

# DRAFT FINDING OF NO SIGNIFICANT IMPACT (FONSI)

## Environmental Assessment Addressing a Modern Entry Control Point at Joint Base San Antonio-Bullis, Texas

### NW Military Highway Alternative

**BACKGROUND:** The U.S. Air Force (USAF) prepared an Environmental Assessment (EA) to analyze the potential environmental and socioeconomic impacts from constructing and operating a modern entry control point (ECP) at Joint Base San Antonio-Bullis (JBSA-BUL), Texas (i.e., the Proposed Action). The attached EA was prepared in accordance with the National Environmental Policy Act (NEPA); the Council on Environmental Quality (CEQ) Regulations for Implementing NEPA (Title 40 Code of Federal Regulations [CFR] §§ 1500–1508); and the USAF regulations for implementing NEPA (32 CFR § 989, as amended).

**PURPOSE OF AND NEED FOR THE PROPOSED ACTION:** The purpose of the Proposed Action is to provide JBSA-BUL with a modern ECP that meets the appropriate Unified Facilities Criteria (UFC) Security Engineering standards; allows for efficient and satisfactory proofing, vetting, and processing of personnel and visitors requesting access to the installation; has modern privately owned vehicle and truck inspection capabilities; and is sited to best accommodate future military and non-military traffic demands. The Proposed Action is needed because the existing ECP at JBSA-BUL is supported by limited infrastructure and does not fully meet the requirements of UFC Security Engineering standards. The undersized, antiquated, and prefabricated facilities at the existing ECP create operational inefficiencies that do not allow for adequate operations. Vehicle inspection capabilities also are substandard. JBSA-BUL's ECP needs to be sited in a location that provides efficient transportation between JBSA-BUL and other JBSA sites; the current NW Military Highway location may no longer satisfy this siting requirement because of increasing non-JBSA-BUL traffic volumes.

**DESCRIPTION OF PROPOSED ACTION AND ALTERNATIVES:** Under the Proposed Action, the USAF would replace the existing ECP at JBSA-BUL. The proposed ECP would have two identification check booths, a gatehouse, visitor control center, an overwatch building, passive and active vehicle barriers, utility infrastructure, and ancillary components. Following construction of the proposed ECP in 2019, the existing ECP would be vacated and demolished. Operation of the proposed ECP would not require additional personnel to be assigned to JBSA-BUL.

Four alternative locations to site the proposed ECP were evaluated against selection standards. The evaluation determined that only two of the four alternatives met the selection standards; therefore, these two alternatives were analyzed in detail in the EA. These alternatives are the NW Military Highway Alternative and Camp Bullis Road Alternative.

*NW Military Highway Alternative.* The NW Military Highway Alternative would site the proposed ECP on NW Military Highway approximately 0.5 mile north of the existing ECP. This site measures approximately 4.2 acres and is currently undeveloped. It does not contain designated

wetlands or floodplains. All traffic would continue to use NW Military Highway to access JBSA-BUL.

*Camp Bullis Road Alternative.* The Camp Bullis Road Alternative would site the proposed ECP on Camp Bullis Road approximately 0.25 mile east of the existing road barricades. This site measures approximately 8.1 acres and is currently mostly undeveloped but contains several unpaved military training trails and a wire fence. It does not contain designated wetlands but overlaps with approximately 1 acre of the 100-year floodplain. Camp Bullis Road would open to all traffic accessing JBSA-BUL, while NW Military Highway would close.

*No Action Alternative.* CEQ regulations recommend consideration of the No Action Alternative. The No Action Alternative serves as a baseline against which the impacts of the Proposed Action and other potential action alternatives can be evaluated. Under the No Action Alternative, the existing ECP on NW Military Highway would continue to operate and no construction or demolition would occur. The existing ECP would continue to be supported by limited infrastructure and would continue to not fully meet the requirements of UFC Security Engineering standards. The undersized, antiquated, and prefabricated facilities at the existing ECP would continue to create operational inefficiencies that do not allow for adequate operations, and the vehicle inspection capabilities would remain substandard. All traffic would continue to use NW Military Highway to access JBSA-BUL, and Camp Bullis Road would remain closed.

**ENVIRONMENTAL IMPACTS OF THE NW MILITARY HIGHWAY ALTERNATIVE:** The analysis of environmental impacts focused on the following environmental resources: air quality, biological resources, cultural resources, geological resources, hazardous materials and wastes, infrastructure and transportation, noise, safety, and water resources. A cumulative impacts assessment was also conducted. Details of the environmental consequences are provided in the EA. The analysis in the EA for each of the environmental resource areas listed above identified negligible to minor adverse impacts under the NW Military Highway Alternative; environmental impacts would not be significant.

**CONCLUSION:** Based on the description of the NW Military Highway Alternative as set forth in the EA, all activities were found to comply with the criteria or standards of environmental quality and were coordinated with the appropriate federal, state, and local agencies. The attached EA and this FONSI will be made available to the public for a 30-day review period. Agencies have been coordinated with throughout the EA development process, and their comments are being incorporated into the analysis of potential environmental impacts performed as part of the EA as appropriate.

**FINDING OF NO SIGNIFICANT IMPACT:** Based on the information and analysis presented in the EA, which was prepared in accordance with the requirements of the NEPA, the CEQ regulations for implementing NEPA, USAF regulations for implementing NEPA set forth in 32 CFR 989 (*Environmental Impact Analysis Process*), as amended, and based on review of the public and agency comments submitted during the 30-day public comment period, I conclude that the environmental effects of implementing the NW Military Highway Alternative at JBSA-

BUL, Texas, is not significant, that preparation of an Environmental Impact Statement is unnecessary, and that a FONSI is appropriate.

**APPROVED:**

[Unsigned for Draft]

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Attachment: *Environmental Assessment Addressing a Modern Entry Control Point at Joint Base San Antonio-Bullis, Texas*