

1 **DRAFT FINDING OF NO SIGNIFICANT IMPACT**  
2 **MILITARY FUELING FACILITIES**  
3 **JOINT BASE LEWIS McCHORD, WASHINGTON**  
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6 **Background**

7 The Installation Status Report – Infrastructure indicates the land vehicle capacity of the  
8 current infrastructure can service only 15 percent of the units that call Joint Base Lewis  
9 McChord (JBLM) home. Compared to the UFC 3-460-01 standard of having a dispenser for  
10 every 100 vehicles, facilities at JBLM were found to be undersized for the current need. The  
11 undersized facilities promote a safety hazard as tactical vehicles block traffic by queuing on  
12 adjacent streets while waiting for service. Units are refueling in their motor pools, which  
13 increases environmental risk for Commanders since the facilities are not designed to support  
14 those types of operations (e.g., level of spill control).

15 In addition, direct aircraft fueling (hot fueling) is essential for training the Aviation Brigade  
16 on safe procedures to refuel aircraft with motors running. A temporary hot refuel system is  
17 currently used at Gray Army Airfield (GAAF) to train hot refueling on two of the existing  
18 concrete pads. The temporary system is unsafe and inefficient as well as having increased  
19 operational risk and possibility of environmental contamination with continued use of the  
20 temporary hot fueling system.

21 **Proposed Action**

22 The U.S. Army and the Defense Logistics Agency proposes to construct three retail fuel  
23 facilities on three sites within the boundaries of JBLM. After the new facilities are  
24 operational, the three older fuel facilities that are no longer up to standard will be demolished.  
25 The proposed action includes three separable construction projects: 1) Lewis-Main Retail  
26 “Superstation”, 2) Lewis-North Retail Station, and 3) GAAF Bulk Fuel Storage and Hot  
27 Refuel. Construction of fuel depots at the Lewis-Main Superstation and GAAF hot refuel  
28 area would include demolition of the existing infrastructure.

29 The purpose of this project is to provide dependable and convenient fuel storage and  
30 dispensing facilities support installation and transient tactical and non-tactical vehicles and  
31 aircraft. In addition, the Aircraft Direct Refueling System on GAAF will allow hot refueling  
32 of all Army helicopters utilizing the airfield. The goal is to provide an environmentally safe  
33 long-term source for fueling vehicles and aircraft by replacing outdated, undersized, and  
34 poorly located facilities.

35 Facilities will include administrative space, bulk storage tanks, and fueling stations. In  
36 addition the Army proposes to construct an aircraft/tactical vehicle refueling facility, with fuel  
37 tanker and direct refuel (hot refuel) capability, consisting of bulk fuel storage, in-field tanker  
38 dispensers, a fuel hydrant system, pumps and filters, pump house, and an operations building  
39 for the helicopter hot refuel points at GAAF. Supporting facilities in the proposed  
40 construction include utilities, electric service, paving, storm drainage, oil water separators, on-  
41 site subsurface infiltration, and site improvements.

42 With construction of the new fuel stations, the three existing fuel facilities with equipment  
43 that is no longer up to modern standards will be decommissioned and/or demolished. The  
44 stations that will be decommissioned/demolished include the Government Owned –  
45 Contractor Operated (GO-CO) Lewis-North Fuel Source Point, Logistics Center Fuel Source  
46 Point, and the Consolidated Fuel Point on 4<sup>th</sup> Division Drive.

47 The no action alternative was rejected for reasons described in the supporting Environmental  
48 Assessment accompanying this Finding of No Significant Impact (FONSI).

#### 49 **Summary of Impacts**

50 An Environmental Assessment (EA) has been prepared pursuant the National Environmental  
51 Policy Act for the proposed work. This document describes the environmental consequences  
52 of constructing three retail fuel facilities on three sites within the boundaries of JBLM and  
53 decommissioning the three older fuel facilities that are no longer up to standard. The  
54 proposed action includes three separable construction projects: 1) Lewis-Main Retail  
55 “Superstation”, 2) Lewis-North Retail Station, and 3) GAAF Bulk Fuel Storage and Hot  
56 Refuel. Construction at Lewis-Main “Superstation” (1) and GAAF (3) would include  
57 demolition of the existing infrastructure. The proposed work will not affect wetlands or  
58 waters of the United States. The new fuel stations will be compliant with the State of  
59 Washington’s stormwater management plan. The proposed project may affect but is not  
60 likely to adversely affect the streaked horned lark protected under the Endangered Species  
61 Act. Implementation of conservation measures and Best Management Practices (BMPs)  
62 would minimize impacts and lessen any take associated with the proposed project. A  
63 Supplemental Biological Evaluation for the GAAF Hot Refuel Station was submitted to the  
64 U.S. Fish and Wildlife Service (USFWS) on 18 November 2015. The new fuel stations  
65 would not change air quality attainment status or conflict with attainment and maintenance  
66 goals established in the Washington State Implementation Plan. Therefore, this action  
67 conforms to the Washington State Air Quality standards, administered locally by the Puget  
68 Sound Clean Air Agency (PSCAA). Operation of the proposed new fuel stations would  
69 create negligible, long-term air quality impacts as the fuel dispensing equipment will current  
70 industrial standards to prevent accidental spill and release of volatile organic compound  
71 emissions. The six project sites have been surveyed, and a finding of No Adverse Effect has  
72 been submitted to the Washington SHPO in a letter dated 16 December 2015.

#### 73 **Mitigation and Best Management Practices**

74 With implementation of conservation measures and the continued development and  
75 maintenance of the 84-acre habitat enhancement area on GAAF, direct effects to streaked  
76 horned lark nests can be avoided and indirect effects would be minimized. BMPs during  
77 construction would be used to minimize fugitive dust, noise, water pollution, and stormwater  
78 management. Construction activities would occur during the daytime hours to minimize  
79 disturbance. A Spill Prevention, Containment, and Countermeasures Plan (SPCCP) would be  
80 prepared and implemented to minimize the potential for impacts from accidental release of  
81 fuels. The above ground fuel tanks will be installed, operated, and maintained in accordance  
82 with all regulatory compliance.

83 If, during construction activities, the contractor observes items that might have historical or  
84 archaeological value, the contractor will need to stop operations and notify the Department of  
85 Public Works Cultural Resources Specialist.

86 **Public Involvement.**

87 The proposed action has been coordinated with appropriate Federal, federally recognized  
88 Tribes, state, and local agencies, and businesses, organizations, and individuals through  
89 distribution of Fueling Facilities Draft Environmental Assessment for their review and  
90 comment. The 30-day comment period was January 4 through February 5, 2016. *Number*  
91 comment *letters were/was* received from *who*.

92 **Finding.**

93 Based on the analysis described above and provided in more detail in the EA, this project is  
94 not a major Federal action significantly affecting the quality of the human or natural  
95 environment, and therefore does not require preparation of an environmental impact  
96 statement.

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101 Date

DANIEL S. MORGAN

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