District (SJVUAPCD) rules and regulations, and to implement SJVUAPCD mobile and area source emission reduction programs. Added stationary source emissions will be offset through existing SJVUAPCD permit procedures. Most other emission increases associated with the BRAC action will be offset by emission reductions at Castle Air Force Base (also located within the SJVUAPCD), thus avoiding significant impacts to regional air quality conditions.

NAS Lemoore is located in an area that is classified as a serious nonattainment area for ozone and particulate matter (PM_{10}) . The direct and indirect emissions of ozone precursors and PM₁₀ associated with the action exceed the de minimis levels of 50 tons per year for ozone precursors and 70 tons per year for PM_{10} and PM_{10} precursors. Consequently, a Clean Air Act conformity determination is required by 40 CFR Part 93 to demonstrate that the proposed action will not interfere with attainment of national ambient air quality standards. Volume 2 (Appendix A) of the FEIS presented a Clean Air Act conformity determination analysis of the proposed actions in accordance with rules promulgated by the U.S. Environmental Protection Agency and set forth at 40 CFR Part 93.

BRAC-related direct and indirect emissions at NAS Lemoore will be at a maximum during the facility construction period, with somewhat lower emissions during subsequent base operations. Maximum direct and indirect emissions from the BRAC action are estimated to be 96 tons per year of organic compounds, 367 tons per year of nitrogen oxides, and 187 tons per year of PM₁₀. These maximum emissions result only in those years when both construction activities and increased aircraft operations occur concurrently. Steady-state emissions are projected to be less, paricularly for PM_{10} .

Emission increases at NAS Lemoore will be offset from a combination of three sources: eliminated aircraft, motor vehicle, and area source emissions resulting from the closure of Castle Air Force Base (which also is located in the San Joaquin Valley); on-station PM₁₀ emission reductions achieved by replacing existing fire fighter training facilities with new facilities; and the purchase of privately held PM₁₀ Emission Reduction Credits.

On behalf of the Department of the Navy, I have reviewed the FEIS and conformity determination analysis for the realignment of NAS Lemoore. It is my determination that the proposed Navy actions are in compliance with 40 CFR Part 93 (Determining Conformity of General Federal Actions to State or Federal Implementation Plans) and satisfy the requirements of Section 176(c) of the Clean Air Act (42 USC 7506).

Consequently, the proposed actions at NAS Lemoore conform to the state implementation plan's purpose of eliminating or reducing the severity and number of violations of the federal ambient air quality standards and achieving expeditious attainment of those standards. The proposed actions are consistent with the programs and milestones contained in the State Implementation Plan for the San Joaquin Valley Air Basin. The proposed actions will not increase the frequency or severity of existing violations of the federal ozone and PM₁₀ standards, and will not delay the timely attainment of the ozone or PM₁₀ standards.

In making the above determinations I have relied on the air quality analyses and conclusions contained in the conformity determination analysis appendix to the FEIS for Base Realignment of NAS Lemoore, California.

The action at NAS Lemoore will not significantly impact any Department of Defense Installation Restoration
Program (IRP) sites. Construction
projects located adjacent to IRP sites
will be designed to avoid the sites. The action will not violate any conditions of the NAS Lemoore Waste Management
Plan or the Spill Prevention Control and Countermeasures Plan. There will be no significant impacts to hazardous
materials, as long as all applicable laws, regulations, and standard operating procedures are followed.

Pursuant to Executive Order 12898, Environmental Justice, potential environmental and economic impacts on minority and low-income persons and communities were assessed. These persons and communities will not be disproportionately adversely affected by the NAS Lemoore BRAC action. The increase in population from the action will not result in significant impacts to housing, facilities, or services on-base or in the region. The additional economic activity from the action will result in a net positive effect on the local economy. The action will not significantly impact existing land uses at NAS Lemoore.

The additional vehicular traffic generated by the action will result in significant mitigable impacts to transportation, traffic, and circulation. The Navy will continue to coordinate selection of mitigation for six intersections on or near NAS Lemoore which appear to warrant the installation

of signals or an equivalent improvement to accommodate the increase in traffic resulting from the action. Traffic engineering solutions will be reviewed, local authorities will be consulted, and appropriate mitigation selected from among identified feasible options.

The BRAC action will increase the number of school-aged children by an estimated 2,300 students. Between 975 to 1,240 of these students who are of elementary school age (K-8) are expected to attend on-station schools. The increase in students will exceed the physical capacity of the two on-station elementary schools as well as the maximum allowable student/teacher ratio. The physical capacity of Lemoore Union High School will also be exceeded. Therefore, the BRAC action will result in a significant, but mitigable, impact to the school system. Identified mitigation measures include construction of a new on-base school, expanding the physical capacity of existing schools by leased or leased-toown portable classroom units, and/or by constructing additional classrooms. The Navy recognizes the significance of these impacts and will identify feasible mitigation to assure a high quality education environment for dependent children. On-station elementary schools can also obtain acceptable student/ teacher ratios by hiring additional teachers. Local schools that serve military dependent children will continue to receive federal impact aid, in accordance with the Education Appropriation Act for 1995, which provides annual federal funding to school districts for each student whose parents live and work on federal property. Federal impact aid funds to school districts will be comparable to local property tax revenue generated by off-base residents.

The existing utility infrastructure will be upgraded as part of the BRAC action to accommodate the demands of the BRAC relocation. Therefore, utilities at NAS Lemoore will have adequate capacity to serve the additional personnel. NAS Lemoore personnel residing off-station will not have a significant impact on the regional water supply. Police and fire protection services are adequate to serve the needs of the new facilities, as are solid waste disposal facilities. No significant impacts will result to recreational facilities, either on- or off-station.

The action will result in no significant impacts to plant or animal species listed as threatened or endangered by either federal or state agencies, or to sensitive habitats. No impact will result to cultural resources or properties of traditional cultural significance. No