

DRAFT
FINDING OF NO SIGNIFICANT IMPACT (FONSI)
ENVIRONMENTAL ASSESSMENT FOR THE RUNWAY ENCROACHMENT
SOLUTION PROJECT AT SELFRIDGE AIR NATIONAL GUARD BASE

The Department of the Air Force (DAF) and the National Guard Bureau (NGB), in collaboration with the State of Michigan's Department of Military and Veterans Affairs (DMVA), proposes to implement the Runway Encroachment Solution Project at Selfridge Air National Guard Base (ANGB) to address residential encroachment and mitigate future risk of aircraft mishap and safety concerns within the southern clear zone (CZ) of the airfield.

The DAF and NGB are the lead agencies for the Proposed Action and are responsible for the scope and content of the Draft Environmental Assessment (EA). This Draft EA considers the potential consequences to the human and natural environment that may result from the implementation of this action and is prepared in accordance with the National Environmental Policy Act (NEPA) (42 United States Code [USC] sections 4321–4374) and Department of Defense NEPA Implementing Procedures.

PURPOSE AND NEED: The purpose of the proposed Runway Encroachment Solution Project at Selfridge ANGB is to ensure long-term safety, operational effectiveness, and mission sustainment of the Base. The project directly addresses critical safety vulnerabilities caused by incompatible residential land use and ongoing encroachment in the southern CZ, which have demonstrably increased the potential for aircraft mishaps within that area. This encroachment presents a significant threat to aircraft operations, personnel safety, and the ability of Selfridge ANGB to execute its core missions, including homeland security, combat readiness, and disaster response. This project would mitigate the current risks and proactively prevent future encroachment, securing the long-term viability of Selfridge ANGB. The need for the proposed Runway Encroachment Solution Project is driven by Selfridge ANGB's requirement to support unrestricted airfield operations 24 hours a day, 7 days a week, and in inclement weather conditions.

A residential area with 65 homes is currently located within the southern CZ that is excluded from eminent domain acquisition. A 1979 agreement was reached between the DAF, representatives from the U.S. House, State representatives, and the community that minimized risk as much as possible with the Government halting the acquisition of land within the southern CZ south and east of the Clinton River. However, no waiver exists or is allowed for this CZ encroachment area.

New flying missions at Selfridge ANGB would be put at risk due to the incompatible land uses in the southern CZ. This coupled with the National Defense Strategy and modernization of the DAF's aircraft inventory has sparked new efforts to address the incompatible development to sustain flying operations at Selfridge ANGB. This type of land use encroachment is considered a critical safety concern and previously granted CZ exemptions allowing a smaller CZ are no longer available.

NO ACTION ALTERNATIVE: The consideration and analysis of the No Action Alternative is required by NEPA for the purpose of presenting a comparative analysis to the action alternatives. Under the No Action Alternative, the proposed Runway Encroachment Solution Project at Selfridge ANGB would not be implemented. Consequently, 65 occupied residences would

remain in Selfridge ANGB's southern CZ, resulting in continued critical safety risk to the public, the state of Michigan, and DAF. The No Action Alternative would allow current airfield operations to continue and would severely limit the DAF's ability to base future missions at Selfridge ANGB. The No Action Alternative is not considered reasonable as it fails to address the purpose of and need for the Proposed Action; however, it provides a baseline against which the effects of the Proposed Action and alternatives were assessed.

PROPOSED ACTION: Alternative 1 would shift Runway 01/19 endpoints to the north, thereby alleviating the concerns regarding incompatible development and land use in the southern CZ. The proposed shift of the runway to the north would push the northern CZ onto land that is primarily owned by Selfridge ANGB. Portions of the western and eastern sides of the northern CZ would be located outside of the Selfridge ANGB installation boundary. Selfridge ANGB or the State of Michigan either owns land within the relocated northern CZ, has, or is in the process of acquiring easements for those areas outside of the base boundary to prevent incompatible development and to remain in compliance with Unified Facilities Criteria (UFC) 3-260-01, Department of Defense Instruction 4165.57, Air Force Instruction 32-1015, and Department of the Air Force Handbook 32-7084. This would avoid real estate acquisition of the developed property within the existing southern CZ. Additionally, trees within the new restrictive use easements acquired for the new northern CZ would be cleared and maintained as required by DAF regulations.

All land within the CZs following the Proposed Action would be considered compatible land use, due to shifting the CZs to the north and acquisition of real property interest in fee or through appropriate restrictive easements. Under Alternative 1, both APZ I and APZ II would also shift north. There would be an increase in incompatible land uses within the APZs to the north of the Base and changes in APZs to the south of the Base would result in less restrictive land uses in those areas.

To accommodate the shift of the runway to the north, 11 airfield construction projects would be required to maintain operations at Selfridge ANGB, including new construction and demolition of existing pavements and roadways. Under Alternative 1, new construction would result in up to 2,517,864 square feet (SF) (58 acres) of temporary disturbance within the project area, and up to 1,601,118 SF (37 acres) of new impervious surface.

ALTERNATIVE 2: Under Alternative 2, proposed construction would remain similar to Alternative 1 with the exception of Project 9, *Extend Taxiway Alpha to Runway Threshold* and Project 10, *Taxiway Alpha Extension Arm/De-Arm Pad*. Taxiway Alpha would be extended to the runway threshold, rather than the overrun as described for Alternative 1. Under Alternative 2, new construction would result in up to 2,379,255 SF (54 acres) of temporary disturbance to the project area, and up to 1,473,480 SF (34 acres) of new impervious surface.

SUMMARY OF FINDINGS: The EA, which is incorporated by reference into this FONSI, examines the potential effects of the Proposed Action and the No Action Alternative on the following resource areas: air quality, water resources, cultural resources, biological resources, land use, noise, transportation, public health and safety, and hazardous materials and wastes. Potential impacts to the following resource areas are considered negligible or nonexistent: visual resources, airspace, geological resources, socioeconomics, and utilities. Beneficial impacts are expected for both land use and public health and safety under the Proposed Action.

Short-term temporary impacts during construction would be expected for air quality, water resources (except wetlands), biological resources, noise, transportation, and hazardous materials and wastes.

Permanent impacts are expected to 17.15 acres of wetlands from the Proposed Action. As part of the permitting process, Selfridge ANGB is coordinating with Michigan Department of Environment, Great Lakes, and Energy (EGLE) to mitigate effects to wetlands through the use of an established wetland mitigation bank within the Lake St. Clair Watershed or an adjacent watershed; mitigation will include the purchase of 25.73 acres of wetland bank credits.

There are no National Register of Historic Places (NRHP)-listed or eligible archaeological sites within the construction footprints of the Proposed Action within the Selfridge ANGB boundary. A Programmatic Agreement (PA) will be executed between NGB, Michigan National Guard, and the Michigan State Historic Preservation Office (SHPO) to formalize the agreed-upon field methodology for conducting a human remains detection dog survey within site 20MB111 and extending to the northeast/east towards site 20MB18, where the site boundary overlaps with the current project footprint. With implementation of the PA and associated procedures, the Proposed Action would result in no adverse effects to historic properties, including archaeological resources, architectural resources, traditional cultural places, or sacred sites.

Implementing the Proposed Action would not result in any adverse cumulative effects. With implementation of applicable best management practices, standards of procedure, PA, and adherence to any required permits, the Proposed Action would have no significant adverse impacts.

PUBLIC INVOLVEMENT: A Notice of Availability (NOA) of the Draft EA and Draft Finding of No Significant Impact (FONSI)/Finding of No Practicable Alternative (FONPA) was published in the *Macomb Daily* and *The Detroit News* inviting the public to review and comment on the Draft EA. The Draft EA and FONSI/FONPA were made available to the public online at <https://www.127wg.ang.af.mil/Home/Energy-and-Environment>. The Draft EA and FONSI/FONPA were also made available for review at the public libraries listed in **Table 2**. The public and agency review period will end on April 15, 2026.

Table 2 Public Libraries Where the Draft EA and FONSI/FONPA Were Made Available

<i>Library</i>	<i>Address</i>
Harrison Township Public Library	38255 L’Anse Creuse Street, Suite A, Harrison Township, MI 48045
Mount Clemens Public Library	150 Cass Avenue, Mount Clemens, MI 48043
Clinton-Macomb Public Library	40900 Romeo Plank Road, Clinton Township, MI 48038
Chesterfield Township Library	50560 Patricia Avenue, Chesterfield, MI 48051

FINDING OF NO SIGNIFICANT IMPACT: Based on my review of the facts and analysis in the EA, I conclude that the Proposed Action will not have a significant impact on the quality of the human or natural environment or generate significant controversy either by itself or considering cumulative impacts. Accordingly, the requirements of NEPA and the Department of Defense NEPA Implementing Procedures have been fulfilled, and an Environmental Impact Statement is not necessary and will not be prepared.

Marc V. Hewett, P.E., GS-15, DAF
Chief, Asset Management Division

Date