FINDING OF NO SIGNIFICANT IMPACT (FONSI)

AND

FINDING OF NO PRACTICABLE ALTERNATIVE (FONPA)

CONSTRUCTION OF A LIFT STATION

TRAVIS AIR FORCE BASE, CALIFORNIA

Background

The Department of the Air Force (DAF) prepared an EA (EA Identification Number EAXX-007-57-UAF-1757515337) pursuant to the National Environmental Policy Act (NEPA), as amended by Public Law 118-5, the Fiscal Responsibility Act of 2023 (42 United States Code [USC] 4321 et seq.). Pursuant to the NEPA, the DAF assessed the potential environmental consequences associated with the demolition of the old wastewater lift station and its proposed replacement with the construction of a new wastewater lift station on Travis Air Force Base (TAFB), Solano County, California.

The existing wastewater lift station (Building 1150) pumps approximately 80 percent of the sewage generated by TAFB, with the remaining TAFB wastewater handled by other wastewater pumps on base. TAFB has a permit with the Fairfield-Suisun Sewer District (FSSD) to handle all wastewater. The lift station moves wastewater from TAFB to the FSSD force main for treatment at the FSSD wastewater treatment plant. There is no operational wastewater treatment plant on TAFB; some wastewater treatment equipment from the original TAFB wastewater treatment plant (constructed in 1946) remains intact but is no longer functional or used. The existing lift station is responsible for removing wastewater from TAFB and directing that wastewater to the FSSD force main where it travels to the FSSD wastewater treatment plant. Constant maintenance is required to keep the current lift station operational and to avoid any wastewater spillage or leakage. The current lift station has exceeded its life expectancy and will fail in the foreseeable future. The lift station’s concrete vault has cracks and is crumbling around the pipe openings; pipes are severely corroded and have developed holes; the lift station pumps have reached the end of their life as one has completely failed; the electrical panels are outdated; and a monitoring device needs to be installed to monitor lift station flow rate, wastewater levels, pumps, and macerator. Failure of the lift station would require TAFB to reduce the use of potable water that would enter the wastewater stream from sinks and toilets and completely eliminate wastewater conveyance and disposal at the Base, impacting the mission.

The purpose of the Proposed Action is to continue to remove wastewater from TAFB. All wastewater generated by TAFB is treated by the FSSD. A fully functional and operational lift station is needed to ensure TAFB's wastewater is safely and effectively moved to the FSSD sanitary sewer system.

The EA, incorporated by reference into this finding, analyzes the potential environmental consequences of constructing a new lift station and demolishing the existing lift station. The EA

provides environmental protection measures and best management practices (BMPs) to avoid or reduce adverse environmental impacts from those actions. The EA considers all potential impacts of Alternative 1 (Construct Replacement/New Lift Station) and the No Action Alternative. The EA also considers cumulative environmental impacts with other projects within the Region of Influence.

Six alternatives were identified as potentially meeting the purpose and need for the Proposed Action. However, through the screening of alternatives based on whether they met the requirements of selection standards, five of the alternatives for implementing the Proposed Action were eliminated from further analysis in the EA.

Alternative 1. Construct Replacement/New Lift Station

The 60th Air Mobility Wing would construct a new lift station adjacent to the existing lift station, route the piping to the new lift station, then demolish the existing lift station. The new lift station, including a concrete pad, would have a permanent disturbance area of 5,490 square feet. The total temporary disturbance would be 26,300 square feet. Therefore, the total construction work area would be 31,790 square feet. Impacts would also occur from the rerouting of utilities, but those impacts would occur within the work site. A temporary backup generator would be installed at the new lift station.

It is anticipated that the construction of the new lift station and demolition of the existing lift station would be accomplished in two years or fewer. The demolition of the existing lift station would also remove the temporary backup generator currently installed at the lift station.

No Action Alternative

Under the No Action Alternative, TAFB would continue to utilize the existing lift station to transfer wastewater generated by the Base to the FSSD for wastewater treatment. The existing lift station would continue to degrade, and increased maintenance would be required to support the lift station's operation. One staff member from the 60th Civil Engineer Squadron would be required to complete daily checks of the lift station to confirm proper functionality. In the near future, likely in less than three years, the lift station will fail and there will be no way to remove and dispose of wastewater from TAFB.

Summary of Findings

Air Quality and Greenhouse Gases. Emissions from the lift station construction and existing lift station demolition on TAFB would be temporary and minor. Estimated emission levels would be below the *de minimus* threshold levels. No operational emissions would occur because the temporary backup generator at the existing lift station would be removed and replaced with a temporary backup generate at the new lift station.

Water Resources. There would be short-term, minor, adverse impacts on water resources from soil disturbance during construction activities. Sediments from disturbed soils could be transported into surface waters, such as the nearby ditch formerly known as "Union Creek," during stormwater events. With the Supreme Court's decision in Sackett v. Environmental

Protection Agency, 143 S. Ct. 1322 (2023), the conveyance ditch formerly known as Union Creek is no longer considered a water of the United States; thus, the Clean Water Act (CWA) regulations no longer apply. Due to this ruling, all permits and requirements for this conveyance ditch that had a basis under the CWA no longer apply. Hazardous materials used during construction could impact surface and groundwater quality. However, BMPs implemented during and following construction activities would minimize these impacts.

Soils. The implementation of the Proposed Action would have short-term, negligible, adverse impacts on soils from construction activities. Soil disturbance could expose soils to increased erosion. There would be no changes in impermeable surface area following construction; therefore, there would be no long-term impacts on soils from stormwater-runoff-induced erosion. BMPs implemented during and immediately following construction would minimize these impacts.

Cultural Resources. No archaeological resources were identified during the Phase I intensive survey in the Area of Potential Effects. The implementation of the Proposed Action would not physically affect any National Register of Historic Places (NRHP)-eligible archaeological sites. There would be no effect on NRHP-eligible buildings. Concurrence from the State Historic Preservation Office with the no adverse effect determination was made on 27 August 2024.

Biological Resources. The implementation of the Proposed Action would have short-term, negligible, adverse impacts on vegetation and wildlife. The existing lift station structure would be surveyed for bats prior to demolition, and bats evicted if present. All active bird nests would be avoided through construction timing or implementation of preconstruction surveys for active nests. The Proposed Action would likely adversely affect the California tiger salamander (*Ambystoma californiense*), vernal pool fairy shrimp (*Branchinecta lynchi*), and vernal pool tadpole shrimp (*Lepidurus packardi*). Concurrence with these determinations by the US Fish and Wildlife Service (USFWS) was requested by the DAF. Conservation measures enumerated in the Biological Assessment would be implemented and would ensure that federally listed species are protected, and injury averted to the extent possible. Formal consultation with the USFWS was completed with the issuance of a Biological Opinion on 11 April 2025.

Noise. Noise caused by Proposed Action would result in temporary, minor, adverse, impacts. At approximately 500 feet from the construction activities, the predicted maximum noise levels would drop below 65 A-weighted decibels. No sensitive noise receptors would be impacted.

Infrastructure. The Proposed Action would have short-term, negligible, adverse impacts on transportation and solid waste management, and long-term, beneficial impacts on wastewater management. Short-term utility interruptions could occur as utilities are removed from the old lift station and connected to the new lift station. There would be increased personal vehicles at TAFB gates from worker commutes and construction vehicles during the construction activities; those vehicle trips would cease when construction ends. The new lift station would reduce maintenance and extend the life and dependability of the TAFB wastewater conveyance and disposal system.

Health and Safety. The Proposed Action would have short-term, negligible, adverse impacts on health and safety, which are inherent to all construction and demolition activities. All construction personnel would be responsible for following federal and state safety regulations and Department of Defense and Occupational Safety and Health Administration safety standards and would be required to conduct construction activities in a manner that does not increase risk to workers, military personnel, or the public.

Hazardous Materials and Wastes, Environmental Restoration Program, and Toxic Substances. The implementation of the Proposed Action would have short-term, negligible, adverse impacts on hazardous materials and wastes as the quantity of hazardous materials used and hazardous waste generated would increase during construction. Impacts on Environmental Restoration Program Site OT0101, which overlaps the Proposed Action area, and Site FT005, which is proximate to the Proposed Action area, would not be expected as all contaminated soils and groundwater would be either avoided during demolition and construction activities, or a construction waiver would be obtained prior to the disturbance. The existing lift station would be surveyed for asbestos-containing materials, lead-based paint, and polychlorinated biphenyls, and those would be properly handled and disposed of if detected and encountered.

Socioeconomics. There would be a short-term, minor, beneficial impact from increased expenditures in the region during the lift station construction. These expenditures in the regional economy would end when the construction activities end.

Notice of Potential Wetlands and Floodplain Involvement

As required by Executive Order (EO) 11990, *Protection of Wetlands*; EO 11988, *Floodplain Management*; and Department of the Air Force Manual 32-7003, *Environmental Conservation*, the DAF hereby provides notice of the potential for floodplain impacts. The existing lift station is located within the 100-year floodplain, and the replacement location for the new lift station would also be in the 100-year floodplain. As noted in the EA, there are no other practicable alternative locations for siting the new lift station. Further, there would be no substantial change in impermeable surface area within the 100-year floodplain after the new lift station is constructed because the existing lift station within the 100-year floodplain would be demolished. There would be no impacts on wetlands.

Stakeholder Input

Based on the description of the Proposed Action as set forth in the EA, all activities have been found to comply with the criteria or standards of environmental quality. Coordination with appropriate federal, state, and local agencies regarding this EA has been completed. The attached EA and this FONSI/FONPA were made available to the public for a 30-day review period, from 15 December 2024 through 15 January 2025. No agency or public comments were received.

Conclusion

Finding of No Practicable Alternative. EO 11988 requires federal agencies to avoid, to the maximum extent possible, short- and long-term adverse impacts associated with the occupancy and modification of floodplains, and to avoid direct and indirect support of development in a floodplain wherever there is a practicable alternative. If it is found that there is no practicable alternative, the agency must minimize potential harm to the floodplain and circulate a notice explaining why the action would be located in the floodplain prior to taking action.

The DAF published an Early Public Notice that the Proposed Action would occur in a floodplain in *The Vacaville Reporter*, *Daily Republic*, and *Tailwind* (at TAFB) on 25 and 26 February 2024. No comments were received in response to this notice.

The direct impacts from construction of a new lift station and demolition of the existing lift station within the 100-year floodplain would be unavoidable. There is no practicable alternative to replacing the existing lift station without encroaching on the 100-year floodplain. Further, there would be no change in the impermeable surface area in the 100-year floodplain with the demolition of the existing lift station following the construction of the new lift station.

Finding of No Significant Impact. After review of the EA prepared in accordance with the requirements of NEPA, which are hereby incorporated by reference, I have determined that the proposed new lift station construction and existing lift station demolition composing the Proposed Action would not have a significant impact on the quality of the human or natural environment under any of the analyzed alternatives. Accordingly, an Environmental Impact Statement will not be prepared. This decision has been made after considering all submitted information, including a review of all public and agency comments received during the 30-day public comment period, and considering a full range of reasonable alternatives that meet project requirements and are within the legal authority of the DAF.

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DAVID A. JOKINEN, Colonel, USAF
AMC/A4C

12/11/25
Date