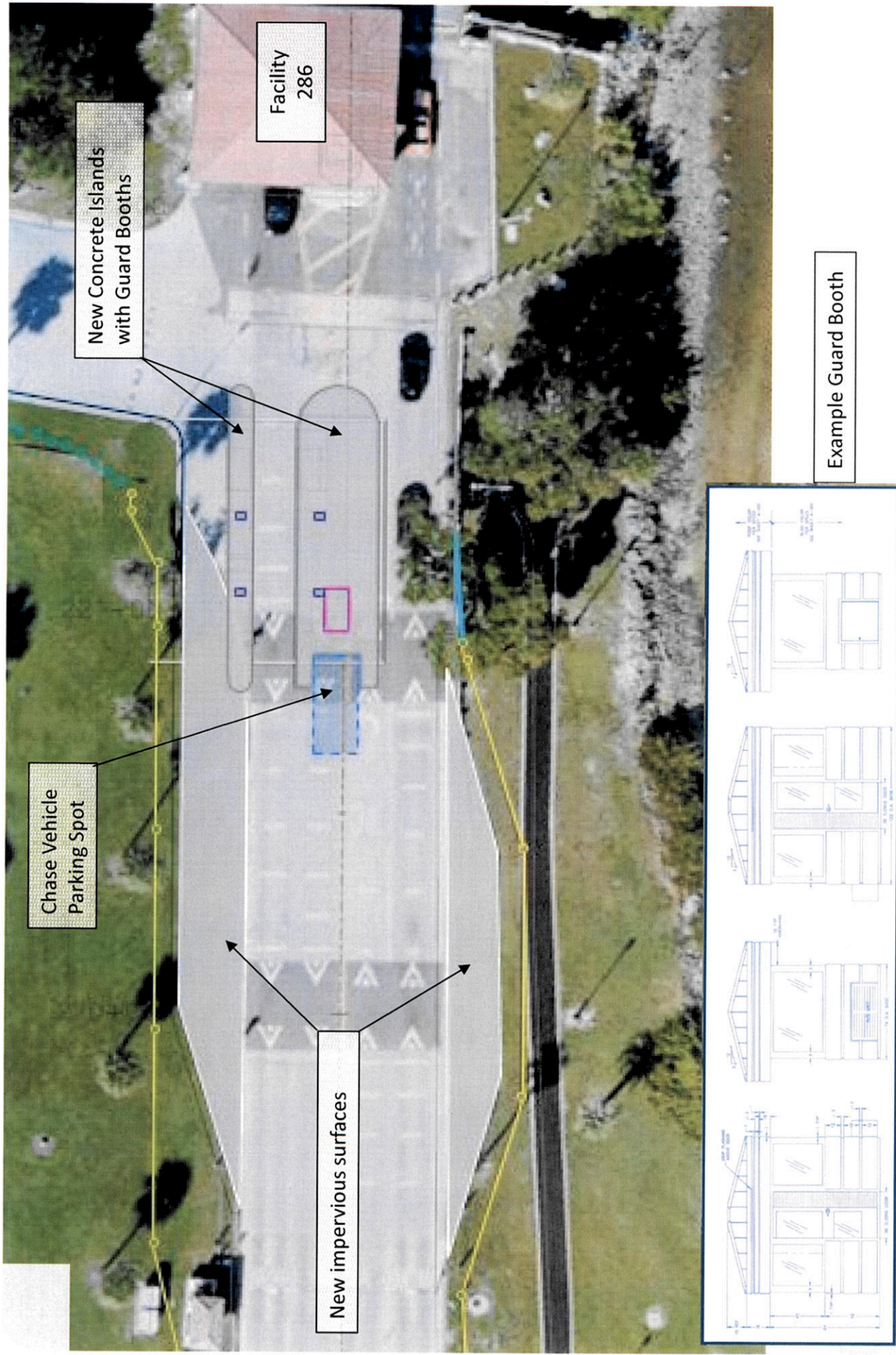


Figure 3 – Proposed new impervious surfaces and concrete islands with guard booths for the Bayshore Vehicle Screening Area project. Guard booths will be simple structures, as shown above.

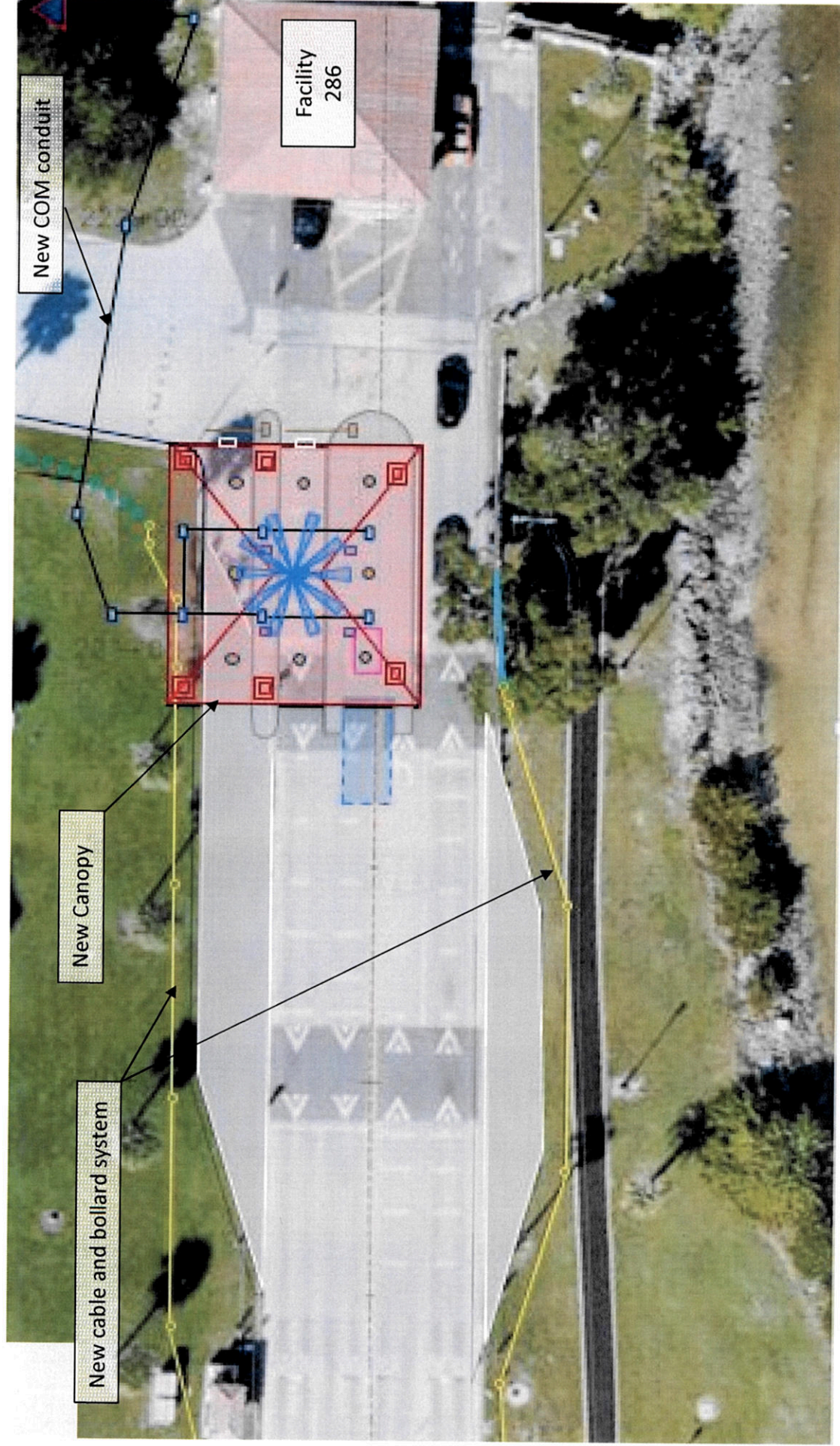


Figure 4 – Proposed new structures for the Bayshore Vehicle Screening Area project. New structures include a new cable and bollard system, guard booths, and a 58 ft by 60 ft lighted canopy over the vehicle screening area.



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



Colonel April D. Vogel, USAF
Commander
6th Air Mobility Wing
8208 Hangar Loop Dr, Suite 1
MacDill AFB FL 33621-5407

Dr. Paul Backhouse
Seminole Tribe of Florida
30290 Josie Billie Hwy, PMB 1004
Clewiston FL 33440

Dear Dr. Backhouse

MacDill AFB is planning a project to improve the safety and capacity of the Bayshore Gate. This project will include the addition of checkpoint islands, installation of an overhead canopy, and construction of approximately 3,000 square feet of new pavement.

There are no known archeological sites within or adjacent to the Bayshore Gate. The closest known archeological sites in the vicinity of the proposed project are presented in Figure 2.

In accordance with Executive Order 13175 and Section 106 of the NHPA (36 CFR Sections 800.2, 800.3, and 800.4), the Air Force would like to initiate government-to-government consultation regarding the improvements to the Bayshore Gate. The Air Force desires to discuss the proposal in detail with you so that we may understand and consider any comments, concerns, and suggestions you may have.

Please let us know when you would like to meet to discuss the proposal and your expectations on how we should proceed with consultation. Do not hesitate to call me at (813) 828-4444 to arrange dates and times for consultation.

APRIL D. VOGEL, Colonel, USAF
Commander

2 Attachments

Figures 1 & 2: Location of Bayshore Gate project work and known archeological site areas



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



Colonel April D. Vogel, USAF
Commander
6th Air Mobility Wing
8208 Hangar Loop Drive, Suite 1
MacDill AFB FL 33621-5407

Mr. Fred Dayhoff
Miccosukee Tribe of Indians of Florida
HC 61, SR BOX 68, Old Loop Road
Ochopee FL 34141

Dear Mr. Dayhoff

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Figure 1 – Aerial view showing the general areas of work for the proposed Bayshore Gate improvements. The project adds an overhead canopy over inspection areas and an additional 3,000 sf of pavement to facilitate turning vehicles around. A wider view of this area is shown in Figure 2.



Figure 2 - Aerial view of MacDill Air Force Base showing the area of proposed project work associated with the improvements to the Bayshore Gate in relation to known archeological sites.