

DRAFT FINDING OF NO SIGNIFICANT IMPACT (FONSI) AND FINDING OF NO PRACTICABLE ALTERNATIVE (FONPA)
FOR PROPOSED BASE INFRASTRUCTURE IMPROVEMENT PROJECTS
AT RHODE ISLAND AIR NATIONAL GUARD
143rd AIRLIFT WING
QUONSET STATE AIRPORT
NORTH KINGSTOWN, RHODE ISLAND

This FONSI is a draft based upon input generated to date and prior to the public review. The Draft FONSI and Environmental Assessment may be changed based upon public review of the documents. Consistent with the requirements of 32 CFR 989.15(e), this DRAFT FONSI is being made public.

The National Guard Bureau (NGB) has prepared this Environmental Assessment (EA) to consider the potential consequences to the human and natural environment associated with required infrastructure improvement projects including renovations, construction, and demolitions at the Rhode Island Air National Guard's (RIANG's) 143rd Airlift Wing (AW), North Kingstown, Rhode Island. NGB prepared this EA pursuant to the National Environmental Policy Act (NEPA) of 1969 (42 United States Code 4321 *et seq.*), the Council on Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of NEPA (40 CFR 1500-1508), and United States Air Force Environmental Impact Analysis Process (32 CFR 989 *et seq.*).

PURPOSE/NEED

The purpose of this federal action is to provide the 143 AW with properly sized and configured facilities to effectively accomplish their mission. The Proposed Action is necessary to replace outdated, undersized, or inadequate facilities and infrastructure to improve safety and morale of personnel and security of assets. New facilities must adhere to anti-terrorism/force protection (AT/FP) standards in *DoD Minimum Antiterrorism Standards for Buildings* as presented in Unified Facilities Criteria 4-010-01 updated December 12, 2018. Many of the existing 143 AW facilities were constructed in the 1940s and do not meet new criteria or are no longer able to adequately support current mission requirements. The proposed new facilities, facility modifications, demolitions, replacements, and repairs would enable the 143 AW to maintain a level of readiness necessary to support their mission.

DESCRIPTION OF THE PROPOSED ACTION AND ALTERNATIVES

#	Project Title/#/Year	Alternative 1	Proposed Action/Preferred Alternative
1	Building 4 Interior-Exterior Repair /TWLR142003 /2021	No other alternative identified.	Renovate Building 4. Includes roofing replacement, exterior and interior finishes, HVAC, bathrooms, and other supporting building features to ensure sustainable building usage.
2	New Parking Facility /TWLR142840 /2020	Construct covered parking in SE portion of existing lot.	Construct covered parking in SW portion of existing lot, including pavement, structure, utilities, drainage, signage/pavement markings, and supporting features.
3	Building 575 Fire Suppression /TWLR172321 /2021	No other alternative identified.	Renovate Building 575 to upgrade fire suppression system in accordance with current safety regulations.
4	Repair Fuel Cell, P8 /TWLR172322 /2021	No other alternative identified.	Renovate Building 8 to provide adequate services and comply with current safety regulations.
5	Water & Sewer Repair /TWLR062960 /2022	No other alternative identified.	Fully replace water supply and sewer systems through-out the base, to meet current building codes and to provide an efficient and safe water and wastewater handling system.

6	New Facility, Headquarters /TWLR159090 /2021	Two replacement facilities would be constructed: a new HQ building and a DFAC/Medical Facility. The land made available in the demolition of Building 1 becomes a development opportunity area. This space may be ideal for additional privately owned vehicle (POV) parking, storm water management infrastructure, or onsite energy generation facilities (resiliency).	Construct a new multi-complex (HQ/Dining/Medical) facility.
7	New Facility, 282 CBCS Complex /TWLR169124 /2026	Space for the 282 CBCS Operations and Training functions will be incorporated in the newly constructed HQ facility. Warehouse space for the 282 CBCS will be constructed behind Building 2.	Construct new 282 CBCS Operations and Training facility and warehouse, including all utilities and supporting features.
8	New Structure, ECF /TBD /2026	Upgrade current ECF. Add a vehicle inspection area, repair the final denial barrier, and add sidewalks on both the entry and exit sides to allow for safe pedestrian passage.	Current ECF would be reconfigured, utilizing the former footprint of Building 1. The new ECF will include a vehicle inspection area, entry and exit sidewalks, and appropriate AT/FP and UFC requirements.
9	Vehicle Service Station Repair or Relocate /TBD /2020	Existing station would be renovated up to current standards, codes and state stormwater permit.	Relocate and build new station to POL area across the street from current location.
10	Demolition, Building 1 /TBD /2025	No other alternative identified.	Demolish Building 1.

The No Action Alternative is required by 40 CFR 1502.14(d). Under the No Action Alternative, the construction, renovation, and demolition projects will not occur. This will not meet the 143 AW's needs; however, it is carried forward for analysis per CEQ regulations and as a baseline for comparing the other alternatives.

AFFECTED ENVIRONMENT AND CONSEQUENCES

Per CEQ regulations (40 CFR 1500), federal agencies may focus their NEPA analysis on those resource areas that could be affected and omit discussions of resource areas that would not be affected by a Proposed Action (40 CFR 1501.7[a][3]). It was determined that the following resources did not warrant further consideration because there would be no impacts: 1) land use, 2) biological resources, 3) visual resources, and 4) cultural resources. The following resources were further analyzed for potential impacts.

Safety – Long-term beneficial impact. The upgraded and newly located Entry Control Facility (ECF) will provide a secure and safe entrance into the installation. Additionally, renovations and repairs will bring buildings and systems into compliance with safety and health regulations.

Water Resources – No significant impact. The conversion of approximately 5 acres of permeable land to impermeable land could increase localized stormwater runoff. However, stormwater treatment and mitigation is planned with the installation of vegetated swales and bio-retention that are sufficient to ensure no net increase in peak flow rates and total volume of runoff from the site.

Transportation and Traffic Circulation – Long-term beneficial impact. Construction of a new ECF will result in the reduction of traffic congestion on the local road, providing a more efficient traffic circulation.

Cultural Resources – No significant impacts are anticipated. In the event of inadvertent archaeological discovery during ground-moving operations, work would immediately cease in the vicinity of the discovery and the 143 AW would conduct further consultation with the State Historic Preservation Office and federally recognized tribes to determine an appropriate course of action.

Socioeconomics – Temporary beneficial impact. The implementation of construction projects will bring an opportunity for temporary local jobs, including both skilled and unskilled (general labor) construction and related work.

Air Quality – Temporary construction related impact. Project construction would employ BMPs to minimize fugitive dust and tailpipe emissions. These BMPs are not necessarily all-inclusive; the Quonset Air National Guard Base, Rhode Island Air National Guard, and any contractors would need to comply with all applicable air pollution control regulations.

Noise – Temporary construction related impact. Project construction would occur between the hours of 7:00 a.m. and 6:00 p.m. to minimize nuisance noise levels at nearby residences.

Geological Resources – Temporary construction related impact. BMPs will be implemented in accordance with the General Permit for Stormwater Discharges Associated with Construction Activity and its associated Stormwater Pollution Prevention Plan (SWPPP).

Solid Waste – Temporary construction related impact. Recyclable materials and construction and demolition debris will be diverted from the solid waste stream as outlined in the 143 AW's Integrated Solid Waste Management Plan.

Hazardous Materials and Wastes – Temporary construction related impact. The new construction and demolition activities would temporarily increase the use and generation of hazardous materials and wastes. However, the use, handling, storage, and disposal of these products would comply with state and federal regulations and the procedures outlined in the 143 AW's Hazardous Waste Management Plan.

PUBLIC NOTICE

NEPA 40 CFR §§1500-1508 and 32 CFR 989 require public review of the EA before approval of the FONSI and implementation of the Proposed Action. Notice of Availability for public review of the Draft EA will be published on February 11, 2021 in The North Kingstown Standard Times Newspaper and the Federal Register. The Draft Environmental Assessment will be available for review electronically at <https://www.lrc.usace.army.mil/Air-National-Guard-Environmental-Assessments/> and at the North Kingstown Free Library at 100 Boone Street North Kingstown, RI 02852. Through the Interagency and Intergovernmental Coordination for Environmental Planning Process, the 143 AW notified relevant federal, state, and local agencies (listed in Appendix A) and allowed them sufficient time to disclose their environmental concerns specific to the Proposed Action. The total review period for public and agency comments is 30 days. Letters will be in Appendix A of the Final EA.

FINDING OF NO SIGNIFICANT IMPACT

After careful review of the potential impacts of this Proposed Action as assessed in the *Environmental Assessment, Rhode Island Air National Guard, 143rd Airlift Wing, Quonset State Airport, North Kingstown, Rhode Island*, I have concluded that the action's implementation would not have a significant impact on the quality of the human or natural environment or generate significant controversy by itself or considering cumulative impacts. Accordingly, the requirements of NEPA, the CEQ regulations, and 32CFR 989, *et. seq.* have been fulfilled, and an Environmental Impact Statement is not necessary and will not be prepared.

FINDING OF NO PRACTICABLE ALTERNATIVE

Pursuant to Executive Order 11990, in accordance with 32 CFR Section 989.14(g), under the authority delegated by Secretary of the Air Force Order 791.1, and taking the above information into account, I find that there is no practicable alternative to this

action and that the Proposed Action includes all practicable measures to minimize impacts to waters of the US including wetlands and the 100 year floodplain to the greatest extent practicable. If impacts cannot be avoided the required permits will be obtained and the impacts will be mitigated.

MARC V. HEWETT, P.E., GS-15, DAF
Chief, Asset Management Division

Date