

FINDING OF NO SIGNIFICANT IMPACT

TRANSPORTATION OF MINUTEMAN II SOLID ROCKET MOTORS TO NAVAJO DEPOT ACTIVITY, ARIZONA AND KIRTLAND AFB, NEW MEXICO

Description of Proposed Action

The Proposed Action is to transport Minuteman (MM) II motors to the Navajo Depot Activity (NADA), Arizona and Kirtland Air Force Base (AFB), New Mexico, via the public highway system from the following locations: Hill AFB, Utah; Utah Test and Training Range (UTTR); and Pueblo Depot Activity (PUDA), Colorado. The Proposed Action sets forth state-approved transportation routes to be used during MM II motor shipments. The purpose and need of the Proposed Action is to facilitate the deactivation of the MM II missile system by providing safe carriage of rocket motors to NADA and Kirtland AFB. There are no construction impacts associated with the Proposed Action.

Alternatives

- a. Alternatives Eliminated: Both air and rail were eliminated as reasonable modes of transportation. The equipment needed to transport the motors by air or rail has not yet been designed.
- b. No-Action Alternative: The No-Action Alternative was considered and is addressed in the attached environmental assessment (EA). Adoption of this alternative would mean that MM II motors temporarily stored at Hill AFB, UTTR, and PUDA would remain in place. Implementation of this alternative would eliminate all of the potential environmental impacts associated with transporting the MM II motors to Kirtland AFB and NADA. However, choosing this alternative would be inconsistent with the Air Force deactivation plan which has designated both NADA and Kirtland AFB as storage sites for decommissioned MM II missile motors. Further, PUDA is scheduled to be closed, and motor storage at Hill AFB and UTTR is occupying space needed for other planned missile maintenance activities. Therefore, the No-Action Alternative was rejected because it does not meet the Air Force mission requirement of providing long-term storage of MM II motors at approved storage facilities.

Environmental Consequences

The attached EA considered all environmental resources which could be potentially affected by the Proposed Action; consequently, the following resources were considered: air quality, water resources, soils, biological resources, noise, and safety considerations. The attached EA concluded that the Proposed Action would not produce any significant impacts on the above-mentioned resources. The only impact on air quality would be the negligible amount of carbon monoxide emitted from the transport vehicles, approximately 2 shipments per month. Other than occasional "road kills", biological resources would not be affected. Accident probabilities and consequences are discussed in the chapter entitled "Safety Considerations". The EA concludes that the probability of a propellant fire during transportation of motors is extremely low.

Evaluation

There will be no irreversible or irretrievable commitment of resources at Hill AFB, UTTR, PUDA, NADA, Kirtland AFB, or the transportation corridors as a result of implementing the Proposed Action. The Proposed Action would not eliminate any options for future use of the environment at or around the installations or along the transportation corridors. There are no known adverse environmental effects that cannot be avoided for the Proposed Action.

Conclusions

It has been determined, after consideration of all factors included in the EA and pertinent environmental legislation, that the action will not significantly affect the quality of the human environment, and there would be no significant environmental effects associated with this action. For the foregoing reasons, a Finding of No Significant Impact is appropriate, and an Environmental Impact Statement will not be prepared.

Approved: _____

LESTER L. LYLES, Brig. Gen., USAF

Chairperson, Environmental Protection Committee

Hill Air Force Base, Utah

Date: _____

22 Dec. 1997

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