

DEPARTMENT OF DEFENSE
DEPARTMENT OF THE NAVY
DEPARTMENT OF THE AIR FORCE

FINDING OF NO SIGNIFICANT IMPACT (FONSI) AND
FINDING OF NO PRACTICABLE ALTERNATIVE (FONPA) FOR THE
ENVIRONMENTAL ASSESSMENT FOR THE DEVELOPMENT OF THE P205 ALERT
FORCE COMPLEX PROJECT AT TRAVIS AIR FORCE BASE, CALIFORNIA

Pursuant to the Council on Environmental Quality regulations (40 Code of Federal Regulations [CFR] Parts 1500-1508) implementing the National Environmental Policy Act (NEPA), Department of the Navy (Navy) NEPA regulations (32 CFR Part 775), Chief of Naval Operations Manual-5090.1, and the Department of the Air Force Environmental Impact Analysis Program (32 CFR Part 651), the Navy and Air Force give notice that an Environmental Assessment (EA) has been prepared for the demolition of the existing Fleet Air Reconnaissance Squadron Three Detachment Travis (VQ-3 Det Travis) Alert Force Complex (Complex) and the construction of a new Alert Force Complex (Complex) at Travis Air Force Base (AFB) in Fairfield, California. An Environmental Impact Statement is not required.

Proposed Action: The Navy proposes to replace the existing Complex and locate a replacement Complex outside the runway safety clear zone at Travis AFB in Fairfield, California. The Proposed Action includes the demolition of existing facilities near the southern boundary of Travis AFB (Buildings 1162, 1165, 1167, 1168, 1171, 1174, 1175, 1176, 1178, 1180, 1181, 1191, 1193, and 1894) and construction of a new Complex north of the Travis AFB runways.

The Proposed Action would also include a real estate agreement between the Navy and the Air Force for the construction and operation of the proposed new facilities. Two existing aircraft parking spaces would be made available to the Navy for E-6B Mercury aircraft parking near the new facilities. Occasionally, a third E-6B Mercury aircraft may be present at Travis AFB, and the Navy would be allowed to park it in any existing airplane parking space on base.

The need for the Proposed Action is to:

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- Address Anti-Terrorism/Force Protection (AT/FP) concerns pertaining to potential threats along the installation boundary fence line;
- Address inadequate facility size. Personnel are currently operating within a 37,500-square-foot (sf) Complex; however, 61,000-sf is needed to adequately support VQ-3 Det Travis operations;
- Meet runway safety clear zone requirements. The majority of the existing facilities are currently within Travis AFB's runway clear zone. The United States Department of the Air Force (Air Force) standards for airfield clear zones are 3,000 by 3,000 linear feet, which encompasses the existing Complex;
- Address flooding hazards. Site conditions at Building 1175 direct drainage toward the building. Mold remediation in the sleeping quarters, due to flooding, is a constant concern at the existing facility; and,
- Address wildfire hazards. The risk of wildfire is increased by the proximity of nonnative grasslands to Travis AFB's exterior fence line. Recent wildfires breached the outer perimeter and encroached upon the Complex.

Public Participation: The Navy and Air Force solicited advance public comment on the proposed project in accordance with Executive Order 11990, Protection of Wetlands. The public notice was published in the Vacaville Reporter, the Daily Republic (Fairfield/Suisun), and Travis AFB Tailwind starting June 8, 2018 through June 10, 2018, and public comments were accepted between June 18, 2018 and July 19, 2018. No comments were received during the advance public notice period.

In addition, the public participation process included the publication of a Notice of Availability (NOA) of the Draft EA in local newspapers for three consecutive days: the Vacaville Reporter, the Daily Republic (Fairfield/Suisun) and Travis AFB Tailwind starting October 4, 2019 through October 6, 2019.

The Draft EA was also made available in hardcopy review at the following locations:

- Fairfield Civic Center Library, 1150 Kentucky Street, Fairfield, CA 94533
- Suisun City Library, 601 Pintail Drive, Suisun City, CA 94585

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- Vacaville Public Library Cultural Center, 1020 Ulatis Drive, Vacaville, CA 95688
- Mitchell Memorial Library, 510 Travis Boulevard, Travis AFB, CA 94535

The Draft EA was made available for public review on the Navy Region Southwest website (<http://www.navy.mil/local/cnrsw/>) and the Travis AFB Environmental Compliance website (<http://www.travis.af.mil/Environment/Compliance/>).

The Draft EA was circulated for public review from October 4, 2019 through November 4, 2019. No comments were received during the public review period. An NOA of the Final EA and FONSI and FONPA will be published in the Vacaville Reporter, the Daily Republic (Fairfield/Suisun) and Travis AFB Tailwind newspapers. Copies of the final documents will also be placed at the libraries listed above and on the Navy Region Southwest and Travis AFB Environmental Compliance websites.

Alternatives Analyzed: The EA analyzes three alternatives, the No Action Alternative, Alternative 1, and Alternative 2. Under the No Action Alternative, the Proposed Action would not occur. The No Action Alternative would not meet the purpose and need for the Proposed Action. Personnel would continue to work in deteriorated, undersized, and unsecure facilities putting the VQ-3 Det Travis mission at Travis AFB in jeopardy; however, as required by NEPA, the No Action Alternative was carried forward for analysis in the EA.

Alternative 1: A complete Alert Force Complex relocation would occur. Alternative 1 includes the following:

- Demolishing fourteen existing facilities: Buildings 1162, 1165, 1167, 1168, 1171, 1174, 1175, 1176, 1178, 1180, 1181, 1191, 1193, and 1894;
- Returning buildings 1164, 1177, and 1179 to the Air Force;
- Execution of a real estate agreement between the Navy and Air Force to allow a new Complex to be constructed and operated outside of the runway safety clear zone, located north of the Travis AFB runways on vacant land east of Building 350;
- Constructing an Alert Force/Security Facility, an Entry Control Point/Gatehouse (ECP), Satellite Communication

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(SATCOM) Facility and aircraft ground equipment (AGE) maintenance repair and aircraft storage facilities;

- Providing approximately 154 parking spaces throughout the new Complex;
- AT/FP features including security fencing, vehicle barriers, security gates, intrusion detection system, closed-circuit television, and pedestrian turnstiles in accordance with the DoD Minimum Anti-Terrorism Standards for Buildings;
- New Complex preparations including site clearing, trenching for utilities, and preparation for construction;
- Paving and site improvements including grading, parking, roadways, curbs, sidewalks, landscaping, and pedestrian features; and,
- Relocating and reusing current VQ-3 Det Travis operations five existing generators to support the new Complex.

The overall timeline to complete the construction of the new Complex and demolition of the existing Complex is approximately 30 months. Because there cannot be any interruption in the VQ-3 Det Travis operation, demolition of the existing Complex would not occur until the construction of the new Complex and relocation of VQ-3 Det Travis is complete.

Alternative 2: A partial Alert Force Complex relocation would occur. The same actions outlined in Alternative 1 would be included in Alternative 2, except the Navy would continue to utilize Buildings 1164, 1177 and 1179. These Buildings are outside of the runway safety clear zone.

Under this alternative, an additional 800 sf would need to be provided on the proposed Complex site to support "ready for use" GSE that is currently maintained at Building 1179.

Alternative 2 would require a total of six generators.

Alternative 2 would also require trenching, approximately 3 feet in depth, to connect proposed utilities to existing utility connections adjacent to the proposed site. There would also be a need for redundant or backup utilities to support the proposed Complex.

Deficiencies associated with Alternative 2 include duplicating some required functions associated with Buildings

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1177 and 1179 at the new complex to adequately support the mission and E-6B Mercury aircraft. Additionally, Buildings 1164, 1177, and 1179 would remain within an area subject to wildfire due to proximity of private land. Security response times for Buildings 1164, 1177, and 1179 would unacceptably increase due to Navy Security Force moving to the north side of the Travis AFB runways. This would result in increased security force resources to provide requisite protection.

Preferred Alternative: Alternative 1 is the Preferred Alternative because it best meets the purpose and need for the project and would not result in significant impacts to the human and natural environment.

Existing Conditions: Travis AFB is located approximately 7 miles north of the City of Fairfield, in Solano County, California. The Base occupies approximately 6,383 acres near Interstate 80, between the cities of Sacramento and San Francisco. The existing Complex is located in the southeast portion of the Base, north of Perimeter Road. The site of the proposed new Complex is in the northeast portion of the Base at the airfield. The site is bordered by Vandenberg Drive on the south and east, Napa Street on the north, and Airlift Drive on the west. The proposed new Complex would be constructed within a vacant portion of the property.

Environmental Effects: The following is a summary of environmental consequences of Alternative 1, the Preferred Alternative.

Air Quality: Implementation of Alternative 1 would result in emissions of air pollutants during demolition and construction. Demolition and construction emissions would be below de minimis levels. Therefore, implementation of Alternative 1 would not result in a significant impact related to air quality.

Water Resources: Best management practices required by the Construction Site Storm Water National Pollutant Discharge Elimination System (NPDES) permit and Storm Water Pollution Prevention Plan (SWPPP) would be implemented during project demolition and construction to further reduce the less-than-significant impacts.

Compensatory mitigation for direct impacts to a total of 0.0046 acre of jurisdictional waters of the U.S. may be required. Clean Water Act (CWA) Section 401 and Section 404 permit

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applications would be submitted to the California Regional Water Quality Control Board (RWQCB), San Francisco Bay Region, and the USACE, San Francisco District, respectively, for their review and approval. Approval of the CWA Section 401 and Section 404 permit applications would be obtained prior to commencement of any demolition or construction activities that could impact regulated resources. Once acquired, the Navy/Air Force would comply with all conditions outlined in the CWA Section 404 and Section 401 Clean Water Act permits. Therefore, no significant impacts to water resources would occur.

Geologic Resources: Implementation of management practices required by the Construction Site Storm Water NPDES permit and SWPPP would be implemented during demolition and construction activities, that would further reduce the anticipated less-than significant impacts.

Cultural Resources: A Section 106 consultation letter was submitted to the California State Historic Preservation Officer (SHPO). Section 106 consultation was completed on September 7, 2018 with SHPO concurring with the finding of no adverse effect to historic properties pursuant to 36 CFR Part 800.5(d)(1).

If cultural or archaeological resources should inadvertently be disturbed during demolition or construction, action would be taken in accordance with the following contingency plan:

- All activities are performed in compliance with the Integrated Cultural Resources Management Plan.
- Work would cease, and the Air Force Cultural Resources Manager would be contacted.
- If any new information or cultural items are found, Travis AFB would notify local Native American tribes.

Biological Resources: A Biological Opinion (BO) was issued by U.S. Fish and Wildlife Service (USFWS) on April 08, 2019 followed by an updated BO on June 5, 2019, for California tiger salamander (CTS), Delta green ground beetle (DGGB), vernal pool fairy shrimp (VPFS), and vernal pool tadpole shrimp (VPTS).

The USFWS Biological Opinion states that this project is not likely to jeopardize the continued existence of the CTS, VPFS, and VPTS. The conclusion was based on the project-related effects to the species, when added to the environmental baseline and analyzed in consideration of all potential cumulative effects. USFWS determined that the project would not rise to

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the level of precluding recovery or reducing the likelihood of survival of the species.

Alternative 1 would result in permanent and temporary loss of suitable habitat for CTS, VPFS, and VPTS. The proposed project would result in permanent removal of approximately 8.37 acres of suitable upland habitat for the CTS; temporary impacts to 1.48 acres of suitable upland habitat for the CTS; direct impacts to 0.0046 acres of habitat suitable for VPFS and VPTS; and 1.01 acres of indirect impact to habitat suitable for the VPFS and VPTS.

To offset the permanent and temporary loss of CTS upland habitat, the Navy/Air Force would purchase a total of 17.11 acres of CTS upland habitat credits from a USFWS-approved conservation bank.

To offset the permanent and temporary loss of VPFS and VPTS habitat, the Navy/Air Force would purchase a total of 1.0238 acres of vernal pool preservation credits from a USFWS-approved conservation bank.

The Navy/Air Force would fully implement the conservation measures outlined in the Biological Assessment (BA) and the BO. This would include all the relevant conservation measures outlined in the Programmatic Formal and Informal Consultation on the Proposed Effects of Activities Conducted at Travis Air Force Base on Six Federally Threatened and Endangered Species, Solano County, California (USFWS 2018).

Implementation of Mitigation Measures would provide compensation for these losses sufficient to offset potential adverse impacts to those species. Additionally, Travis AFB personnel would continue to manage habitats according to the Integrated Natural Resources Management Plan (INRMP), which is designed to protect and benefit threatened and endangered species.

Alternative 1 is located within 1 mile of known locations of DGGB, off of the main base at Travis AFB; however, because DGGB has not been identified on Travis AFB to date, the USFWS believes that adverse effects to the DGGB are unlikely to occur and are therefore discountable for the purposes of the Section 7 consultation (USFWS 2019).

Wildlife on Travis AFB is currently exposed to high levels of ambient noise from ongoing air operations, and Alternative 1 would not result in any temporal or spatial change to noise

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levels from existing conditions except during demolition and construction (which would be short-term and temporary). Noise impacts from demolition and construction of Alternative 1 would be localized, and potential for adverse impacts to nesting birds would be reduced by implementation of Mitigation Measures BIO-07, BIO-08, and BIO-09. Operation of Alternative 1 would result in no change to existing noise impacts on nesting birds on Travis AFB.

To protect birds under the Migratory Bird Treaty Act, a pre-construction survey must be performed by a qualified biologist no more than 14 calendar days before construction to determine whether any protected species are present on or near the site. If protected birds are present or nesting on or near the site, construction may be temporarily postponed until the nesting season is over. The Navy will contact the Air Force's 60th Civil Engineering Squadron/ Installation Management Flight/Environmental (60 CES/CEIE) at least 30 calendar days in advance to arrange the pre-construction site survey.

Other measures which may be necessary if protected species are found on or near the site during the pre-construction survey include: (1) the construction crew may be prohibited from disturbing areas within a specified distance of owl burrows or bird nests according to guidelines for burrowing owl (California Department of Fish and Wildlife [CDFW] 2012); (2) the construction crew may be required to shut down or restrict activities during breeding and nesting seasons; and (3) construction may be temporarily delayed while birds are encouraged to relocate away from the construction area. The construction crew should be advised of these possibilities in contract documents.

With implementation of Mitigation Measures BIO-01 through BIO-09, impacts from Alternative 1 would not be significant.

Biological Avoidance/ Minimization Measures:

Mitigation Measure BIO-01: Alternative 1 would implement avoidance and minimization measures MM-01 - MM-03, MM-05 - MM-14, and MM-17, as presented in Sections 4.2.1 through 4.2.3 of the Biological Assessment (BA) (Navy 2019).

Mitigation Measure BIO-02: Alternative 1 would implement species-specific conservation measures CTS-01 - CTS-03,

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CTS-05 - CTS-13, and CTS-15 - CTS-19, as presented in Section 4.2.4 of the BA (Navy 2019).

Mitigation Measure BIO-03: Alternative 1 would compensate for permanent and temporary impacts to upland CTS habitats through the purchase of credits at a USFWS-approved mitigation bank.

Mitigation Measure BIO-04: Alternative 1 would implement species-specific conservation measures VP-01, VP-03, and VP-04 as presented in Section 4.2.5 of the BA (Navy 2019).

Mitigation Measure BIO-05: Alternative 1 would compensate for direct and indirect effects to VPFS and VPTS through purchase of conservation credits at a USFWS-approved mitigation bank.

Mitigation Measure BIO-06: During project activities in the existing Complex, Alternative 1 would implement species-specific conservation measures DGGB-6 and DGGB-7, as presented in Section 4.2.5 of the BA (Navy 2019).

Mitigation Measure BIO-07: To protect birds under the Migratory Bird Treaty Act, a pre-construction survey must be performed by a qualified biologist no more than 14 calendar days before construction to determine whether any protected species are present on or near the site. If protected birds are present or nesting on or near the site, construction may be temporarily postponed until the nesting season is over. The Navy will contact the Air Force's 60th Civil Engineering Squadron/Installation Management Flight/Environmental (60 CES/CEIE) at least 30 calendar days in advance to arrange the pre-construction site survey.

Mitigation Measure BIO-08: Other measures which may be necessary if protected species are found on or near the site during the pre-construction survey include: (1) the construction crew may be prohibited from disturbing areas within a specified distance of owl burrows or bird nests according to guidelines for burrowing owl (California Department of Fish and Wildlife [CDFW] 2012) or consultation with CDFW; (2) the construction crew may be required to shut down or restrict activities during breeding and nesting seasons; (3) construction would be temporarily delayed while birds are encouraged to relocate away from the construction area. The construction crew should be advised of these possibilities in contract documents.

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Mitigation Measure BIO-09: If the project includes removal of any trees, the construction crew is advised to remove the trees or tree limbs between September and January, outside of the bird nesting season. Trees may not be removed or limbed during nesting season unless a qualified biologist determines there are no active bird nests present.

Land Use: Implementation of Alternative 1 would remedy the incompatible land use of the existing operations and would not result in significant impacts to land use.

Infrastructure: Adherence to a dig permit issued by the Air Force's 60 CES/Asset Management (CEA) would ensure project impacts to infrastructure would not be significant. Therefore, implementation of Alternative 1 would have no significant impact to infrastructure.

Finding of No Practicable Alternative: In accordance with 32 CFR 989.14(g), a FONPA will be required because of the permanent and temporary impacts on jurisdictional wetlands.

Pursuant to Executive Order (EO) 11990, Protection of Wetlands, if a federal agency proposes to conduct an activity in a wetland, it will consider alternatives to the action and modify its actions, to the extent feasible, to avoid adverse effects or potential harm.

There is no practicable alternative to avoid all wetland areas that would meet the purpose and need of this project. Alternatives considered but not carried forward for detailed analysis in the EA because they did not meet the elements of the purpose and need and/or did not satisfy the reasonable alternative screening factors presented in Section 2.2 of the EA are listed below:

- Relocation to Alternate West Coast Base - Other bases considered do not meet all of the physical and/or operational requirements needed for the mission, as described in Section 1.4 of the EA. Other bases do not provide adequate runways to support the three E-6B aircrafts, 24/7 operational capacity, support facilities and aircraft parking that met security requirements for the VQ-3 mission; and/or siting of support facilities and aircraft parking at other bases would not allow for Navy personnel to meet "on alert" time constraints.

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- Reconstruct the Alert Force Complex in Existing Location - This alternative was considered but is not being carried forward for detailed analysis in the EA because there cannot be any lapse in mission operation, and the construction of new buildings within the runway safety clear zone of Travis AFB is prohibited.

The attached EA identifies two action alternatives and a No Action Alternative to meet the purpose and need. Due to logistical factors associated with constructing a new Alert Force Complex, it was determined that the only reasonable and practicable alternative that meets the purpose and need is the proposed action (Alternative 1).

The proposed Complex site has a small jurisdictional seasonal wetland that would be graded, filled and paved over. Construction of the proposed Complex would directly impact 0.0046 acre of seasonal wetland and indirectly impact 1.01 acres of vernal pools.

The project would provide compensatory mitigation for permanent impacts to 0.0046 acre of waters of the U.S. through purchase of 0.0046 seasonal wetland creation credits at an approved wetland mitigation bank.

Based on the attached EA for the P205 Alert Force Complex Project at Travis Air Force Base, California, no significant impacts would be anticipated with the implementation of the proposed action. Additionally, there is no practicable alternative to implementing the proposed action of constructing a new Alert Force Complex.

Finding of No Significant Impact: Based on the analysis presented in the EA and coordination with SHPO, USFWS, United States Army Corps of Engineers (USACE) and the San Francisco Bay Regional Water Quality Control Board (RWQCB), the Navy and the Air Force find that implementation of Alternative 1 would not significantly impact the quality of the human or natural environment or generate significant controversy.

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The EA is on file and interested parties may obtain a copy from
Ms. Hiphil Clemente, Naval Facilities Engineering Command
Southwest, Attn: Environmental (Code JE20.HC), 937 N. Harbor
Blvd., Bldg 1, 3rd Floor, San Diego, CA 92132, email
hiphil.clemente@navy.mil or Mr. Seth Merdler, NEPA Program
Manager, Travis Air Force Base, 60 CES/CEIE, Travis, CA 94535,
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18 FEB 20

Date

A handwritten signature in black ink, appearing to read 'B. Bolivar', written over a horizontal line.

B. BOLIVAR
Rear Admiral, U.S. Navy
Commander, Navy Region Southwest

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21 Jan 2020

Date

Jeffrey W. Nelson

JEFFREY W. NELSON, Colonel, USAF
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