

FINDING OF NO SIGNIFICANT IMPACT FOR CONSTRUCT ALL-TERRAIN VEHICLE TRAINING AREA

AGENCY: Department of the Air Force

PROPOSED ACTION (Construct All-Terrain Vehicle [ATV] Training Area): Under the proposed action, Grand Forks AFB would construct a new ATV training area in the previous Dakota Military Family Housing (MFH) area. Roads and existing foundations would be removed. Dirt would be added in spots and trees would remain as possible. The area would be used for Security Forces' ATV training and other authorized users.

ALTERNATIVES CONSIDERED: Under alternative two, Grand Forks AFB would repair and groom the existing ATV training area located behind buildings 126 and 242. The course would be widened, dirt added where there is standing water. The trail would have to be relocated to correct damage to wetlands. Under the no action alternative, Grand Forks AFB would do no further work on the existing ATV training area which traverse through wetlands. The loss of ATV training would seriously impact Security Forces deployment mission requirements.

ENVIRONMENTAL CONSEQUENCES:

Air Quality - Construction activities would result in a short-term minimal increase of criteria air pollutants as fuel that is burned by internal combustion engine power construction and earth-moving equipment. Best management practices (BMPs) to reduce fugitive emissions would be implemented. All ATV participants must comply with engine emission standards.

Noise - Short-term operation of heavy equipment would generate additional noise during construction. Long-term operation of ATVs would generate additional noise.

Wastes, Hazardous Materials, and Stored Fuels – A temporary, minimal increase in hazardous and solid wastes would result. Construction debris would be disposed of in approved location, such as the Grand Forks Municipal Landfill, which is located within 12 miles of the construction site. Concrete and road debris could potentially be recycled.

Water Resources – Surface water quality could degrade in the short-term, during construction, due to possible erosion contributing to turbidity of runoff and due to possible contamination from spills and leaks from construction equipment. There would be minimal impacts to ground water, surface water, water quality, and wetlands if BMPs are followed.

Biological Resources – Noise and operation of ATVs would be detrimental to wildlife in the vicinity of the track. BMPs would be required to prevent the spread of noxious weeds, minimize soil erosion, and promote the establishment of native plant species.

Socioeconomic Resources - This action would have a minor positive effect on the local economy. Secondary retail purchases would make an additional contribution to the local communities. The implementation of the proposed action, therefore, would provide a short-term, beneficial impact to local contractors and retailers during the construction phase of the project.

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14. ABSTRACT This Final EA has been prepared in accordance with the National Environmental Policy Act (NEPA), and assesses the potential environmental impacts of constructing an ATV training area on Grand Forks AFB, located in Grand Forks County, North Dakota. Resource areas analyzed in the EA include Air Quality; Noise; Wastes, Hazardous Materials, and Stored Fuels; Water Resources; Biological Resources Socioeconomic Resources; Cultural Resources; Land Use; Transportation Systems; Airspace/ Airfield Operations; Safety and Occupational Health Environmental Management; and Environmental Justice. In addition to the Proposed Action, the Alternative Action and the No Action Alternative were analyzed in the EA. The EA also addresses the potential cumulative effects of the associated construction activities along with other concurrent actions at Grand Forks AFB and the surrounding area.				
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Cultural Resources - The proposed action has little potential to impact cultural resources. In the unlikely event any such artifacts were discovered during the construction activities, the contractor would be instructed to halt construction and immediately notify Grand Forks AFB civil engineers who would notify the State Historic Preservation Officer.

Land Use - The project area was previously sited as Military Family Housing. Siting for this ATV training area has been approved by Grand Forks AFB's Facilities Board in Dec 03.

Transportation Systems – The proposed construction would have minor adverse impact to transportation systems on base due to construction vehicles traveling to and from the site.

Airspace/Airfield Operations - The proposed action would not impact aircraft safety nor airspace compatibility.

Safety and Occupational Health – The Safety Office expressed some safety concerns regarding siting but has not divulged them to date.

Environmental Management – The proposed action would not impact Installation Restoration Program sites. BMPs would be implemented to prevent erosion. No pesticides would be used as part of this project.

Environmental Justice - EO 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-income Populations, requires federal agencies to identify and address of Feb 11, 1994, as appropriate, disproportionately high and adverse human health or environmental effects of their programs, policies, and activities on minority and low-income populations. There are no minority or low-income populations in the area of the proposed action or alternatives, and, thus, there would be no disproportionately high or adverse impact on such populations.

No adverse environmental impact to any of the areas identified by the AF Form 813 is expected by the proposed action, Construct ATV Training Area.

CONCLUSION: Based on the Environmental Assessment performed for Construct ATV Training Area, no significant environmental impact is anticipated from the proposed action. Based upon this finding, an Environmental Impact Statement is not required for this action. This document and the supporting AF Form 813 fulfill the requirements of the National Environmental Policy Act (NEPA), the Council of Environmental Quality (CEQ) regulations implementing NEPA and Air Force Instruction 32-7061, which implements the CEQ regulations.


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Environmental Management Flight Chief

Date: 7 April

Final

Environmental Assessment

ALL-TERRAIN VEHICLE TRAINING AREA

At

Grand Forks AFB, North Dakota

17 Mar 04

Cover Sheet

Agency: United States Air Force (USAF)

Action: The action proposes to construct an all-terrain vehicle (ATV) training area at Grand Forks Air Force Base (AFB), North Dakota.

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Designation: Final Environmental Assessment (EA)

Abstract: This Final EA has been prepared in accordance with the National Environmental Policy Act (NEPA), and assesses the potential environmental impacts of constructing an ATV training area on Grand Forks AFB, located in Grand Forks County, North Dakota. Resource areas analyzed in the EA include Air Quality; Noise; Wastes, Hazardous Materials, and Stored Fuels; Water Resources; Biological Resources; Socioeconomic Resources; Cultural Resources; Land Use; Transportation Systems; Airspace/Airfield Operations; Safety and Occupational Health; Environmental Management; and Environmental Justice.

In addition to the Proposed Action, the Alternative Action and the No Action Alternative were analyzed in the EA. The EA also addresses the potential cumulative effects of the associated construction activities along with other concurrent actions at Grand Forks AFB and the surrounding area.

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ACRONYMS, ABBREVIATIONS, AND TERMS

AAM	Annual Arithmetic Mean
ACM	Asbestos Containing Material
AFB	Air Force Base
AFI	Air Force Instruction
AICUZ	Air Installation Compatible Use Zone
AMC	Air Mobility Command
APZs	Accident Potential Zones
ARPA	Archeological Resource Protection Act
ARW	Air Refueling Wing
Ave	Avenue
AT/FP	Anti-Terrorism/Force Protection
ATV	All-Terrain Vehicle
BASH	Bird Aircraft Strike Hazard
Blvd	Boulevard
BMPs	Best Management Practices
CAA	Clean Air Act
CWA	Clean Water Act
CEQ	Council on Environmental Quality
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CFR	Code of Federal Regulations
CO	Carbon Monoxide
dBa	Decibel
DNL	Day-Night Average A-Weighted Sound Level
EA	Environmental Assessment
EIAP	Environmental Impact Analysis Process
EIS	Environmental Impact Statement
EO	Executive Order
EPCRA	Emergency Planning and Community Right-to-Know Act
ESA	Endangered Species Act
F	Fahrenheit
FEMA	Federal Emergency Management Agency
FONSI	Finding of No Significant Impact
ft	feet
ft ³ /s	feet cubed per meter
HAP	Hazardous Air Pollutants
hr	hour
H ₂ S	Hydrogen Sulfide

IRP	Installation Restoration Program
LT	Long-Term
MBTA	Migratory Bird Treaty Act
MFH	Military Family Housing
mph	Miles Per Hour
MSL	Mean Sea Level
µg/m ³	Micrograms Per Meter Cubed
NAAQS	National Ambient Air Quality Standards
NAGPRA	Native American Graves Protection and Repatriation Act
ND	North Dakota
NDAAQS	North Dakota National Ambient Air Quality Standards
NDAC	North Dakota Administrative Code
NDDH	North Dakota Department of Health
NDPDES	North Dakota Pollutant Discharge Elimination System
NEPA	National Environmental Policy Act
NESHAP	National Emission Standards for Hazardous Air Pollutants
NHPA	National Historic Preservation Act
NO _x	Nitrogen Oxides
NO ₂	Nitrogen Dioxide
NPDES	National Pollutant Discharge Elimination System
NPL	National Priorities List
NRHP	National Register of Historic Places
NWR	National Wildlife Refuge
O ₃	Ozone
OSHA	Occupational Safety and Health Act
ORV	Off-Road Vehicle
Pb	Lead
PM ₁₀	Particulate Matter 10 Microns In Diameter
PM _{2.5}	Particulate Matter 25 Microns In Diameter
POL	Petroleum Oil Lubricant
ppm	Parts Per Million
PSD	Prevention of Significant Deterioration
RACM	Regulated Asbestos Containing Materials
RCRA	Resource Conservation and Recovery Act
RI/FS	Remedial Investigation/Feasibility Study
SAGE	Strategic Air Ground Equipment
SARA	Superfund Amendments and Reauthorization Act

SO ₂	Sulfur Dioxide
SO _x	Sulfur Dioxide
St	Street
ST	Short-Term
tpy	Tons Per Year
TSCA	Toxic Substance Control Act
TSI	Thermal System Insulation
US	United States
USACE	United States Army Corps of Engineers
USAF	United States Air Force
U.S.C.	United States Code
USEPA	United States Environmental Protection Agency
VOCs	Volatile Organic Compounds

EXECUTIVE SUMMARY

The United States Air Force proposes to construct an all-terrain vehicle (ATV) training area on Grand Forks Air Force Base (AFB), North Dakota.

Purpose and Need: Security Forces needs an adequate ATV training area, in order to certify required personnel. Security Forces are required to maintain proficiency on ATVs for mobility commitments. Security Forces also utilizes ATVs for home station Anti-Terrorism/Force Protection (AT/FP). The existing ATV training area is overgrown and not maintained. Portions of the trail have been eliminated due to construction of a new parking lot behind building 242.

Proposed Action: Under the proposed action, Grand Forks AFB would construct a new ATV training area in the previous Dakota Military Family Housing (MFH) area. Roads would be removed along with any existing concrete foundations, tires, concrete or other debris. Dirt would need to be added in some spots and as many existing trees would remain as possible. The course would be used for ATV training by the Security Forces and other authorized users.

Alternate Location Alternative: Grand Forks AFB would repair and groom the existing ATV training area located behind buildings 126 and 242. The course would be widened, dirt added where there are holes and dips that hold standing water. A majority of this repair work has been completed prior to the request for environmental analysis. Portions of the trail would need to be relocated to avoid wetlands.

No Action Alternative: Under the no action alternative, Grand Forks AFB would do no further work on the existing ATV training area.

Impacts by Resource Area

Air Quality - Construction activities would result in a short-term minimal increase of criteria air pollutants, as fuel that is burned by internal combustion engine power construction and earth-moving equipment. Best management practices (BMPs) to reduce fugitive emissions would be implemented to reduce the amount of these emissions. All ATV participants at Grand Forks AFB and elsewhere are required to comply with standards set forth by the United States Environmental Protection Agency (USEPA) for engine emissions as they are implemented.

Noise - The short-term operation of heavy equipment in the construction area would generate additional noise only during construction and would cease after completion. Operation of ATVs would generate a long-term increase in noise.

Wastes, Hazardous Materials, and Stored Fuels - The increase in hazardous and solid wastes would be minimal and temporary. Construction debris would be disposed of in approved location, such as the Grand Forks Municipal Landfill, which is located within 12 miles of the construction site. Concrete and road debris could potentially be recycled.

Water Resources – Surface water quality could degrade in the short-term, during construction, due to possible erosion contributing to turbidity of runoff and due to possible contamination from spills and leaks from construction equipment. There would be minimal impacts to ground water, surface water, water quality, and wetlands if BMPs are followed.

Biological Resources – Noise and operation of ATVs would be detrimental to wildlife in the vicinity of the track although wildlife would be able to find comparable habitat in the local vicinity. Operation of the ATV training area would destroy vegetation in the vicinity of the track and compaction of the soil would make it difficult for vegetation to reestablished. BMPs would be required to prevent the spread of noxious weeds, minimize soil erosion, and promote the establishment of native plant species.

Socioeconomic Resources - This action would have a minor positive effect on the local economy. Secondary retail purchases would make an additional contribution to the local communities. The implementation of the proposed action, therefore, would provide a short-term, beneficial impact to local contractors and retailers during the construction phase of the project.

Cultural Resources - The proposed action has little potential to impact cultural resources. In the unlikely event any such artifacts were discovered during the construction activities, the contractor would be instructed to halt construction and immediately notify Grand Forks AFB civil engineers who would notify the State Historic Preservation Officer.

Land Use - Although the project area was previously sited from MFH, siting for the ATV training area has been approved by Grand Forks AFB's Facilities Board in Dec 03.

Transportation Systems – The proposed construction would have minor adverse impact to transportation systems on base due to construction vehicles traveling to and from the construction site.

Airspace/Airfield Operations - The proposed action would not impact aircraft safety or airspace compatibility.

Safety and Occupational Health – The Grand Forks AFB Safety Office has indicated they have safety concerns regarding siting of the ATV training area although they have not indicated what those concerns are.

Environmental Management – The proposed action would not impact Installation Restoration Program Sites. BMPs would be implemented to prevent erosion. No pesticides would be used as part of this project.

Environmental Justice - EO 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-income Populations, requires federal agencies to identify and address of Feb 11, 1994, requires federal agencies to identify and address, as appropriate, disproportionately high and adverse human health or environmental effects of their programs, policies, and activities on minority and low-income populations. There are no minority or low-

income populations in the area of the proposed action or alternatives, and, thus, there would be no disproportionately high or adverse impact on such populations.

1.0 PURPOSE OF AND NEED FOR PROPOSED ACTION

This Environmental Assessment (EA) examines the potential for impacts to the environment resulting from the construction of an all-terrain vehicle (ATV) training area on Grand Forks Air Force Base (AFB). As required by the *National Environmental Policy Act* (NEPA) of 1969, federal agencies must consider environmental consequences in their decision making process. The EA provides analysis of the potential environmental impacts from both the proposed action and its alternatives.

1.1 INTRODUCTION

Located in northeastern North Dakota (ND), Grand Forks AFB is the first core refueling wing in Air Mobility Command (AMC) and home to 48 KC-135R Stratotanker aircraft. The host organization at Grand Forks AFB is the 319th Air Refueling Wing (ARW). Its mission is to guarantee global reach, by extending range in the air, supplying people and cargo where and when they are needed and provides air refueling and airlift capability support to United States Air Force (USAF) operations anywhere in the world, at any time. Organizational structure of the 319th ARW consists primarily of an operations group, maintenance group, mission support group, and medical group.

The location of the proposed action (and the alternative actions) would be at Grand Forks AFB, ND. Grand Forks AFB covers approximately 5,420 acres of government-owned land and is located in northeastern ND, about 14 miles west of Grand Forks, along United States (US) Highway 2. Grand Forks (population 49,321) is the third largest city in ND. Appendix A includes a Location Map. The city, and surrounding area, is a regional center for agriculture, education, and government. It is located approximately 160 miles south of Winnipeg, Manitoba, and 315 miles northwest of Minneapolis, Minnesota. The total base population, as of May 2003, is approximately 6,934. Of that, 2,849 are military, 3,747 are military dependents, and 338 civilians working on base (Grand Forks AFB, 2003).

The Dakota Military Family Housing (MFH) area is located outside Grand Forks AFB's main perimeter fence and to the east of the main gate of Grand Forks AFB. The proposed ATV training area would be collocated with the proposed mass/mobility parking lot and miscellaneous services recreation.

1.2 NEED FOR THE ACTION

Security Forces needs an adequate ATV training area, in order to certify required personnel. Security Forces are required to maintain proficiency on ATVs for mobility commitments. Security Forces also utilizes ATVs for home station Anti-Terrorism/Force Protection (AT/FP). Relocation of the ATV training area would provide a safe means of training on land that is groomed thereby reducing the risk of injury. The existing ATV training area is overgrown and not properly maintained. Portions of the previous trail system have been eliminated due to construction of a new parking lot behind building 242.

1.3 OBJECTIVES FOR THE ACTION

The purpose of the proposed action is to provide security forces and other authorized users with an adequate ATV training area.

1.4 SCOPE OF EA

This EA identifies, describes, and evaluates the potential environmental impacts associated with construction of an ATV training area on Grand Forks AFB. This analysis covers only those items listed above. It does not include any previous construction of facilities, parking lots, associated water drainage structures, or other non-related construction activities.

The following must be considered under the NEPA, Section 102(E).

- Air Quality
- Noise
- Wastes, Hazardous Materials, and Stored Fuels
- Water Resources
- Biological Resources
- Socioeconomic Resources
- Cultural Resources
- Land Use
- Transportation Systems
- Airspace/Airfield Operations
- Safety and Occupational Health
- Environmental Management
- Environmental Justice

1.5 DECISION(S) THAT MUST BE MADE

This EA evaluates the environmental consequences from construction of an ATV training area on Grand Forks AFB. NEPA requires that environmental impacts be considered prior to final decision on a proposed project. The Environmental Management Flight Chief will determine if a Finding of Significant Impact can be signed or if an Environmental Impact Statement (EIS) must be prepared. Preparation of an environmental analysis must be accomplished prior to a final decision regarding the proposed project and must be available to inform decision makers of potential environmental impacts of selecting the proposed action or either of the alternatives.

1.6 APPLICABLE REGULATORY REQUIREMENTS AND REQUIRED COORDINATION

These regulations require federal agencies to analyze potential environmental impacts of proposed actions and alternatives and to use these analyses in making decisions on a proposed action. All cumulative effects and irretrievable commitment of resources must also be assessed during this process. The Council on Environmental Quality (CEQ) regulations declares that an EA is required to accomplish the following objectives:

- Briefly provide sufficient evidence and analysis for determining whether to prepare an EIS or a Finding of No Significant Impact (FONSI).
- Aid in an agency's compliance with NEPA when an EIS is not necessary, and facilitate preparation of an EIS when necessary.

Air Force Instruction (AFI) 32-7061 as promulgated in 32 Code of Federal Regulations (CFR) 989, specifies the procedural requirements for the implementation of NEPA and the preparation of an EA. Other environmental regulatory requirements relevant to the Proposed Action and alternatives are also in this EA. Regulatory requirements including, but not restricted to the following programs will be assessed:

- AF Environmental Impact Analysis Process (EIAP) (32 CFR 989)
- AFI 32-7020, Environmental Restoration Program
- AFI 32-7040, Air Quality Compliance
- AFI 32-7041, Water Quality Compliance
- AFI 32-7042, Solid and Hazardous Waste Compliance
- AFI 32-7063, Air Installation Compatible Use Zone (AICUZ) Program
- AFI 32-7064, Integrated Natural Resource Management
- Archaeological Resources Protection Act (ARPA) [16 United States Code (U.S.C.) Sec 470a-11, *et seq.*, as amended]
- Clean Air Act (CAA) [42 U.S.C. Sec 7401, *et seq.*, as amended]
- Clean Water Act (CWA) [33 U.S.C. Sec 400, *et seq.*]
- CWA [33 U.S.C. Sec 1251, *et seq.*, as amended]
- Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) of 1980, as amended by the Superfund Amendments and Reauthorization Act (SARA) [42 U.S.C. Sec. 9601, *et seq.*]
- Defense Environmental Restoration Program [10 U.S.C. Sec. 2701, *et seq.*]
- Emergency Planning and Community Right-to-Know Act (EPCRA) of 1986 [42 U.S.C. Sec. 11001, *et seq.*]
- Endangered Species Act (ESA) [16 U.S.C. Sec 1531-1543, *et seq.*]
- Executive Order (EO) 11514, Protection and Enhancement of Environmental Quality as Amended by EO 11991
- EO 11988, Floodplain Management
- EO 11990, Protection of Wetlands
- EO 12372, Intergovernmental Review of Federal Programs

- EO 12898, Environmental Justice
- EO 12989 Federal Actions to Address Environmental Justice in Minority Populations and Low-income Populations
- EO 13045, Protection of Children from Environmental Health Risks and Safety Risks
- Hazardous Materials Transportation Act of 1975 [49 U.S.C. Sec 1761, *et seq.*]
- NEPA of 1969 [42 U.S.C. Sec 4321, *et seq.*]
- National Historic Preservation Act (NHPA) of 1966 [16 U.S.C. Sec 470, *et seq.*, as amended]
- The Native American Graves Protection and Repatriation Act (NAGPRA) of 1990 [Public Law 101-601, 25 U.S.C. Sec. 3001-3013, *et seq.*]
- Noise Control Act of 1972 [42 U.S.C. Sec. 4901, *et seq.*, Public Law 92-574]
- ND Air Pollution Control Act (Title 23) and Regulations
- ND Air Quality Standards (Title 33)
- ND Hazardous Air Pollutants Emission Standards (Title 33)
- Occupational Safety and Health Act (OSHA) of 1970 [29 U.S.C. Sec. 651, *et seq.*]
- Resource Conservation and Recovery Act (RCRA) of 1976 [42 U.S.C. Sec. 6901, *et seq.*]
- Toxic Substances Control Act (TSCA) of 1976 [15 U.S.C. Sec. 2601, *et seq.*]

Grand Forks AFB has a National Pollutant Discharge Elimination System (NPDES) permit to cover base-wide industrial activities. Construction of the proposed action or the alternative action would disturb more than one acre requiring a contractor to obtain a separate NPDES from the North Dakota Department of Health (NDDH).

Scoping for this EA included discussion of relevant issues with members of the environmental management, safety, airfield operations, community planner, legal, and bioenvironmental flights. Scoping letters requesting comments on possible issues of concern were sent to agencies with pertinent resource responsibilities. In accordance with AFI 32-7061, a copy is submitted to the ND Division of Community Services.

2.0 DESCRIPTION OF THE PROPOSED ACTION AND ALTERNATIVES

2.1 INTRODUCTION

Based on the descriptions of the relevant environmental resources presented in Section 3 and the predictions and analyses presented in Section 4, this section presents a comparative summary matrix of the alternatives (the heart of the analysis) providing the decision maker and the public with a clear basis for choice among the alternatives.

This section has five parts:

- Selection Criteria for Alternatives
- Alternatives Considered but Eliminated from Detailed Study
- Detailed Descriptions of the Three Alternatives Considered
- Comparison of Environmental Effects of the Proposed Action and Alternatives
- Identification of the Preferred Alternative

2.2 SELECTION CRITERIA FOR ALTERNATIVES

Selection criteria used to evaluate the Proposed and Alternative Actions include the following:

- *Criteria 1: Provide an ATV training area for Security Forces and other authorized personnel*

2.3 ALTERNATIVES CONSIDERED BUT ELIMINATED FROM DETAILED STUDY

No alternatives were eliminated from detailed study.

2.4 DESCRIPTION OF PROPOSED ALTERNATIVES

This section describes the activities that would occur under three alternatives: the proposed action and two alternatives. These three alternatives provide the decision maker with a reasonable range of alternatives from which to choose.

2.4.1 Alternative 1 (Proposed Action): ATV Training Area

Under this alternative, Grand Forks AFB would construct a new ATV training area in the previous Dakota MFH area. Houses have been removed from the area but roads and foundations still exist. Roads would be removed along with any existing concrete foundations. New construction would be required to make this a "closed loop" trail. Dirt would need to be added in some spots and as many existing trees would remain as possible. The course would be used for ATV training by the Security Forces and other authorized users. Only ATV type vehicles would be used on the trail. No other vehicles would be allowed on the trail unless they are performing track maintenance. The track would be approximately ten to fifteen feet wide. Length is dependent on the area dedicated to this function. Plans for the existing ATV training area include building a new wing headquarters, making the proposed site in the previous Dakota MFH

area more feasible. The previous ATV training area would be restored to native vegetation and all wetlands damaged by previous construction would be restored. Previous surveys did not indicate the presence of wetlands in the previous Dakota MFH area. This proposed area would provide a safe means of training on land that is groomed and taken care thereby decreasing the chance for injuries.

2.4.2 Alternative 2: Repair Current ATV Training Area

Alternative 2 would repair and groom the existing ATV training area located behind buildings 126 and 242. The course would be widened and dirt added where there are holes and dips that hold standing water. Construction of the new parking lot at building 242 eliminated the north half of the existing trail system. New construction would be required to make this a "closed loop" trail. The course would be used for ATV training by the Security Forces and other authorized users by base personnel and residents. A majority of this repair work has been completed prior to the request for environmental analysis. A wetlands determination has been made but consultation with both the US Army Corps of Engineers (USACE) and the State Water Commission would need to be made to determine jurisdiction. Portions of the trail would need to be relocated to correct damage to avoid wetlands.

2.4.3 Alternative 3 (No Action Alternative): Status Quo

Alternative 3, no action alternative, would do no further work on the existing ATV training area. Wetlands would not be repaired in violation of AFI 32-7064 which instructs that there will be "no net loss of wetlands" on USAF installations. This would result in a substantial loss of training to Security Forces. Loss of the ability to train personnel on ATVs would seriously impact Security Forces deployment mission requirements.

2.5 DESCRIPTION OF PAST, PRESENT, AND REASONABLY FORESEEABLE FUTURE ACTIONS RELEVANT TO CUMULATIVE IMPACTS

Impacts from the Proposed Action would be concurrent with other actions occurring at Grand Forks AFB. There are several other construction and demolition projects occurring on Grand Forks AFB in the same time frame. These projects are addressed under separate NEPA documents.

2.6 SUMMARY COMPARISON OF THE EFFECTS OF ALL ALTERNATIVES

Potential impacts from implementing the Proposed Action, Alternative 2, and the No Action Alternative are discussed in detail in Chapter 4.

Table 2.6.1: Summary of Environmental Impacts			
	Proposed Action	Alternative 1	No Action Alternative
Legend: ST = short-term; LT = long-term			
Air Quality	Minor Adverse LT Impact	Minor Adverse LT Impact	None
Noise	Minor Adverse LT Impact	Minor Adverse LT Impact	None
Wastes, Hazardous Materials, and Stored Fuels	Minor Adverse ST Impact	Minor Adverse ST Impact	None
Water Resources			
Ground Water	Minor Adverse ST Impact	Minor Adverse ST Impact	None
Surface Water	Minor Adverse ST Impact	Minor Adverse ST Impact	None
Waste Water	None	None	None
Water Quality	Minor Adverse ST Impact	Minor Adverse ST Impact	None
Wetlands	None	Minor Adverse LT Impact	None
Biological Resources			
Vegetation	Minor Adverse ST Impact	Minor Adverse ST Impact	None
Wildlife	Minor Adverse ST Impact	Minor Adverse ST Impact	None
Threatened and Endangered Species	None	None	None
Socioeconomic Resources	Minor Beneficial ST Impact	Minor Beneficial ST Impact	None
Cultural Resources	None	None	None
Land Use	None	Minor Adverse LT Impact	None
Transportation Systems	Minor Adverse ST Impact	Minor Adverse ST Impact	None
Airspace/Airfield Operations			
Aircraft Safety	None	None	None
Airspace Compatibility	None	None	None
Safety and Occupational Health	None	None	None
Environmental Management			
Installation Restoration Program	None	None	None
Geological Resources	Minor Adverse ST Impact	Minor Adverse ST Impact	None
Pesticide Management	None	None	None
Environmental Justice	None	None	None

2.7 IDENTIFICATION OF PREFERRED ALTERNATIVE

The preferred action is Alternative 1 (Proposed Action): *Construct ATV Training Area.*

3.0 AFFECTED ENVIRONMENT

3.1 INTRODUCTION

This section succinctly describes the operational concerns and the environmental resources relevant to the decision that must be made concerning this proposed action. Environmental concerns and issues relevant to the decision to be made and the attributes of the potentially affected environment are studied in greater detail in this section.

This descriptive section, combined with the definitions of the three alternatives in Section 2, and their predicted effects in Section 4, establish the scientific baseline against which the decision-maker and the public can compare and evaluate the activities and effects of all three alternatives.

3.2 AIR QUALITY

Grand Forks AFB has a humid continental climate that is characterized by frequent and drastic weather changes. The summers are short and humid with frequent thunderstorms. Winters are long and severe with almost continuous snow cover. The spring and fall seasons are generally short transition periods. The average annual temperature is 40° Fahrenheit (F) and the monthly mean temperature varies from 6° F in January to 70° F in July. Mean annual precipitation is 19.5 inches. Rainfall is generally well distributed throughout the year, with summer being the wettest season and winter the driest. An average of 34 thunderstorm days per year is recorded, with some of these storms being severe and accompanied by hail and tornadoes. Mean annual snowfall recorded is 40 inches with the mean monthly snowfall ranging from 1.6 inches in October to 8.0 inches in March. Relative humidity averages 58 percent annually, with highest humidities being recorded in the early morning. The average humidity at dawn is 76 percent. Mean cloud cover is 48 percent in the summer and 56 percent in the winter (USAF, 2003).

Table 3.2-1: Climate Data for Grand Forks AFB, ND

Month	Mean Temperature (°F)			Precipitation (Inches)		
	Daily			Monthly		
	Maximum	Minimum	Monthly	Mean	Maximum	Minimum
January	15	-1	6	0.7	2.4	0.1
February	21	5	13	0.5	3.2	0.0
March	34	18	26	1.0	2.9	0.0
April	53	32	41	1.5	4.0	0.0
May	69	47	56	2.5	7.8	0.5
June	77	56	66	3.0	8.1	0.8
July	81	61	70	2.7	8.1	0.5
August	80	59	67	2.6	5.5	0.1
September	70	49	57	2.3	6.2	0.3
October	56	37	44	1.4	5.7	0.1
November	34	20	26	0.7	3.3	0.0
December	20	6	12	0.6	1.4	0.0

Source: AFCCC/DOO, October 1998

Wind speed averages 10 miles per hour (mph). A maximum wind speed of 74 mph has been recorded. Wind direction is generally from the northwest during the late fall, winter, and spring, and from the southeast during the summer.

Grand Forks County is included in the ND Air Quality Control Region. This region is in attainment status for all criteria pollutants. In 1997, the ND Department of Health (NDDH) conducted an Air Quality Monitoring Survey that indicated that the quality of ambient air in ND is generally good as it is located in an attainment area (NDDH, 1998). Grand Forks AFB has the following air permits: T5-F78004 (permit to operate) issued by NDDH and a CAA Title V air emissions permit.

The United States Environmental Protection Agency (USEPA) established the National Ambient Air Quality Standards (NAAQS), which define the maximum allowable concentrations of pollutants that may be reached, but not exceeded within a given time period. The NAAQS regulates the following criteria pollutants: Ozone (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), lead (Pb), and particulate matter. The ND Ambient Air Quality Standards (NDAAQS) were set by the State of ND. These standards are more stringent and emissions for operations in ND must comply with the Federal or State standard that is the most restrictive. There is also a standard for hydrogen sulfide (H₂S) in ND.

Prevention of significant deterioration (PSD) regulations establish SO₂, particulate matter 10 microns in diameter (PM₁₀), and NO₂ that can be emitted above a premeasured amount in each of three class areas. Grand Forks AFB is located in a PSD Class II area where moderate, well-controlled industrial growth could be permitted. Class I areas are pristine areas and include national parks and wilderness areas. Significant increases in emissions from stationary sources (100 tons per year (tpy) of CO, 40 tpy of nitrogen oxides (NO_x), volatile organic compounds (VOCs), or sulfur oxides (SO_x), or 15 tpy of PM₁₀) and the addition of major sources requires compliance with PSD regulations. There is also a 25 ton/year level for total particulate.

Air pollutants include O₃, CO, NO₂, SO₂, Pb, and particulate matter. Ground disturbing activities create PM₁₀ and particulate matter 2.5 microns in diameter (PM_{2.5}). Combustion creates CO, SO₂, PM₁₀, and PM_{2.5} particulate matter and the precursors (VOC and NO₂) to O₃. Only a small amount of Hazardous Air Pollutants (HAP) are generated from internal combustion processes or earth-moving activities. The Grand Forks AFB Final Emissions Survey Report (USAF, 1996) reported that Grand Forks AFB only generated small levels HAPs, 10.3 tpy of combined HAPs and 2.2 tpy maximum of a single HAP (methyl ethyl ketone). Methyl Ethyl Ketone is associated with aircraft and vehicle maintenance and repair. Secondary sources include fuel storage and dispensing (USAF, 2001a).

**Table 3.2-2
National Ambient Air Quality Standards (NAAQS) and ND Ambient Air Quality Standards
(NDAAQS)**

Pollutant	Averaging Time	NAAQS $\mu\text{g}/\text{m}^3$ (ppm) ^a		NDAAQS $\mu\text{g}/\text{m}^3$ (ppm) ^a
		Primary ^b	Secondary ^c	
O ₃	1 hr	235 (0.12)	Same	Same
	8 hr ^e	157 (0.08)	Same	None
CO	1 hr	40,000 (35)	None	40,000 (35)
	8 hr	10,000 (9)	None	10,000 (9)
NO ₂	AAM ^d	100 (0.053)	Same	Same
SO ₂	1 hr	None	None	715 (0.273)
	3 hr	None	1,300 (0.5)	None
	24 hr	365 (0.14)	None	260 (0.099)
	AAM	80 (0.03)	None	60 (0.023)
PM ₁₀	AAM	50	Same	Same
	24 hr	150	Same	Same
PM _{2.5} ^e	AAM	65	Same	None
	24 hr	15	Same	None
Pb	¼ year	1.5	Same	Same
H ₂ S	1 hr	None	None	280 (0.20)
	24 hr	None	None	140 (0.10)
	3 mth	None	None	28 (0.02)
	AAM	None	None	14 (10)
	Instantaneous			14 (10)

^a $\mu\text{g}/\text{m}^3$ – micrograms per cubic meter; ppm – parts per million

^bNational Primary Standards establish the level of air quality necessary to protect the public health from any known or anticipated adverse effects of pollutant, allowing a margin of safety to protect sensitive members of the population.

^cNational Secondary Standards establish the level of air quality necessary to protect the public welfare by preventing injury to agricultural crops and livestock, deterioration of materials and property, and adverse impacts on the environment.

^dAAM – Annual Arithmetic Mean.

^eThe Ozone 8-hour standard and the PM 2.5 standards are included for information only. A 1999 federal court ruling blocked implementation of these standards, which USEPA proposed in 1997. USEPA has asked the US Supreme Court to reconsider that decision (USEPA, 2000).

PM₁₀ is particulate matter equal to or less than 10 microns in diameter.

PM_{2.5} is particulate matter equal to or less than 2.5 microns in diameter.

Source: 40 CFR 50, ND Air Pollution Control Regulations – North Dakota Administrative Code (NDAC) 33-15

3.3 NOISE

Noise generated on Grand Forks AFB consists mostly of aircraft, vehicular traffic and construction activity. Most noise is generated from aircraft during takeoff and landing and not from ground traffic. Noise levels are dependent upon type of aircraft, type of operations, and distance from the observer to the aircraft. Duration of the noise is dependent upon proximity of the aircraft, speed, and orientation with respect to the observer.

Table 3.3-1 Typical Decibel Levels Encountered in the Environment and Industry			
Sound Level (dBA) ^a	Maximum Exposure Limits	Source of Noise	Subjective Impression
10			Threshold of hearing
20		Still recording studio; Rustling leaves	
30		Quiet bedroom	
35		Soft whisper at 5 ft ^b ; Typical library	
40		Quiet urban setting (nighttime); Normal level in home	Threshold of quiet
45		Large transformer at 200 ft	
50		Private business office; Light traffic at 100 ft; Quiet urban setting (daytime)	
55		Window air conditioner; Men's clothing department in store	Desirable limit for outdoor residential area use (EPA)
60		Conversation speech; Data processing center	
65		Busy restaurant; Automobile at 100 ft	Acceptable level for residential land use
70		Vacuum cleaner in home; Freight train at 100 ft	Threshold of moderately loud
75		Freeway at 10 ft	
80		Ringin alarm clock at 2 ft; Kitchen garbage disposal; Loud orchestral music in large room	Most residents annoyed
85		Printing press; Boiler room; Heavy truck at 50 ft	Threshold of hearing damage for prolonged exposure
90	8 hr ^c	Heavy city traffic	
95	4 hr	Freight train at 50 ft; Home lawn mower	
100	2 hr	Pile driver at 50 ft; Heavy diesel equipment at 25 ft	Threshold of very loud
105	1 hr	Banging on steel plate; Air Hammer	
110	0.5 hr	Rock music concert; Turbine condenser	
115	0.25 hr	Jet plane overhead at 500 ft	
120	< 0.25 hr	Jet plane taking off at 200 ft	Threshold of pain
135	< 0.25 hr	Civil defense siren at 100 ft	Threshold of extremely loud
^a dBA – decibals ^b ft – feet ^c hr - hours Source: US Army, 1978			

Table 3.3-2 Approximate Sound Levels (dBA) of Construction Equipment						
Equipment Type	Sound Levels (dBA) at Various Distances (ft)					
	50	100	200	400	800	1,600
Front-end Loader	84	78	72	66	60	54
Dump Truck	83	77	71	65	59	53
Truck	83	77	71	65	59	53
Tractor	84	78	72	66	58	52
Source: Thurman, 1976; US Army, 1978						

Because military installations attract development in proximity to their airfields, the potential exists for urban encroachment and incompatible development. The USAF utilizes a program known as AICUZ to help alleviate noise and accident potential problems due to unsuitable community development. AICUZ recommendations give surrounding communities alternatives to help prevent urban encroachment. Noise contours are developed from the Day-Night Average A-Weighted Sound Level (DNL) data which defines the noise created by flight operations and ground-based activities. The AICUZ also defines Accident Potential Zones (APZs), which are rectangular corridors extending from the ends of the runways. Recommended land use activities and densities in the APZs for residential, commercial, and industrial uses are provided in the base's AICUZ study. Grand Forks AFB takes measures to minimize noise levels by evaluating aircraft operations. Blast deflectors are utilized in designated areas to deflect blast and minimize exposure to noise.

3.4 WASTES, HAZARDOUS MATERIALS, AND STORED FUELS

Hazardous wastes, as listed under the RCRA, are defined as any solid, liquid, contained gaseous, or combination of wastes that pose a substantive or potential hazard to human health or the environment. On-base hazardous waste generation involves three types of on-base sites: an accumulation point (90-day), satellite accumulation points, and spill cleanup equipment and materials storage (USAF, 2001c). Discharge and emergency response equipment is maintained in accessible areas throughout Grand Forks AFB. The Fire Department maintains adequate fire response and discharge control and containment equipment. Equipment stores are maintained in buildings 523 and 530. Petroleum contaminated soils generated from excavations throughout the base can be treated at the land treatment facility located on base. These solid wastes are tilled or turned several times a year to remediate the soils to acceptable levels.

Hardfill, construction debris, and inert waste generated by Grand Forks AFB are disposed of at a permitted off-base landfill. All on-base household garbage and solid waste is collected by a contractor and transported to the Grand Forks County Landfill, which opened in 1982.

Recyclable materials from industrial facilities are collected in the recycling facility, off the southeast corner of building 408. Paper, glass, plastics, cardboard, and wood are collected in separate storage bins. Curbside containers are used in housing for recyclable materials. A contractor collects these materials and transports them off base.

The Environmental Management Flight manages the hazardous material through a contract with Pacific Environmental Services. Typical hazardous materials include reactive materials such as explosives, ignitables, toxics, and corrosives. Improper storage can impact human health and the safety of the environment.

Since Grand Forks AFB is a military installation with a flying mission, there are several aboveground and underground fuel storage tanks. None of the alternatives would impact fuel storage tanks.

3.5 WATER RESOURCES

3.5.1 Ground Water

Chemical quality of ground water is dependent upon the amount and type of dissolved gases, minerals, and organic material leached by water from surrounding rocks as it flows from recharge to discharge areas. The water table depth varies throughout the base, from a typical 1-3 ft to 10 ft or more below the surface.

Even though the Dakota Aquifer has produced more water than any other aquifer in Grand Forks County, the water is very saline and generally unsatisfactory for domestic and most industrial uses. Its primary use is for livestock watering. It is a sodium chloride type water with total dissolved solids concentrations of about 4,400 ppm. The water generally contains excessive chloride, iron, sulfate, total dissolved solids, and fluoride. The water from the Dakota is highly toxic to most domestic plants and small grain crops, and in places, the water is too highly mineralized for use as livestock water (Hansen and Kume, 1970).

Water from wells tapping the Emerado Aquifer near Grand Forks AFB is generally of poor quality due to upward leakage of poor quality water from underlying bedrock aquifers. It is sodium sulfate type water with excessive hardness, chloride, sulfate, and total dissolved solids. Water from the Lake Agassiz beach aquifers is usually of good chemical quality in Grand Forks County. The water is a calcium bicarbonate type that is relatively soft. The total dissolved content ranges from 308 to 1,490 ppm. Most water from beach aquifers is satisfactory for industrial, livestock, and agricultural uses (Hansen and Kume, 1970).

Grand Forks AFB draws 85 to 90 percent of its water for industrial, commercial and housing functions from the City of Grand Forks and 10 to 15 percent from Agassiz Water.

3.5.2 Surface Water

Natural surface water features located on or near Grand Forks AFB are the Turtle River and Kellys Slough National Wildlife Refuge (NWR). Drainage from surface water channels ultimately flows into the Red River.

The Turtle River, crossing the base boundary at the northwest corner, is very sinuous and generally flows in a northeasterly direction. It receives surface water runoff from the western portion of Grand Forks AFB and eventually empties into the Red River of the North that flows north to Lake Winnipeg, Canada. The Red River drainage basin is part of the Hudson Bay drainage system. At Manvel, ND, approximately 10 miles northeast of Grand Forks AFB, the mean discharge of the Turtle River is 50.3 feet cubed per second (ft³/s). Peak flows result from spring runoff in April and minimum flows (or no flow in some years) occur in January and February.

NDDH has designated the Turtle River to be a Class II stream, it may be intermittent, but, when flowing, the quality of the water, after treatment, meets the chemical, physical, and

bacteriological requirements of the NDDH for municipal use. The designation also states that it is of sufficient quality to permit use for irrigation, for propagation of life for resident fish species, and for boating, swimming, and other water recreation.

Kelly's Slough NWR occupies a wide, marshy flood plain with a poorly defined stream channel, approximately two miles east and downstream of Grand Forks AFB. Kellys Slough NWR receives surface water runoff from the east half of the base and effluent from the base sewage lagoons located east of the base. Surface water flow of the slough is northeasterly into the Turtle River Drainage from surface water channels ultimately flowing into the Red River. Floodplains are limited to an area 250 ft on either side of Turtle River (about 46 acres on base). Appendix C contains a map depicting floodplains. Any development in or modifications to floodplains must be coordinated with the Corps of Engineers and the Federal Emergency Management Agency (FEMA).

Surface water runoff leaves Grand Forks AFB at four primary locations related to identifiable drainage areas on base. The four sites are identified as northeast, northwest, west, and southeast related to the base proper. These outfalls were approved by the NDDH as stated in the Grand Forks AFB ND Pollutant Discharge Elimination System (NDPDES) Permit NDR02-0314 Stormwater Discharges from Industrial Activity. Of the four outfall locations, the west and northwest sites flow into the Turtle River, the northeast site flows to the north ditch and the southeast outfall flows into the south ditch. The latter two flow to Kellys Slough and then the Turtle River. All drainage from these surface water channels ultimately flows into the Red River. The Bioenvironmental Engineering Office samples the four outfall locations during months when de-icing activities occur on base.

3.5.3 Waste Water

Grand Forks AFB discharges its domestic and industrial wastewater to four stabilization lagoons located east of the main base. The four separate treatment cells consist of one primary treatment cell, two secondary treatment cells, and one tertiary treatment cell. Wastewater effluent is discharged under ND Permit ND0020621 into Kellys Slough. Wastewater discharge occurs for about one week, sometime between mid-April through October. Industrial wastewater at the base comprises less than ten percent of the total flow to the treatment lagoons.

3.5.4 Water Quality

According to the National Water Quality Inventory Report (USEPA, 1995), ND reports the majority of rivers and streams have good water quality. Natural conditions, such as low flows, can contribute to violations of water quality standards. During low flow periods, the rivers are generally too saline for domestic use. Grand Forks AFB receives water from Grand Forks and Lake Agassiz Water. The city recovers its water from the Red River and the Red Lake River, while the water association provides water from aquifers. The water association recovers water from well systems within glacial drift aquifers (USAF, 1999). The 319th Civil Engineering Squadron tests the water received on base daily for fluorine and chlorine. The 319th

Bioenvironmental Flight collects monthly bacteriological samples to be analyzed at the ND State Laboratory.

3.5.5 Wetlands

About 246,900 acres in the county are drained wetland Type I (wet meadow) to Type V (open freshwater). Approximately 59,500 acres of wetland Type I to V are used for wetland habitat. Wetland Types IV and V include areas of inland saline marshes and open saline water. Kellys Slough NWR occupies a wide, marshy flood plain with a poorly defined stream channel, approximately two miles east and downstream of Grand Forks AFB. Kellys Slough NWR is the most important regional wetland area in the Grand Forks vicinity. EO 11990 requires zero loss of wetlands. Grand Forks AFB has 49 wetlands, covering 23.9 acres of wetlands (see Appendix C), including 33 jurisdictional wetlands covering 12.2 acres. Wetlands on Grand Forks AFB occur frequently in drainage ways, low-lying depressions, and potholes. Wetlands are highly concentrated in drainage ways leading from the wastewater treatment lagoons to Kellys Slough NWR. The majority of wetland areas occur in the northern and central portions of base, near the runway, while the remaining areas are near the eastern boundary and southeastern corner of base. Development in or near these areas must include coordination with the ND State Water Commission and the USACE.

3.6 BIOLOGICAL RESOURCES

3.6.1 Vegetation

Plants include a large variety of naturally occurring native plants. Because of the agrarian nature of Grand Forks County, cropland is the predominant element for wildlife habitat. Pastures, meadows, and other non-cultivated areas are overgrown with grasses, legumes, and wild herbaceous plants. Included in the grasses and legumes vegetation species are tall wheat grass, brome grass, sweet clover, and alfalfa. Herbaceous plants include little bluestem, goldenrod, green needle grass, western wheat grass, and blue grama. Shrubs such as junberry, dogwood, hawthorn, and snowberry also are found in the area. In wetland areas, predominant species include smartweed, wild millet, cord grass, bulrushes, sedges, and reeds. These habitats for upland wildlife and wetland wildlife attract a variety of species to the area and support many aquatic species.

Various researchers, most associated with the University of ND, have studied current native floras in the vicinity of the base. Prior to 1993 field investigations, ten natural communities occurring in Grand Forks County were identified in the ND Natural Heritage Inventory (1994). Of these, only one community, Lowland Woodland, is represented within the base boundaries. Dominant trees in this community are elm, cottonwood, and green ash. Dutch elm disease has killed many of the elms. European buckthorn (a highly invasive exotic species), chokecherry, and wood rose (*Rosa woodsii*) are common in the understory in this area. Wood nettle (*Laportea canadensis*), stinging nettle (*Urtica dioica*), beggars' ticks (*Bidens frondosa*), and waterleaf (*Hydrophyllum virginianum*) are typical forbes.

One hundred and forty two total taxa, representing less than a third of the known Grand Forks County plant taxa, were identified in the ND Natural Heritage Inventory. No rare plants species are known to exist on Grand Forks AFB.

3.6.2 Wildlife

Ground Forks County is primarily cropland although there are wildlife areas located within the county. Kellys Slough NWR is located a couple miles northeast of Grand Forks AFB. In addition to being a wetland, it is a stopover point for migratory birds. The Prairie Chicken Wildlife Management Area is located north of Mekinock and contains 1,160 acres of habitat for deer, sharp-tailed grouse, and game birds. Wildlife can also be found at the Turtle River State Park, The Bremer Nature Trail, and the Myra Arboretum.

There is minimal habitat for wildlife on Grand Forks AFB due to extensive development. White tail deer, eastern cottontail, and ring-neck pheasant can be found on base. The proposed project area only provides low-quality foraging habitat for small animals.

3.6.3 Threatened and Endangered Species

According to the 1994 ND Natural Heritage Inventory, “There are no known federally threatened or endangered species populations on or adjacent to Grand Forks AFB.” The base does have infrequent use by migratory threatened and endangered species, such as the bald eagle and peregrine falcon, but there are no critical or significant habitats for those species present. The inventory also indicated that red-breasted nuthatch and moose are two special concern species. They have been observed on base near Turtle River. The inventory also indicated that there is no habitat on or near Grand Forks AFB to sustain a moose population. Red-breasted nuthatches prefer woodland habitats dominated by conifers. These birds are transients and pose no particular concern. The ESA does require that Federal Agencies not jeopardize the existence of a threatened or endangered species nor destroy or adversely modify designated critical habitat for threatened or endangered species.

3.7 SOCIOECONOMIC RESOURCES

Grand Forks County is primarily an agricultural region and, as part of the Red River Valley, is one of the world’s most fertile. Cash crops include sugar beets, beans, corn, barley, and oats. The valley ranks first in the nation in the production of potatoes, spring wheat, sunflowers, and durum wheat. Grand Forks County’s population in 2000 was 66,109, a decrease of 6.5 percent from the 1990 population of 70,638 (ND State Data Center, No Date). Grand Forks County’s annual mean wage in Oct 2001 was \$26,715 (Job Service of ND, 2001). Grand Forks AFB is one of the largest employers in Grand Forks County. As of May 2003, Grand Forks AFB had 3,165 active duty military members and 338 civilian employees. The total annual economic impact for Grand Forks AFB is \$325,647,980.

3.8 CULTURAL RESOURCES

According to the Grand Forks AFB Cultural Resources Management Plan, there are no archeological sites that are potentially eligible for the National Register of Historic Places (NRHP). A total of six archeological sites and six archeological find spots have been identified on the base. None meet the criteria of eligibility of the NRHP established in 36 CFR 60.4. There is no evidence for Native American burial grounds, or other culturally sensitive areas. Paleosols (soil that developed on a past landscape) remain a management concern requiring Section 106 compliance. Reconnaissance-level archival and archeological surveys of Grand Forks AFB conducted by the University of ND in 1989 indicated that there are no facilities (50 years or older) that possess historical significance. The base is currently consulting with the ND Historical Society on the future use of eight Cold War Era facilities. These are buildings 313, 606, 703-707, and 714.

3.9 LAND USE

Land use in Grand Forks County consists primarily of cultivated crops with remaining land used for pasture and hay, urban development, recreation, and wildlife habitat. Principal crops are spring wheat, barley, sunflowers, potatoes, and sugar beets. Turtle River State Park, developed as a recreation area in Grand Forks County, is located about five miles west of the base. Several watershed protection dams are being developed for recreation activities including picnicking, swimming, and ball fields. Wildlife habitat is very limited in the county. Kellys Slough NWR (located about two miles east of the base) and the adjacent National Waterfowl Production Area are managed for wetland wildlife and migratory waterfowl, but they also include a significant acreage of open land wildlife habitat.

The main base encompasses 5,420 acres, of which the USAF owns 4,830 acres and another 590 acres are lands containing easements, permits, and licenses. Improved grounds, consisting of all covered area (under buildings and sidewalks), land surrounding base buildings, the 9-hole golf course, recreational ballfields, and the family housing area, encompass 1,120 acres. Semi-improved grounds, including the airfield, fence lines and ditch banks, skeet range, and riding stables account for 1,390 acres. The remaining 2,910 acres of the installation consist of unimproved grounds. These areas are comprised of woodlands, open space, and wetlands, including four lagoons (180.4 acres) used for the treatment of base wastewater. Agricultural outleased land (1,040 acres) is also classified as unimproved. Land use at the base is solely urban in nature, with residential development to the south and cropland, hayfields, and pastures to the north, west, and east.

3.10 TRANSPORTATION SYSTEMS

Seven thousand vehicles per day travel ND County Road B3 from Grand Forks AFB's east gate to the US Highway 2 Interchange (Clayton, 2001). Two thousand vehicles per day use the off-ramp from US Highway 2 onto ND County Road B3 (Dunn, 2001). US Highway 2, east of the base interchange, handles 10,800 vehicles per day. (Kingsley and Kuntz, 2001). A four lane arterial road has a capacity of 6,000 vehicles per hour and a two lane, 3,000, based on the average

capacity of 1,500 per hour per lane. Roadways adjacent to Grand Forks AFB are quite capable of accommodating existing traffic flows (USAF, 2001a).

Grand Forks AFB has good traffic flow even during peak hours (6-8 am and 4-6 pm). There are two gates: the main gate located off of County Road B3, about one mile north of U.S. Highway 2, and the Secondary Gate located off of U.S. Highway 2, about 3/4 mile west of County Road B3. The main gate is connected to Steen Boulevard (Blvd), which is the main east-west road, and the south gate is connected to Eielson Street (St), which is the main north-south road.

3.11 AIRSPACE/AIRFIELD OPERATIONS

3.11.1 AIRCRAFT SAFETY

Bird Aircraft Strike Hazard (BASH) is a major safety concern for military aircraft. Collision with birds may result in aircraft damage and aircrew injury, which may result in high repair costs or loss of the aircraft. A BASH hazard exists at Grand Forks AFB and its vicinity, due to resident and migratory birds. Daily and seasonal bird movements create various hazardous conditions. Although BASH problems are minimal, Kellys Slough NWR is a major stopover for migratory birds. Canadian Geese and other large waterfowl have been seen in the area (USAF, 2001b).

3.11.2 AIRSPACE COMPATIBILITY

The primary objective of airspace management is to ensure the best possible use of available airspace to meet user needs and to segregate requirements that are incompatible with existing airspace or land uses. The Federal Aviation Administration has overall responsibility for managing the nation's airspace and constantly reviews civil and military airspace needs to ensure all interests are compatibly served to the greatest extent possible. Airspace is regulated and managed through use of flight rules, designated aeronautical maps, and air traffic control procedures and separation criteria.

3.12 SAFETY AND OCCUPATIONAL HEALTH

Safety and occupational health issues include one-time and long-term exposure. Examples include asbestos/radiation/chemical exposure, explosives safety quantity-distance, and bird/wildlife aircraft hazard. Safety issues include injuries or deaths resulting from a one-time accident. Aircraft Safety includes information on birds/wildlife aircraft hazards and the BASH program. Health issues include long-term exposure to chemicals such as asbestos and lead-based paint. Safety and occupational health concerns could impact personnel working on the project and in the surrounding area.

The National Emission Standards for Hazardous Air Pollutants (NESHAP) of the CAA designates asbestos as HAP. OSHA provides worker protection for employees who work around or asbestos containing material (ACM). Regulated ACM (RACM) includes thermal system

insulation (TSI), any surfacing material, and any friable asbestos material. Non-regulated Category I non-friable ACM includes floor tile and joint compound.

Lead exposure can result from paint chips or dust or inhalation of lead vapors from torch-cutting operations. This exposure can affect the human nervous system. Due to the size of children, exposure to lead based paint is especially dangerous to small children. OSHA considers all painted surfaces in which lead is detectable to have a potential for occupational health exposure.

3.13 ENVIRONMENTAL MANAGEMENT

3.13.1 INSTALLATION RESTORATION PROGRAM

The Installation Restoration Program (IRP) is the AF's environmental restoration program based on the CERCLA. CERCLA provides for Federal agencies with the authority to inventory, investigate, and clean up uncontrolled or abandoned hazardous waste sites. There are seven IRP sites at Grand Forks AFB. These sites are identified as potentially impacted by past hazardous material or hazardous waste activities. They are the Fire Training Area/Old Sanitary Landfill Area, FT-02; New Sanitary Landfill Area, LF-03; Strategic Air Ground Equipment (SAGE) Building 306, ST-04; Explosive Ordnance Detonation Area, OT-05; Refueling Ramps and Pads, Base Tanks Area, ST-06; POL Off-Loading Area, ST-07; and Refueling Ramps and Pads, ST-08 (USAF, 1997b). Two sites are considered closed, OT-05 and ST-06. ST-08 has had a remedial investigation/feasibility study (RI/FS) completed and the rest are in long-term monitoring. Grand Forks AFB is not on the National Priorities List (NPL)

3.13.2 GEOLOGICAL RESOURCES

3.13.2.1 Physiography and Topography

The topography of Grand Forks County ranges from broad, flat plains to gently rolling hills that were produced mainly by glacial activity. Local relief rarely exceeds 100 ft in one mile, and, in parts of the lake basin, less than five ft in one mile.

Grand Forks AFB is located within the Central Lowlands physiographic province. The topography of Grand Forks County, and the entire Red River Valley, is largely a result of the former existence of Glacial Lake Agassiz, which existed in this area during the melting of the last glacier, about 12,000 years ago (Stoner et al., 1993). The eastern four-fifths of Grand Forks County, including the base, lies in the Agassiz Lake Plain District, which extends westward to the Pembina escarpment in the western portion of the county. The escarpment separates the Agassiz Lake Plain District from the Drift Plain District to the west. Glacial Lake Agassiz occupied the valley in a series of recessive lake stages, most of which were sufficient duration to produce shoreline features inland from the edge of the lake. Prominent physiographic features of the Agassiz Lake Plain District are remnant lake plains, beaches, inter-beach areas, and delta plains. Strandline deposits, associated with fluctuating lake levels, are also present and are indicated by narrow ridges of sand and gravel that typically trend northwest-southwest in Grand Forks County.

Grand Forks AFB lies on a large lake plain in the eastern portion of Grand Forks County. The lake plain is characterized by somewhat poorly drained flats and swells, separated by poorly drained shallow swells and sloughs (Doolittle et al., 1981). The plain is generally level, with local relief being less than one foot. Land at the base is relatively flat, with elevations ranging from 880 to 920 ft mean sea level (MSL) and averaging about 890 ft MSL. The land slopes to the north at less than 12 ft per mile

3.13.2.2 Soil Type Condition

Soils consist of the Gilby loam series that are characterized by deep, somewhat poorly drained, moderately to slowly permeable soils in areas between beach ridges. The loam can be found from 0 to 12 inches. From 12 to 26 inches, the soil is a mixture of loam, silt loam, and very fine sandy loam. From 26 to 60 inches, the soil is loam and clay loam.

3.13.3 PESTICIDE MANAGEMENT

Pesticides are handled at various facilities including Environmental Controls, Golf Course Maintenance, and Grounds Maintenance. Other organizations assist in the management of pesticides and monitoring or personnel working with pesticides. Primary uses are for weed and mosquito control. Herbicides, such as Round-up, are used to maintain areas adjacent to roadways. Military Public Health and Bioenvironmental Engineering provide information on the safe handling, storage, and use of pesticides. Military Public Health maintains records on all pesticide applicators. The Fire Department provides emergency response in the event of a spill, fire, or similar type incident.

3.14 ENVIRONMENTAL JUSTICE

Environmental justice addresses the minority and low-income characteristics of the area, in this case Grand Forks County. The county is more than 93 percent Caucasian, 2.3 percent Native American, 1.4 percent African-American, 1 percent Asian/Pacific Islander, less than 1 percent Other, and 1.6 percent “Two or more races”. In comparison, the US is 97.6 percent Caucasian, 12.3 African-American, 0.9 percent Native American or Native Alaskan, 3.6 percent Asian, 0.1 Native Hawaiian or Pacific Islander, 5.5 percent Other, and 2.4 percent “Two or more races”. Approximately 12.5 percent of the county’s population is below the poverty level in comparison to 13.3 percent the state (US Bureau of the Census, 2002). There are few residences and no concentrations of low-income or minority populations around Grand Forks AFB.

4.0 ENVIRONMENTAL CONSEQUENCES

4.1 INTRODUCTION

The effects of the proposed action and the alternatives on the affected environment are discussed in this section. The project involves construction of an ATV training area on Grand Forks AFB.

4.2 AIR QUALITY

4.2.1 Alternative 1 (Proposed Action)

Short-term effects involve heavy construction equipment emissions (not a concern as they are mobile sources) and fugitive dust (mentioned on our Title V permit). Construction activities would result in a short-term minimal increase of criteria air pollutants, as fuel (gasoline and diesel) that is burned by internal combustion engine power construction and earth-moving equipment. Heavy construction equipment would generate the most emissions. The constituents of exhaust include CO, NO_x, and VOCs. Earth moving activities would generate fugitive dust (PM₁₀). Fugitive emissions from construction activities are expected to be below the regulatory threshold and would be managed in accordance with NDAC 33-15-17-03. Fugitive dust emissions and construction vehicle exhaust would be generated by all phases of construction, but the dust would be controlled to the maximum extent possible by utilizing wind barriers and stabilizing the exposed soil. Best Management Practices (BMPs) to reduce fugitive emissions, such as daily watering of the disturbed ground and replacing ground cover in disturbed areas as quickly as possible, would be implemented to the maximum extent possible to reduce the amount of these emissions. This short-term increase in combustion related pollutants would occur only during construction and impacts to air quality would not be significant. Air Quality in ND is considered good and the area is in attainment for all criteria pollutants.

ATVs account for about 13 percent of mobile source hydrocarbon emissions, 6 percent of mobile source carbon monoxide emissions and 3 percent of mobile source oxides of nitrogen emissions. Allowing an ATV training area would negatively impact air quality at Grand Forks AFB. Typically these engines have no mechanism on them to control the amount of toxic pollutants emitted by the vehicle. Engines normally used in ATV's are two-stroke and are documented as highly inefficient and produce relatively high emissions of carbon monoxide and unburned hydrocarbons. The USEPA has determined that ATV sources contribute significantly to O₃ or CO nonattainment. North Dakota air quality is considered good and the area is in attainment for all criteria pollutants. However, the USEPA is implementing standards on air emissions for ATVs and expect the release of pollutants to be reduced as a result but not until 2010 or later. All ATV participants at Grand Forks AFB and elsewhere are required to comply with standards set forth by the USEPA for engine emissions as they are implemented. Other air pollutants from ATVs include fugitive dust which is regulated under Grand Forks AFB's Title V permit following NDAC 33-15-17-03. BMPs to reduce fugitive emissions would be implemented to reduce the amount of these emissions. During dry times the trails would be watered/controlled to reduce the amount of fugitive dust entering the air. If conditions are really dry and dusty, speed controls or number limits of vehicles allowed on track may be necessary to control the fugitive

dust problems. A rules/management handbook for the implementation of the ATV training area at Grand Forks AFB should be developed by the users of the facility.

4.2.2 Alternative 2

Impacts would be similar to those generated under the proposed action.

4.2.3 Alternative 3 (No Action)

The no action alternative would not impact air quality.

4.3 NOISE

4.3.1 Alternative 1 (Proposed Action)

The short-term operation of heavy equipment in the construction area would generate additional noise. These noise impacts would exist only during construction and would cease after completion. The increase in noise from construction activities would be negligible.

Noise generated by ATVs does more than annoy people. Scientific research has shown that relatively continuous exposure to sound levels exceeding 70 decibels (i.e. freeway traffic), can be harmful to hearing. ATVs routinely produce between 81 and 111 decibels. This is roughly the equal of a rock concert or busy street. Noise also can cause increases in heart rate, blood pressure and blood cholesterol, as well as effects to the digestive and respiratory systems. Persistent, unrelenting noise exposure could cause these temporary stress reactions to become chronic stress diseases, such as high blood pressure or ulcers. The elderly, young and individuals with existing health problems are at greatest risk. Operation of ATVs and ORVs would generate a long-term increase in noise. Plans for Grand Forks AFB include the removal of the remaining MFH units outside the main perimeter fence. Therefore in the future, the ATV training area would be sited away from housing residents.

4.3.2 Alternative 2

Impacts would be similar to those generated under the proposed action.

4.3.3 Alternative 3 (No Action)

The no action alternative would not impact noise generation.

4.4 WASTES, HAZARDOUS MATERIALS, AND STORED FUELS

4.4.1 Alternative 1 (Proposed Action)

There would be a short-term, minimal increase in solid wastes from construction related activities. Trash and construction debris would be disposed of off base, in an approved disposal

area such as the Grand Forks City Landfill. Concrete and road debris could potentially be recycled. Disposition of the debris through land filling versus recycling would have to be evaluated prior to work.

4.4.2 Alternative 2

Impacts would be similar to those generated under the proposed action.

4.4.3 Alternative 3 (No Action)

The no action alternative would not impact hazardous or solid waste generation.

4.5 WATER RESOURCES

4.5.1 Alternative 1 (Proposed Action)

Ground Water: Provided BMPs are followed, there would be minimal impacts on ground water. The area is already considered developed as it used to be a housing area. Therefore, the minimal soil compaction that is likely to occur should not interfere with infiltration during storm events. One area of concern is fueling of the ATVs. Great thought and care must be given to the design of the site to ensure that fuel which would inevitably be spilled does not negatively impact the ground water. A positive point for this area is the removal of existing streets and utilities would probably have a positive impact on groundwater, by allowing for more infiltration and local recharge. Provided a thorough design and operation, the proposed action should have minimal impact on ground water.

Surface Water: Surface water quality could be degraded, both in the short-term, during actual construction, and over the long-term due to reduced storm water quality caused by the increase of exposed soil. The short-term effects come from possible erosion contributing to turbidity of runoff and possible contamination from spills or leaks from construction equipment. The contractor must utilize effective methods to control surface water runoff and minimize erosion. Proper stabilization and seeding the site immediately upon completion of the construction would provide beneficial vegetation, controlling erosion. Long-term surface water degradation could occur simply from the fact that additional area will remain without vegetation, increasing the amount of sediment that will be contained in the storm water runoff. On the positive side, the decrease in paved area will allow for more infiltration and less total runoff from the site. The greatest concern from constructing this area will be in the inevitable drips and spills from refueling the ATVs. Again great care must be taken in the design and operation of this area so that surface water quality is not degraded. The design of the area must consider these long-term effects and, as required by Federal Law, include mitigating features and BMPs. While the potential for contamination is great, if BMPs are utilized during design, construction, and operation, negative surface water impacts should be minimal.

Waste Water: The proposed action would have no impact on wastewater.

Water Quality: The proposed action would have minimal impact to water quality.

Wetlands: Currently, there are no wetlands in the proposed site area, but a wetland delineation project is being conducted summer 2004. If wetlands are identified in the ATV sited area, no ATV activities should occur in any wetlands without a Clean Water Act Section 404 permit from the USACE. No dumping, filling, dredging, or changing of the wetland hydrologic structure is permitted without a permit. Damage was done to this wetland prior to the development of an EA for this project. Mitigation for this wetland was started on December 3, 2003. An attempt to regrade to existing topography was made, but difficulties were encountered. The ground was frozen and large clumps of solid ice/dirt were left in the wetland. Further work may be required next spring/summer if the wetland vegetation is unable to reestablish itself. Seeding may be necessary to control noxious weeds and storm water runoff. The proposed action would have a net positive effect on wetlands since previously damaged areas around the old ATV track would be repaired. The old track's removal and restoration would provide a net positive impact on wetland areas.

4.5.2 Alternative 2

Ground Water: Provided BMPs are followed, there would be minimal impacts on ground water. The area is already considered developed since parts of it are used as an ATV area currently so the minimal soil compaction that is likely to occur should not interfere with infiltration during storm events. One area that is of concern is fueling of the ATVs. Great thought and care must be given to the redesign of the site to ensure that fuel which would inevitably be spilled does not negatively impact the groundwater. Provided a thorough design and careful operation, the proposed action should have minimal impact on groundwater.

Surface Water: Surface water quality could be degraded, both in the short-term, during actual construction, and over the long-term due to reduced storm water quality caused by the increase of exposed soil. The short-term effects come from possible erosion contributing to turbidity of runoff and possible contamination from spills or leaks from construction equipment. The contractor must utilize effective methods to control surface water runoff and minimize erosion. Proper stabilization and seeding the site immediately upon completion of the construction would provide beneficial vegetation, controlling erosion. Long-term surface water degradation could occur simply from the fact that additional area will remain without vegetation, increasing the amount of sediment that will be contained in the storm water runoff. The greatest concern from continuing usage of this area will be in the inevitable drips and spills from refueling the ATVs. Again great care must be taken in the design and operation of this area so that surface water quality is not degraded. The design of the area must consider these long-term effects and, as required by Federal Law, include mitigating features and BMPs. While the potential for contamination is great, if BMPs are utilized during design, construction, and operation, negative surface water impacts should be minimal.

Waste Water: The proposed action would have no impact on wastewater.

Water Quality: The proposed action would have minimal impact to water quality.

Wetlands: The alternative action would have a direct negative impact on wetlands in the area. Construction would inevitably lead to disturbance of the wetland ecology of this area. Both plant and animal species would be disturbed in the short run, during construction. This would be due to the increased volume, flow rates, and decreased water quality of the sites storm water discharges. Continued operation of an ATV training area at this site would also contribute to negative environmental impacts long term. Fueling of the ATV's creates opportunity for spillage and driving them on the erodable soils near the wetlands would likely lead to sedimentation and potential infilling of individual wetland areas. Currently, there are wetlands in the proposed site area. Damage was done to this wetland prior to the development of an EA for this project. Mitigation for this wetland was started on December 3, 2003. An attempt to regrade to existing topography was made, but difficulties were encountered. The ground was frozen and large clumps of solid ice/dirt were left in the wetland. Further work may be required next spring/summer if the wetland vegetation is unable to reestablish itself. Seeding may be necessary to control noxious weeds and storm water runoff. Any trails built in this area should go around existing wetlands with at least a 30 ft buffer between the wetland transition zone and the ATV trail. No activities should occur in any wetlands without a Clean Water Act section 404 permit from the USACE. No dumping, filling, dredging, or changing of the wetland hydrologic structure is permitted without a permit. ATVs are not allowed to transverse the wetlands. ATVs entering any wetland boundary may cause damage to vegetation, soil microorganisms, invertebrates, nesting birds/animals, water contamination, and spread of noxious weeds. Many migratory birds use wetlands as resting grounds, and these birds are protected by the Migratory Bird Treaty Act.

4.5.3 Alternative 3 (No Action)

Groundwater: Provided BMPs are followed, there would be minimal impacts on ground water. The area is already used as an ATV area currently so the minimal soil compaction that is likely to occur should not interfere with infiltration during storm events. One area that is of concern is fueling of the ATVs. Current activities at this site do not provide for the spills and drips that would occur during fueling of these vehicles. This must be considered before continued use of this area.

Surface Water: Long-term surface water degradation could occur simply from the fact that areas would remain without vegetation, increasing the amount of sediment that would be contained in the storm water runoff. The greatest concern from continuing usage of this area would be in the inevitable drips and spills from refueling the ATVs. Continued use of this area must consider these long-term effects and, as required by Federal Law, include mitigating features and BMPs. Continued use of this area would have a net negative effect on storm water.

Waste Water: The alternative action would have no impact on wastewater.

Water Quality: The alternative action would have minimal impact on water quality.

Wetlands: The no-action alternative would have a direct negative impact on wetlands in the area. No repair of the damaged areas will occur and new wetland areas will undoubtedly be disturbed. This is due to the increased volume, flow rates, and decreased water quality of the sites storm water discharges. Fueling of the ATV's creates opportunity for spillage and driving them on the erodable soils near the wetlands would likely lead to sedimentation and potential infilling of individual wetland areas.

4.6 BIOLOGICAL RESOURCES

4.6.1 Alternative 1 (Proposed Action)

Vegetation: The proposed site is characterized as unimproved grasslands. This area was previously Dakota MFH but the housing has been removed and the area has been returned to grassland. Many trees are left as well as the paved residential roads, concrete foundations, and utilities. Vegetation is dominated by non-native and native grasses, herbaceous plants, and invasive/noxious weeds. One hundred and forty two taxa, representing less than a third of the known Grand Forks County plant taxa, were identified in the ND Natural Heritage Inventory. No rare plant species are known to exist at Grand Forks AFB.

ATVs have serious negative impacts on virtually all forms of vegetation. They crush, trample, and break plants, damage germinating seeds, reduce vegetative cover, and destroy root systems. Studies have proven vegetation damage after only ten passes of an ATV. Use of these vehicles compacts the soil, and makes it difficult for vegetation to reestablish in the newly created exposed soil areas. Disturbed and/or bare areas should be re-established with native species. Riders would be required to stay on the designated trail and no short-cuts would be allowed. Monitoring of trails and mitigation of exposed soil would be required. A management plan for the trail area should be made with rider responsibilities and required management of vegetation. Any mowing of vegetation would not allowed until August 1 to account for breeding/nesting birds. Off loading of equipment should only occur in designated areas, as traffic from trailers and trucks hauling ATVs and equipment can cause damage to vegetation as well. AFI 32-7064, chapter 10.6.1, states "Restrict use of off-road vehicles, including dirt bikes and all terrain vehicles, to areas that can sustain their use without damage to natural or cultural resources. Make sure all off-road vehicles are licensed and insured". Also, AFI 32-7064, chapter 10.6.2, states "Close areas damaged from uncontrolled off-road vehicle use from further use. Undertake rehabilitation projects to restore the damage." It is recommended that when areas of vegetation damage have been identified, that the track closes until the area is mitigated.

Noxious Weeds: ATVs can spread noxious and invasive plant species over a wide area in only a few hours. Noxious weed seeds attach themselves to the undercarriage of ATVs and motorcycles and are transported in this manner. Public law 93-629 mandates control of noxious weeds. Noxious weeds are known to be present in this area and construction of the ATV training and riding area would only encourage the spread of these plants. Possible weed seed transport should be limited from infested areas to non-infested sites. Activities in or adjacent to heavily infested areas should be avoided or seed sources and propagules removed from site prior to conducting activities, or operations to non-seed producing seasons limited. All vegetation and soil should be

washed or removed from equipment before transporting to a new site. Following activities which expose the soil, mitigate by covering the area with weed seed free mulch and/or seed the area with native species. Covering the soil will reduce the germination of weed seeds, maintain soil moisture, and minimize erosion. Coordinate with base if broad-leaf herbicide applications or burning methods are needed to control the noxious weeds. These items should be included in a management plan of the training area. Off loading of equipment should occur in designated areas only, as traffic from trailers and trucks hauling ATVs and equipment can transport and deposit noxious weeds as well. Any fill material used for the parking lot must contain weed-free sources to minimize weed spread caused by moving infested gravel and fill material

Soils: Trampling and compaction of soils would occur on the proposed site. This could result in disturbance and exposure of bare soils. The compaction, rutting, gully consequences of riding ATVs would have significant impacts on growth rates of vegetation. High potential for erosion of this site is noted. Soils present in the proposed area include the Bearden, Towner, Embden, and Gardena series. Some of these soils are subject to soil blowing unless protected and covered with appropriate vegetation. A native grass stand is recommended as cover to assist in soil conservation, and control of noxious weeds. In addition the use of possible shrub/tree windbreaks to control soil blowing would be needed. Sustainable management plans would be required to mitigate erosion sites, gullies, rutting, and/or exposed soil on the trail. Regrading areas, seeding with native grasses, and watering may be required to mitigate these soil impacts. Native species would compete with noxious weeds if cultivated properly. Riders must stay on the designated trails only to decrease the amount of soil impacts. It is recommended that when areas of soil damage have been identified (gullies/rutting/erosion) that the track closes until the area is mitigated. Off loading of equipment should occur in designated areas only, as traffic from trailers and trucks hauling ATVs and equipment can cause damage to soils as well.

Wildlife: ATV activities would have impacts to wildlife in the area such as direct mortality, noise, and habitat disturbance. These areas provide foraging habitat for many mammals such as mice, rabbits, skunks, badgers, and deer. The area is unimproved, and not maintained by the grounds maintenance contractor. ATV riders need to slow down when encountering any wildlife to avoid collisions and reduce potential mortality rates. Noise interferes with an animal's ability to perform critical survival functions such as using their hearing for predation and finding potential/existing mates. Grassland birds and foraging hawks will be affected most by ATV activities. Ground nesting bird species are particularly sensitive to disturbances. Interruptions in their reproductive cycle can have significant impacts on the population of a species. Grand Forks AFB has reports of some species of concern protected under the Migratory Bird Treaty Act (MBTA) that include the Swainson's hawk and grasshopper sparrow. Many more grassland birds are listed as protected under the MBTA, but has not been identified on base. This area is prime habitat for grassland birds which are in dramatic decline across the entire Great Plains region primarily due to habitat loss. Farmland surrounds the proposed track of land for the ATV trail, grassland birds will lose vital habitat for nesting/breeding during construction of this activity. Any mowing activities should be postponed in this area until Aug 1 to protect grassland bird nests. Constructing this ATV training site would only increase the amount of habitat loss for grassland birds creating a negative effect. Residential land, proposed paintball field, proposed mass parking lot and farmland surrounds the proposed site, providing insufficient

habitat for nesting grassland birds. Recommendations from the 2001 bird survey at GFAFB are to prevent further loss and fragmentation of grasslands and open areas.

Threatened or Endangered Species: According to the 1994 ND Natural Heritage Inventory (1994), "There are no known federally threatened or endangered species populations on or adjacent to Grand Forks AFB." There have been bald eagle reports (November 2003) on the sewage lagoons to the east of the proposed track. However there is no appropriate habitat for the eagles at the trail site, and there should be no adverse consequences to them.

4.6.2 Alternative 2

Vegetation: The proposed site is characterized as unimproved grasslands. This area was previously Dakota MFH but the housing has been removed and the area has been returned to grassland. Many trees are left as well as the paved residential roads, concrete foundations, and utilities. Vegetation is dominated by non-native and native grasses, herbaceous plants, and invasive/noxious weeds. One hundred and forty two taxa, representing less than a third of the known Grand Forks County plant taxa, were identified in the ND Natural Heritage Inventory. No rare plant species are known to exist at Grand Forks AFB.

ATVs have serious negative impacts on virtually all forms of vegetation. They crush, trample, and break plants, damage germinating seeds, reduce vegetative cover, and destroy root systems. Studies have proven vegetation damage after only ten passes of an ATV. Use of these vehicles compacts the soil, and makes it difficult for vegetation to reestablish in the newly created exposed soil areas.

Disturbed and/or bare areas should be re-established with native species. Riders would be required to stay on the designated trail and no short-cuts would be allowed. Monitoring of trails and mitigation of exposed soil would be required. A management plan for the trail area should be made with rider responsibilities and required management of vegetation. Any mowing of vegetation would not allowed until August 1 to account for breeding/nesting birds. Off loading of equipment should only occur in designated areas, as traffic from trailers and trucks hauling ATVs and equipment can cause damage to vegetation as well. AFI 32-7064, chapter 10.6.1, states "Restrict use of off-road vehicles, including dirt bikes and all terrain vehicles, to areas that can sustain their use without damage to natural or cultural resources. Make sure all off-road vehicles are licensed and insured". Also, AFI 32-7064, chapter 10.6.2, states "Close areas damaged from uncontrolled off-road vehicle use from further use. Undertake rehabilitation projects to restore the damage." It is recommended that when areas of vegetation damage have been identified, that the track closes until the area is mitigated.

Noxious Weeds: ATVs can spread noxious and invasive plant species over a wide area in only a few hours. Noxious weed seeds attach themselves to the undercarriage of ATVs and motorcycles and are transported in this manner. Public law 93-629 mandates control of noxious weeds. Noxious weeds are known to be present in this area and construction of the ATV training and riding area would only encourage the spread of these plants. Possible weed seed transport should be limited from infested areas to non-infested sites. Activities in or adjacent to heavily infested

areas should be avoided or seed sources and propagules removed from site prior to conducting activities, or operations to non-seed producing seasons limited. All vegetation and soil should be washed or removed from equipment before transporting to a new site. Following activities which expose the soil, mitigate by covering the area with weed seed free mulch and/or seed the area with native species. Covering the soil will reduce the germination of weed seeds, maintain soil moisture, and minimize erosion. Coordinate with base if broad-leaf herbicide applications or burning methods are needed to control the noxious weeds. These items should be included in a management plan of the training area. Off loading of equipment should occur in designated areas only, as traffic from trailers and trucks hauling ATVs and equipment can transport and deposit noxious weeds as well. Any fill material used for the parking lot must contain weed-free sources to minimize weed spread caused by moving infested gravel and fill material.

Soils: Trampling and compaction of soils would occur on the proposed site. This could result in disturbance and exposure of bare soils. The compaction, rutting, gully consequences of riding ATVs would have significant impacts on growth rates of vegetation. Soils present in the proposed area include the Yemassee series. This series is classed as erodible, and are subject to soil blowing unless protected and covered with appropriate vegetation. A native grass stand would be recommended as cover to assist in soil conservation, and control of noxious weeds. In addition the use of possible shrub/tree windbreaks to control soil blowing would be needed. A native grass stand would be recommended as cover to assist in soil conservation, and control of noxious weeds. In addition the use of possible shrub/tree windbreaks to control soil blowing would be needed. Sustainable management plans would be required to mitigate erosion sites, gullies, rutting, and/or exposed soil on the trail. Regrading areas, seeding with native grasses, and watering may be required to mitigate these soil impacts. Native species would compete with noxious weeds if cultivated properly. It would be recommended that when areas of soil damage have been identified (gullies/rutting/erosion) that the track closes until the area is mitigated. Riders must stay on the designated trails only to decrease the amount of soil impacts. Off loading of equipment should occur in designated areas only, as traffic from trailers and trucks hauling ATVs and equipment can cause damage to soils as well.

Wildlife: ATV activities would have impacts to wildlife in the area such as direct mortality, noise, and habitat disturbance. These areas provide foraging habitat for many mammals such as mice, rabbits, skunks, badgers, and deer. The area is unimproved and not maintained by the grounds maintenance contractor. ATV riders would need to slow down when encountering any wildlife to avoid collisions and reduce potential mortality rates. Noise interferes with an animal's ability to perform critical survival functions such as using their hearing for predation and finding potential/existing mates. Grassland birds and foraging hawks would be affected most by ATV activities. Ground nesting bird species are particularly sensitive to disturbances. Interruptions in their reproductive cycle can have significant impacts on the population of a species. Grand Forks AFB has reports of some species of concern protected under the Migratory Bird Treaty Act (MBTA) that include the Swainson's hawk and grasshopper sparrow. Many more grassland birds are listed as protected under the MBTA, but has not been identified on base. This area is prime habitat for grassland birds which are in dramatic decline across the entire Great Plains region primarily due to habitat loss. Farmland surrounds the proposed track of land for the ATV training area, grassland birds would lose vital habitat for nesting/breeding during

construction of this activity. Any mowing activities should be postponed in this area until August 1 to protect grassland bird nests. Constructing this ATV training site would only increase the amount of habitat loss for grassland birds creating a negative effect. Residential land, proposed paintball field, proposed mass parking lot and farmland surrounds the proposed site, providing insufficient habitat for nesting grassland birds. Recommendations from the 2001 bird survey at GFAFB are to prevent further loss and fragmentation of grasslands and open areas.

Threatened or Endangered Species: According to the 1994 ND Natural Heritage Inventory (1994). "There are no known federally threatened or endangered species populations on or adjacent to Grand Forks AFB." There have been bald eagle reports (November 2003) on the sewage lagoons to the east of the proposed track. However there is no appropriate habitat for the eagles at the proposed ATV training site, and there should be no adverse consequences to them.

4.6.3 Alternative 3 (No Action)

The no action alternative would not impact biological resources.

4.7 SOCIOECONOMIC RESOURCES

4.7.1 Alternative 1 (Proposed Action)

This action would have a minor positive effect on the local economy. Secondary retail purchases would make an additional contribution to the local communities. The implementation of the proposed action, therefore, would provide a short-term, beneficial impact to local contractors and retailers during the construction phase of the project.

4.7.2 Alternative 2

Impacts would be similar to those generated under the proposed action.

4.7.3 Alternative 3 (No Action)

The no action alternative would not impact socioeconomics.

4.8 CULTURAL RESOURCES

4.8.1 Alternative 1 (Proposed Action)

The proposed action has little potential to impact cultural resources. There are no known cultural resources in the vicinity of the project. In the unlikely event any such artifacts were discovered during the construction activities, the contractor would be instructed to halt construction and immediately notify Grand Forks AFB civil engineers who would notify the State Historic Preservation Officer.

4.8.2 Alternative 2

Impacts would be similar to those generated under the proposed action.

4.8.3 Alternative 3 (No Action)

The no action alternative would not impact cultural resources.

4.9 LAND USE

4.9.1 Alternative 1 (Proposed Action)

Although the project area was previously sited for MFH, siting for the ATV training area has been approved by Grand Forks AFB's Facilities Board in Dec 03. Therefore, the proposed action would not impact land use.

4.9.2 Alternative 2

The project area was previously sited for ATV training although this siting was never approved by the Grand Forks AFB's Facilities Board. The Grand Forks AFB's Facilities Board has approved this site for the future Wing Headquarters Facility. Repair/reconstruction of the ATV training area at this location would violate approved siting by Grand Forks AFB's Facilities Board.

4.9.3 Alternative 3 (No Action)

The no action alternative would not impact land use.

4.10 TRANSPORTATION SYSTEMS

4.10.1 Alternative 1 (Proposed Action)

The proposed action would have minimal adverse impact to transportation systems on base due to construction vehicles traveling to and from the site.

4.10.2 Alternative 2

Impacts would be similar to those generated under the proposed action.

4.10.3 Alternative 3 (No Action)

The action would not impact transportation.

4.11 AIRSPACE/AIRFIELD OPERATIONS

4.11.1 Alternative 1 (Proposed Action)

The proposed action would not impact aircraft safety or airspace compatibility.

4.11.2 Alternative 2

The action would not impact aircraft safety or airspace compatibility.

4.11.3 Alternative 3 (No Action)

The no action alternative would not impact aircraft safety or airspace compatibility.

4.12 SAFETY AND OCCUPATIONAL HEALTH

4.12.1 Alternative 1 (Proposed Action)

Safety has expressed concerns with the proposed location although they have not provided details on those concerns. There is some debris remaining from the removal of MFH units along with concrete and tires. These items would need to be removed to make the area safe for riders.

4.12.2 Alternative 2

Alternative 2 would not impact safety and occupational health.

4.12.3 Alternative 3 (No Action)

The no action alternative would not impact safety and occupational health.

4.13 ENVIRONMENTAL MANAGEMENT

4.13.1 Alternative 1 (Proposed Action)

IRP: The proposed action would not impact IRP Sites.

Geology: Sediment located at the proposed construction site would be temporarily disturbed during construction. Underlying geology in some areas could be affected by construction activities. BMPs would be implemented to prevent erosion. The hazard of wind erosion is moderate and considerable erosion could occur on stockpiled soils. BMPs, such as daily watering and revegetating soils as soon as possible would reduce the impacts of erosion. At the conclusion of construction, the disturbed soils would be rolled and reseeded.

Pesticides: No pesticides would be used as part of this project.

4.13.2 Alternative 2

IRP: The proposed action would not impact IRP Sites.

Geology: Sediment located at the proposed construction site would be temporarily disturbed during construction. Underlying geology in some areas could be affected by construction activities. BMPs would be implemented to prevent erosion. The hazard of wind erosion is moderate and considerable erosion could occur on stockpiled soils. BMPs, such as daily watering and revegetating soils as soon as possible would reduce the impacts of erosion. At the conclusion of construction, the disturbed soils would be rolled and reseeded.

Pesticides: No pesticides would be used as part of this project.

4.13.3 Alternative 3 (No Action)

The no action alternative would not impact IRP Sites or geological resources. No pesticides would be used as part of this alternative.

4.14 ENVIRONMENTAL JUSTICE

4.14.1 Alternative 1 (Proposed Action)

EO 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-income Populations, requires federal agencies to identify and address of Feb 11, 1994, requires federal agencies to identify and address, as appropriate, disproportionately high and adverse human health or environmental effects of their programs, policies, and activities on minority and low-income populations. There are no minority or low-income populations in the area of the proposed action or alternatives, and, thus, there would be no disproportionately high or adverse impact on such populations.

4.14.2 Alternative 2

Impacts would be similar to those generated under the proposed action.

4.14.3 Alternative 3 (No Action)

The no action alternative would not impact environmental justice.

4.15 INDIRECT AND CUMULATIVE IMPACTS

The short-term increases in air emissions and noise during construction and the impacts predicted for other resource areas, would not be significant when considered cumulatively with other ongoing and planned activities at Grand Forks AFB and nearby off-base areas. The cumulative impact of the Proposed Action or Alternative with other ongoing construction in the area would produce and increase in solid waste generation; however, the increase would be limited to the timeframe of each construction project. The area landfill used for construction and demolition debris does not have capacity concerns and could readily handle the solid waste generated by the various projects.

4.16 UNAVIODABLE ADVERSE IMPACTS

The use of construction-related vehicles and their short-term impacts on noise, air quality, and traffic is unavoidable.

4.17 RELATIONSHIP BETWEEN SHORT-TERM USES AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

The proposed action and alternative would involve the use of previously developed areas. No croplands, pastureland, wooded areas, or wetlands would be modified or affected as a result of implementing the Proposed Action or Alternative and, consequently, productivity of the area would not be degraded.

4.18 IRREVERSIVLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

Under the proposed action, fuels, manpower, economic resources, fill and other construction materials related to the construction of an ATV training area would be irreversibly lost.

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State Historical Society of North Dakota
612 East Boulevard Avenue
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Mr. Dean Hildebrand
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100 North Bismarck Expressway
Bismarck, ND 58501

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APPENDIX A
LOCATION MAP

APPENDIX A
LOCATION MAP

Location Map



State Boundary

1 COMPONENT

AF (AMC)

FY 2004 MILITARY CONSTRUCTION DATA

2 DATE

05 Nov 03

3 LOCATION AND LOCATION

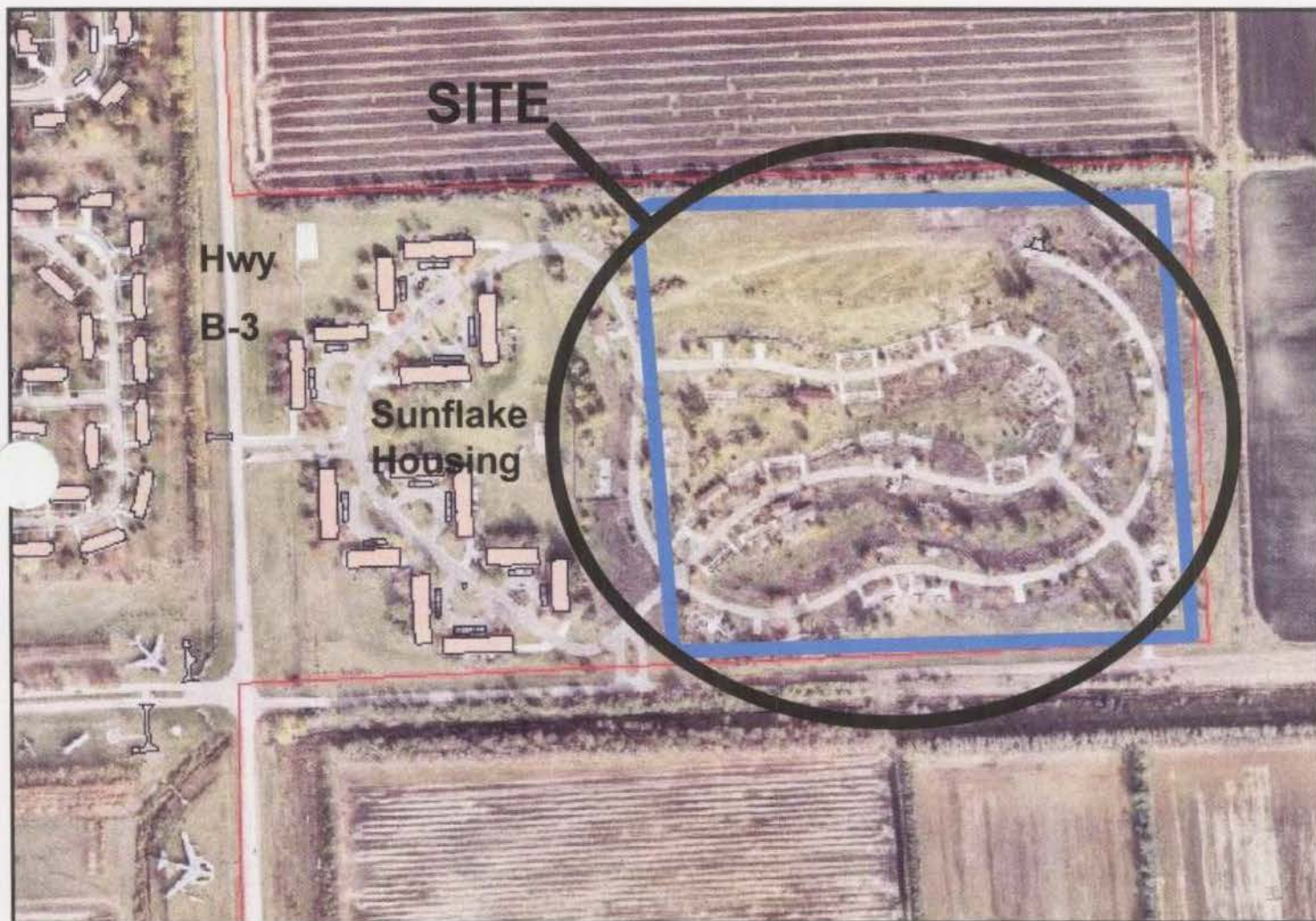
AND FORKS AFB, NORTH DAKOTA

4 PROJECT TITLE

Motocross and Paintball Park/Recreation Land Use Change/Mass Parking

5 PROJECT NUMBER

NA



LOCATION PLAN

1 COMPONENT

AF (AMC)

FY 2004 MILITARY CONSTRUCTION DATA

2 DATE

05 Nov 03

3 LOCATION AND LOCATION

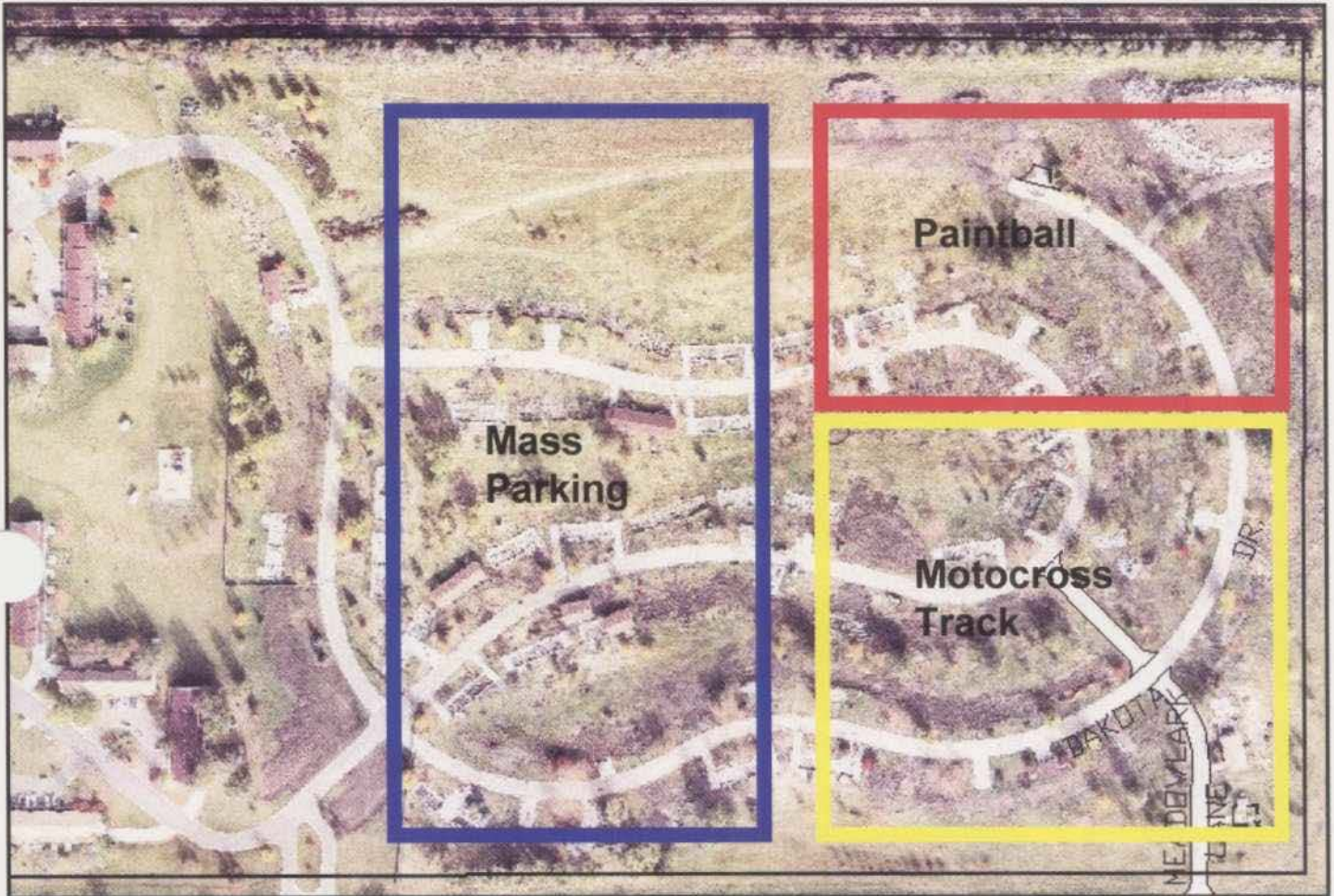
AND FORKS AFB, NORTH DAKOTA

4 PROJECT TITLE

Motocross and Paintball Park/Recreation Land Use Change/Mass Parking

5 PROJECT NUMBER

NA



SITE PLAN



FACILITY BOARD APPROVAL

DATE

APPENDIX B
CULTURAL RESOURCE PROBABILITY MAP

Figure 3.5
Survey Areas and
Probabilities

Grand Forks Air Force Base
Cultural Resources Management Plan

Legend

- Historic Bridge Inventory Survey
- Base Boundary
- High Probability
- Medium Probability (near water)
- Kinney Survey
- Medium Probability (beach ridge)
- Peace Keeper Rail Garrison Survey
- Low Probability (distance from water)
- Low Probability (10% sample)
- Previously Disturbed

2000 0 2000 4000 Feet

Scale: 1:50000

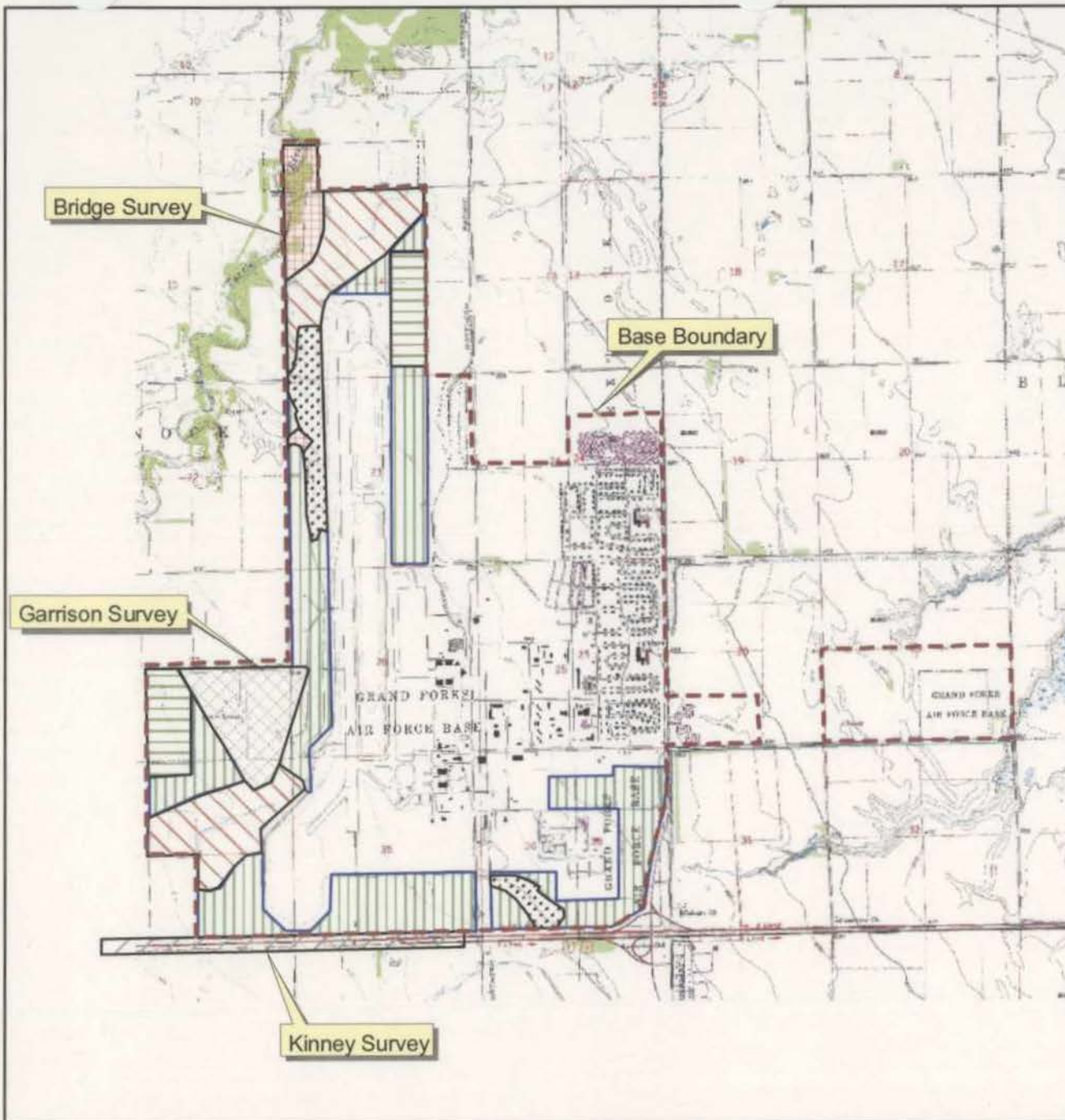
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Figure Number: 3.5

Page Number: 3-18



APPENDIX C
ENVIRONMENTAL SITE MAP



Grand Forks AFB Environmental Sites (SE)

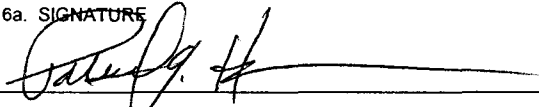
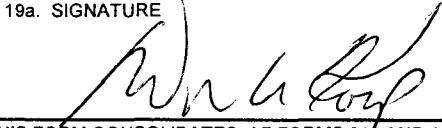
- Above Ground Storage Tanks (Fuel)
- ▲ Abandoned Fuel Lines
- ▲ Building 622 - Acid Dip Room
- Helicopter Wash Area
- ▲ Oil/Water Separator
- ▲ Satellite Accumulation Areas (Haz Waste)
- ▲ Scrap Storage Area
- S.H.P.O. (Buildings under consideration)
- ▲ Underground Waste Storage
- Underground Storage Tanks (Fuel)
- Ditches/Streams
- ▨ IRP Sites
- ▨ Landfill Caps
- Trees

Hydrography-flood zone area
floodplain zone centroid



08 May 01/KS

APPENDIX D
AF FORM 813

REQUEST FOR ENVIRONMENTAL IMPACT ANALYSIS			Report Control Symbol RCS: 2004-030	
INSTRUCTIONS: Section I to be completed by Proponent; Sections II and III to be completed by Environmental Planning Function. Continue on separate sheets as necessary. Reference appropriate item number(s).				
SECTION I - PROPONENT INFORMATION				
1. TO (Environmental Planning Function) 319 CES/CEVA	2. FROM (Proponent organization and functional address symbol) 319 SFS/SFTT	2a. TELEPHONE NO. 747-3456		
3. TITLE OF PROPOSED ACTION All-Terrain Vehicle Training Area				
4. PURPOSE AND NEED FOR ACTION (Identify decision to be made and need date) See Attached.				
5. DESCRIPTION OF PROPOSED ACTION AND ALTERNATIVES (DOPAA) (Provide sufficient details for evaluation of the total action.) See Attached.				
6. PROPONENT APPROVAL (Name and Grade) TSGT Patrick Holtzmann	6a. SIGNATURE 	6b. DATE 20040325		
SECTION II - PRELIMINARY ENVIRONMENTAL SURVEY. (Check appropriate box and describe potential environmental effects including cumulative effects.) (+ = positive effect; 0 = no effect; - = adverse effect; U= unknown effect)				
7. AIR INSTALLATION COMPATIBLE USE ZONE/LAND USE (Noise, accident potential, encroachment, etc.)	<input type="checkbox"/> +	<input checked="" type="checkbox"/> 0	<input type="checkbox"/> -	<input type="checkbox"/> U
8. AIR QUALITY (Emissions, attainment status, state implementation plan, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9. WATER RESOURCES (Quality, quantity, source, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
10. SAFETY AND OCCUPATIONAL HEALTH (Asbestos/radiation/chemical exposure, explosives safety quantity-distance, bird/wildlife aircraft hazard, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11. HAZARDOUS MATERIALS/WASTE (Use/storage/generation, solid waste, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
12. BIOLOGICAL RESOURCES (Wetlands/floodplains, threatened or endangered species, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
13. CULTURAL RESOURCES (Native American burial sites, archaeological, historical, etc.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14. GEOLOGY AND SOILS (Topography, minerals, geothermal, Installation Restoration Program, seismicity, etc.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15. SOCIOECONOMIC (Employment/population projections, school and local fiscal impacts, etc.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16. OTHER (Potential impacts not addressed above.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SECTION III - ENVIRONMENTAL ANALYSIS DETERMINATION				
17. <input type="checkbox"/> PROPOSED ACTION QUALIFIES FOR CATEGORICAL EXCLUSION (CATEX) # _____ ; OR <input checked="" type="checkbox"/> PROPOSED ACTION DOES NOT QUALIFY FOR A CATEX; FURTHER ENVIRONMENTAL ANALYSIS IS REQUIRED.				
18. REMARKS This action is not "regionally significant" and does not require a conformity determination in accordance with 40 CFR 93.153(1). The total emission of criteria pollutants from the proposed action are below the de minimus thresholds and less than 10 percent of the Air Quality Region's planning inventory.				
ENVIRONMENTAL PLANNING FUNCTION CERTIFICATION (Name and Grade) WAYNE. A. KOOP, R.E.M., GM-13 Environmental Management Flight Chief	19a. SIGNATURE 	19b. DATE. 1 APR 04		

4.0 Purpose and Need for Action

4.1 Purpose: The purpose of the proposed action is to provide security forces and other authorized users with an adequate all-terrain vehicle (ATV) training area.

4.2 Need: Security Forces need an adequate ATV training area, in order to certify required personnel. Security Forces are required to maintain proficiency on ATVs for mobility commitments. Security Forces also utilizes ATVs for home station Anti-Terrorism/Force Protection (AT/FP). As opposed to training on an area that is grown over and not taken proper care of, this new area would provide a safe means of training on land that is groomed, reducing the risk of injury. Portions of the previous trail system have been eliminated due to construction of a new parking lot behind building 242.

5.0 Description of Proposed Action and Alternatives

5.1 Under the proposed action, Grand Forks AFB would construct a new ATV training area in the previous Dakota Military Family Housing (MFH) area. Houses have been removed from the area but roads and foundations still exist. Roads would be removed along with any existing concrete foundations, tires, concrete or other debris. New construction would be required to make this a "closed loop" trail. Dirt would need to be added in some spots and as many existing trees would remain as possible. The course would be used for training by the Security Forces. Plans for the existing ATV training area include construction of a new wing headquarters making the proposed site in the previous Dakota MFH area more feasible. The previous ATV training area would be restored to native vegetation and all wetlands would be restored. Wetlands would not be impacted by construction in the previous Dakota MFH area. This new area would provide a safe means of training on land that is groomed and taken care thereby decreasing the chance for injuries.

5.2 Alternative Action 1: Grand Forks AFB would repair and groom the existing ATV training area located behind buildings 126 and 242. The course would be widened, dirt added where there are holes and dips that hold standing water. Construction of the new parking lot at building 242 eliminated the north half of the existing trail system. New construction would be required to make this a "closed loop" trail. The course would be used for training by the Security Forces as the designated ATV training area. A majority of this repair work has been completed prior to the request for environmental analysis. A wetlands determination has been made at consultation with both the U.S. Army Corps of Engineers and the State Water Commission needs to be made to determine jurisdiction. Portions of the trail would need to be relocated to avoid wetlands.

5.3 No Action Alternative: Under the no action alternative, Grand Forks AFB would do no further work on the existing ATV training area. Wetlands would not be repaired in violation of the Air Force's Instruction for "no net loss of wetlands". This would result in a substantial loss of training to Security Forces. Loss of the ability to train personnel on ATVs would seriously impact Security Forces deployment mission requirements.

5.4 Decision: Grand Forks AFB must decide whether or not to construct a new security forces ATV training area.

5.5 Permits: The proposed action would disturb more than one acre and would require a separate National Pollutant Discharge Elimination System (NPDES) construction permit from the North Dakota Department of Health (NDDH).

AF Form 813 Continuation Page, All-Terrain Vehicle Training Area

7. AICUZ/LAND USE: The short-term operation of heavy equipment in the construction area would generate additional noise only during construction and would cease after completion. Operation of ATVs would generate a long-term increase in noise. Although the project area was previously sited from MFH, siting for the ATV training area has been approved by Grand Forks AFB's Facilities Board in Dec 03.

8. AIR QUALITY: Construction activities would result in a short-term minimal increase of criteria air pollutants, as fuel that is burned by internal combustion engine power construction and earth-moving equipment. Earth moving activities would generate fugitive dust. Best management practices (BMPs) to reduce fugitive emissions would be implemented to the maximum extent possible to reduce the amount of these emissions. All ATV ORV participants at Grand Forks AFB and elsewhere are required to comply with standards set forth by the USEPA for engine emissions as they are implemented

9. WATER RESOURCES: Surface water quality could degrade in the short-term, during actual construction, due to possible erosion contributing to turbidity of runoff and due to possible contamination from spills, leaks from construction equipment. Provided BMPs are followed, there would be minimal impacts to ground water, surface water, water quality, and wetlands.

10. SAFETY AND OCCUPATIONAL HEALTH: The Grand Forks AFB Safety Office has indicated they have safety concerns regarding siting of the ATV training area although they have not indicated what those concerns are.

11. HAZARDOUS MATERIALS/WASTE: The increase in hazardous and solid wastes from construction related activities would be minimal and temporary. Construction debris would be disposed of in approved location, such as the Grand Forks Municipal Landfill, which is located within 12 miles of the construction site. Concrete and road debris could potentially be recycled. Disposition of the debris through land filling versus recycling would have to be evaluated prior to work.

12. BIOLOGICAL RESOURCES: BMPs and control measures, including silt fences and covering of stockpiles, would be implemented to ensure that impacts to biological resources be kept to a minimum. Construction would have insignificant impacts to wildlife. Noise and operation of ATVs would be detrimental to wildlife in the vicinity of the track although wildlife would be able to find comparable habitat in the local vicinity. Operation of the ATV training area would destroy vegetation in the vicinity of the track. Compaction of the soil from operation of the ATVS would make it difficult for vegetation to reestablished. BMPs would be required to prevent the spread of noxious weeds, minimize soil erosion, and promote the establishment of native plant species.

13. CULTURAL RESOURCES: The proposed action has little potential to impact cultural resources. In the unlikely event any such artifacts were discovered during the construction activities, the contractor would be instructed to halt construction and immediately notify Grand Forks AFB civil engineers who would notify the State Historic Preservation Officer.

14. GEOLOGY AND SOILS: No effect; project area was previously disturbed.

15. SOCIOECONOMIC: This action would have a minor positive effect on the local economy. Secondary retail purchases would make an additional contribution to the local communities. The implementation of the proposed action, therefore, would provide a short-term, beneficial impact to local contractors and retailers during the construction phase of the project.

16. OTHER: No effect.

APPENDIX E
POINT PAPER: OFF-ROAD VEHICLE USE

Point Paper on Use of Off-Road Vehicles on Public Lands

- GFAFB is planning an Off Road Vehicle (ORV) facility. The priority of the facility is to serve as an area for security forces mission training.
- Current language in AFI 32-7064 Chapter 10.6, on Off-Road Vehicle's (ORV) tells us to restrict and close areas that become damaged from ORV use. "Allow use of off-road vehicles only after thoroughly analyzing the resources of the base. Especially evaluate the impact on erodible soils and wildlife."
 - o 10.6.1 Restrict use of off-road vehicles, including dirt bikes and all terrain vehicles, to areas that can sustain their use without damage to natural or cultural resources. Make sure all off-road vehicles are licensed and insured.
 - o 10.6.2 Close areas damaged from uncontrolled off-road vehicle use from further use. Undertake rehabilitation projects to restore the damage."
- Executive Orders 11644 and 11989 were established to provide "procedures that will ensure that the use of off-road vehicles on public lands will be controlled and directed so as to protect the resources of those lands, to promote the safety of all users of those lands, and to minimize conflicts among the various uses of those lands".
 - o Sec. 3. instructs agencies to minimize soil, watershed, and vegetation damage, minimize harassment of wildlife and habitat disruption, minimize conflicts between recreation uses or neighboring public lands, and ensure adequate opportunity for public participation.
 - o Sec 5, instructs respective agencies to ensure all trails are properly marked, with information available describing the conditions on vehicle use in the area.
 - o Sec 8, details that the respective agency is responsible to monitor the effects and review the impacts of the ORV use. The respective agency "shall from time to time amend or rescind designations of areas or other actions taken pursuant to this order as necessary to further the policy of this order".
 - o Sec 9, instructs the respective agency to close the ORV area if considerable adverse effects have taken place, and reopen the ORV area only if the "adverse effects have been eliminated and that measures have been implemented to prevent future recurrence".
- The Integrated Natural Resources Management Plan (INRMP) is currently being rewritten to include information on the proposed ORV area. A final INRMP is expected by June 1, 2004. The Sikes Act (16 USC § 670a (a)(1)(B) requires mandatory implementation of the INRMP. The INRMP may institute a fee structure for ORV use, monitoring and review, and the authority to close the ORV area if adverse impacts have taken place. A fee structure would follow the direction of the Sikes Act (16 USC § 670a(b)3), and monies would be collected and deposited into the Installation's Fish and Wildlife Account (AFI 32-7064) for use on monitoring, review, and mitigation of adverse effects on the installations natural resources.
- The natural resources program will require support in fee collection, monitoring, and review of ORV activities. No process is currently in place to implement this structure.
- It is recommended that a GFAFB instruction is written to regulate ORV use on the installation.

EIAP Checklist

Title Motorcycle/ATV Trail RCS# 04-030

Coordination Email Sent: 11/24/03 Date Received
 ADS/SGGB (Bio) 12/9 12/11/03
 ARW/JA (Legal) 11/24/03
 ARW/SE (Safety) 11/24/03
 CES/CECP (Community Planner) 11/24/03
 CES/CEV (Env) N/A
 CES/CEVA (Cultural) 11/24/03
 CES/CEVC (Air/Natural Mgr) 12/5/03
 CES/CEVC (Asbestos/LBP/tanks) 11/24/03
 CES/CEVC (Water Mgr) 12/9 12/10/03
 CES/CEVP (Haz Mat/Waste) 11/24/03
 CES/CEVR (IRP) 12/9 No Response
 OSS/OSA (Airfield Operations) 11/24/03

Public Notice Expiration: 2/20/04

Coordination w/Public Affairs 12/9 12/9/03

Base Leader
 GF Herald

Base Leader
 problem with
 coordination
1/20/04

Route

CEV
 Legal
 ARW/CV

25/mar/04
17/mar/04

External to CES 1/14/04

ND Department of Health

1/23/04

ND Game and Fish

1/14/04

State Historical Society of ND

2/9/04

10/20/03 Awaiting info Matella + wetland
 determination
 11/8/03 813 to Matella
 12/10/03 Hold per Wayne

AFFIDAVIT OF PUBLICATION

STATE OF NORTH DAKOTA }
 COUNTY OF GRAND FORKS } ss.

Byrg of said State and County being
 first duly sworn, on oath says:

That { she } is { a representative of the GRAND FORKS HERALD, INC.,
 he }

publisher of the Grand Forks Herald, Morning Edition, a daily newspaper of general circulation, printed and published in the City of Grand Forks, in said County and State, and has been during the time hereinafter mentioned, and that the advertisement of _____

all terrain area
 a printed copy of which is hereto annexed, was printed and published in every copy of the following issues of said newspaper, for a period of 2 time (s) to wit:

<u>1-20</u>	Yr. <u>07</u>	_____	Yr. _____
<u>1-22</u>	Yr. <u>07</u>	_____	Yr. _____
_____	Yr. _____	_____	Yr. _____
_____	Yr. _____	_____	Yr. _____

and that the full amount of the fee for the publication of the annexed notice inures solely to the benefit of the publishers of said newspaper; that no agreement or understanding for a division thereof has been made with any other person and that no part thereof has been agreed to be paid to any person whomsoever and the amount of said fee is \$ 17.94;

That said newspaper was, at the time of the aforesaid publication, the duly elected and qualified Official Newspaper within said County, and qualified in accordance with the law of the State of North Dakota to do legal printing in said County and State.

Subscribed and sworn to before me this 22 day of Jan A.D. 04

Elaune Fawcett
 Notary Public, Grand Forks, ND

**AIR FORCE BASE
 PUBLIC NOTIFICATION**

Grand Forks Air Force Base has proposed the construction of an all-terrain vehicle training area.

An environmental assessment has been conducted and a "finding of no significant impact has been determined for the action."

Anyone who would like to view the support documents to this action should contact the 319th Air Refueling Wing Public Affairs Office within the next 30 days at 747-5017.
 (January 20, 22, 2004)

Publication Fee \$ 17.94

ROUTING AND TRANSMITTAL SLIP

Date

25 Mar 04

Name, office symbol, room number,
Building, Agency/Post)

Initials

Date

1. 319 CES/CEV

2.

3.

4.

5.

Action	File	Note and Return
Approval	For Clearance	Per Conversation
As Requested	For Correction	Prepare Reply
Circulate	For Your Information	See Me
Comment	Investigate	1 Signature
1 Coordination	Justify	

REMARKS

Sign and approve the enclosed FONSI and EA for the proposed All-terrain Vehicle Training Area.

DO NOT use this form as a RECORD of approvals, concurrences, disposals,
clearances, and similar actions

Room No. - Bldg. 410

Phone No. 747-4774

FROM: (Name, org. symbol, Agency/Post)

Kristen Rundquist, 319 CES/CEVC, Air Quality and Natural
Resource Program Manager

OPTIONAL FORM 41 (Rev. 1-94)
Prescribed by GSA

AFFIDAVIT OF PUBLICATION

STATE OF NORTH DAKOTA }
 COUNTY OF GRAND FORKS } ss.

By of said State and County being
 first duly sworn, on oath says:

That { she } is { a representative of the GRAND FORKS HERALD, INC.,

publisher of the Grand Forks Herald, Morning Edition, a daily newspaper of general circulation, printed and published in the City of Grand Forks, in said County and State, and has been during the time hereinafter mentioned, and that the advertisement of

all terrain area
 a printed copy of which is hereto annexed, was printed and published in every copy of the following issues of said newspaper, for a period of 2 time (s) to wit:

<u>1-20</u>	Yr. <u>04</u>	Yr. _____
<u>1-22</u>	Yr. <u>04</u>	Yr. _____
_____	Yr. _____	Yr. _____
_____	Yr. _____	Yr. _____

and that the full amount of the fee for the publication of the annexed notice inures solely to the benefit of the publishers of said newspaper; that no agreement or understanding for a division thereof has been made with any other person and that no part thereof has been agreed to be paid to any person whomsoever and the amount of said fee is \$ 17.94;

That said newspaper was, at the time of the aforesaid publication, the duly elected and qualified Official Newspaper within said County, and qualified in accordance with the law of the State of North Dakota to do legal printing in said County and State.

Publication Fee \$ 17.94

Subscribed and sworn to before me this 22 day of

Jan A.D. 04

Ernie Fawcett
 Notary Public, Grand Forks, ND

**AIR FORCE BASE
 PUBLIC NOTIFICATION**

Grand Forks Air Force Base has proposed the construction of an all-terrain vehicle training area.

An environmental assessment has been conducted and a finding of no significant impact has been determined for the action.

Anyone who would like to view the support documents to this action should contact the 319th Air Refueling Wing Public Affairs Office within the next 30 days at 747-5017.
 (January 20, 22, 2004)

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 319TH AIR REFUELING WING (AMC)
GRAND FORKS AIR FORCE BASE, NORTH DAKOTA



19 March 2004

MEMORANDUM FOR 319 CES/CEVA

FROM: 319 ARW/JA

SUBJECT: All Terrain Vehicle Trail EA/FONSI

1. I reviewed the Environmental Assessment (EA) and Findings of No Significant Impact (FONSI) for the above-referenced project. The proposed EA and FONSI are both legally sufficient and comply with the requirements of 32 CFR Part 989. I recommend that Mr. Koop approve the FONSI.
2. The EA contains the need for the proposal, alternatives to the proposal, environmental impacts of the proposed action and alternatives, and a listing of agencies and persons consulted for EA preparation. The EA and FONSI were made available for public comment in the *Grand Forks Herald* (18 and 29 December 2003). From a legal perspective the projects does not have a significant environmental impact. Therefore, the EA is legally sufficient and a FONSI is appropriate.
3. If you have any questions about these comments, please contact me at 7-3606.

A handwritten signature in black ink, reading "Mark W. Hanson".

MARK W. HANSON, GS-12, DAF
Chief, General Law

I concur.

A handwritten signature in black ink, reading "Barr D. Youngker, Jr.".

BARR D. YOUNKER, JR., Lt Col, USAF
Staff Judge Advocate

ROUTING AND TRANSMITTAL SLIP

Date

17 Mar 04

Name, office symbol, room number,
Building, Agency/Post)

Initials

Date

1. 319 ARW/JA



19 Mar 04

2.

3.

4.

5.

Action	File	Note and Return
Approval	For Clearance	Per Conversation
As Requested	For Correction	1 Prepare Reply
Circulate	For Your Information	See Me
Comment	Investigate	Signature
1 Coordination	Justify	

REMARKS

Review the enclosed FONSI and EA for the proposed All-terrain Vehicle Training Area. The Affidavit of Publication from the Grand Forks Herald is enclosed regarding the public notice requirements of ELAP process.

DO NOT use this form as a RECORD of approvals, concurrences, disposals,
clearances, and similar actions

FROM: (Name, org. symbol, Agency/Post)

Kristen Rundquist, 319 CES/CEVC, Air Quality and Natural
Resource Program Manager

Room No. - Bldg. 410

Phone No. 747-4774

OPTIONAL FORM 41 (Rev. 1-94)
Prescribed by GSA



DEPARTMENT OF THE AIR FORCE
319TH CIVIL ENGINEER SQUADRON
GRAND FORKS AIR FORCE BASE, NORTH DAKOTA

14 JAN 2004

Mr. Dean Hildebrand, Commissioner
North Dakota Game and Fish
100 North Bismarck Expressway
Bismarck, ND 58501

RE: Environmental Assessment for Grand Forks Air Force Base, North Dakota.

Dear Mr. Hildebrand:

The U.S. Air Force is preparing an environmental assessment (EA) on the construction of a motocross/all-terrain vehicle trail. Attached is a copy of the EA. Please review the document and identify any additional resources within your agency's responsibility that may be impacted by the action. Comments should be sent within 15 days of receipt of this letter to:

Ms. Heidi Durako, 319 CES/CEVA
525 Tuskegee Airmen Blvd.
Grand Forks AFB, ND 58205-6434

Your assistance in providing information is greatly appreciated. If you have any questions, please call Ms. Durako at 701-747-4774.

Sincerely,

WAYNE A. KOOP
Environmental Management Flight Chief

Attachment:
Environmental Assessment



North Dakota Game & Fish Dept.
100 N. Bismarck Expressway
Bismarck, ND 58501-5095

We have reviewed the project and foresee no identifiable conflict with wildlife or wildlife habitat based on the information provided.

(fui) Michael G. McKenna
Chief, Conservation & Communication Division
Date: 1/29/04



**STATE
HISTORICAL
SOCIETY
OF NORTH DAKOTA**

John Hoeven
Governor of North Dakota

**North Dakota
State Historical Board**

Diane K. Larson
Bismarck - President

Marvin L. Kaiser
Williston - Vice President

Albert I. Berger
Grand Forks - Secretary

Chester E. Nelson, Jr.
Bismarck

Gerold Gerntholz
Valley City

A. Ruric Todd III
Jamestown

Sara Otte Coleman
*Director
Tourism Division*

Kathi Gilmore
State Treasurer

Alvin A. Jaeger
Secretary of State

Douglass Prchal
*Director
Parks and Recreation
Department*

David A. Sprynczynatyk
*Director
Department of Transportation*

John E. Von Rueden
Bismarck

Merlan E. Paaverud, Jr.
Director

*Accredited by the
American Association
of Museums*

February 9, 2004

Heidi Durako, 319 CES/CEVA
525 Tuskegee Airmen Blvd
Grand Forks AFB, ND 58205-6434

ND SHPO Ref.: 97-0527, Draft EA, ATV Training Area, Grand Forks AFB,
ND.

Dear Ms. Durako:

We have reviewed the additional information received from your office on
February 4, 2004 for: *Environmental Assessment: All-Terrain Vehicle Training Area
At Grand Forks AFB, North Dakota* (Draft Version, 14 Jan 04).

We have no further comments on the draft Environmental Assessment, and
look forward to receiving the next (final?) version of the document.

Thank you for the opportunity to review this project. Please include the ND
SHPO Reference number listed above in any further correspondence for this
specific project. If you have any questions please contact Duane Klinner at
(701) 328-3576.

Sincerely,

Merlan E. Paaverud, Jr.
State Historic Preservation Officer
(North Dakota)



NORTH DAKOTA DEPARTMENT OF HEALTH
Environmental Health Section

Location:

1200 Missouri Avenue
Bismarck, ND 58504-5264

Fax #:

701-328-5200

Mailing Address:

P.O. Box 5520
Bismarck, ND 58506-5520

January 23, 2004

Ms. Heidi Durako
319 CES/CEVA
525 Tuskegee Airmen Blvd.
Grand Forks AFB, ND 58205-6434

Re: Environmental Assessment for Motocross/All-Terrain Vehicle Trail
Grand Forks Air Force Base, Grand Forks County

Dear Ms. Durako:

This department has reviewed the information concerning the above-referenced project submitted under date of January 14, 2004, with respect to possible environmental impacts.

This department believes that environmental impacts from the proposed construction will be minor and can be controlled by proper construction methods. With respect to construction, we have the following comments:

1. All necessary measures must be taken to minimize fugitive dust emissions created during construction activities. Any complaints that may arise are to be dealt with in an efficient and effective manner.
2. Care is to be taken during construction activity near any water of the state to minimize adverse effects on a water body. This includes minimal disturbance of stream beds and banks to prevent excess siltation, and the replacement and revegetation of any disturbed area as soon as possible after work has been completed. Caution must also be taken to prevent spills of oil and grease that may reach the receiving water from equipment maintenance, and/or the handling of fuels on the site. Guidelines for minimizing degradation to waterways during construction are attached.
3. Projects disturbing one or more acres are required to have a permit to discharge storm water runoff until the site is stabilized by the reestablishment of vegetation or other permanent cover. Also, cities may impose additional requirements and/or specific best management practices for construction affecting their storm drainage system. Check with the local officials to be sure any local storm water management considerations are addressed.
4. Noise from construction activities may have adverse effects on persons who live near the construction area. Noise levels can be minimized by ensuring that construction

Environmental Health
Section Chief's Office
701-328-5150

Air
Quality
701-328-5188

Municipal
Facilities
701-328-5211

Waste
Management
701-328-5166

Water
Quality
701-328-5210

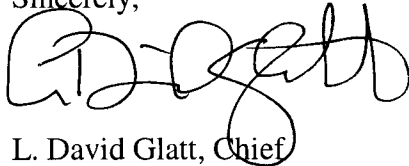
equipment is equipped with a recommended muffler in good working order. Noise effects can also be minimized by ensuring that construction activities are not conducted during early morning or late evening hours.

The department owns no land in or adjacent to the proposed improvements, nor does it have any projects scheduled in the area. In addition, we believe the proposed activities are consistent with the State Implementation Plan for the Control of Air Pollution for the State of North Dakota.

These comments are based on the information provided about the project in the above-referenced submittal. The U.S. Army Corps of Engineers may require a water quality certification from this department for the project if the project is subject to their Section 404 permitting process. Any additional information which may be required by the U.S. Army Corps of Engineers under the process will be considered by this department in our determination regarding the issuance of such a certification.

If you have any questions regarding our comments, please feel free to contact this office.

Sincerely,

A handwritten signature in black ink, appearing to read 'L. David Glatt', with a stylized flourish at the end.

L. David Glatt, Chief
Environmental Health Section

LDG:cc
Attach.



NORTH DAKOTA DEPARTMENT OF HEALTH
Environmental Health Section

Location:

1200 Missouri Avenue
Bismarck, ND 58504-5264

Fax #:

701-328-5200

Mailing Address:

P.O. Box 5520
Bismarck, ND 58506-5520

December 2000

Construction and Environmental Disturbance Requirements

These represent the minimum requirements of the North Dakota Department of Health. They ensure that minimal environmental degradation occurs as a result of construction or related work which has the potential to affect the waters of the State of North Dakota. All projects will be designed and implemented to restrict the losses or disturbances of soil, vegetative cover, and pollutants (chemical or biological) from a site.

Soils

Prevent the erosion of exposed soil surfaces and trapping sediments being transported. Examples include, but are not restricted to, sediment dams or berms, diversion dikes, hay bales as erosion checks, riprap, mesh or burlap blankets to hold soil during construction, and immediately establishing vegetative cover on disturbed areas after construction is completed. Fragile and sensitive areas such as wetlands, riparian zones, delicate flora, or land resources will be protected against compaction, vegetation loss, and unnecessary damage.

Surface Waters

All construction which directly or indirectly impacts aquatic systems will be managed to minimize impacts. All attempts will be made to prevent the contamination of water at construction sites from fuel spillage, lubricants, and chemicals, by following safe storage and handling procedures. Stream bank and stream bed disturbances will be controlled to minimize and/or prevent silt movement, nutrient upsurges, plant dislocation, and any physical, chemical, or biological disruption. The use of pesticides or herbicides in or near these systems is forbidden without approval from this Department.

Fill Material

Any fill material placed below the high water mark must be free of top soils, decomposable materials, and persistent synthetic organic compounds (in toxic concentrations). This includes, but is not limited to, asphalt, tires, treated lumber, and construction debris. The Department may require testing of fill materials. All temporary fills must be removed. Debris and solid wastes will be removed from the site and the impacted areas restored as nearly as possible to the original condition.



DEPARTMENT OF THE AIR FORCE
319TH CIVIL ENGINEER SQUADRON
GRAND FORKS AIR FORCE BASE, NORTH DAKOTA

14 JAN 2004

Mr. Dean Hildebrand, Commissioner
North Dakota Game and Fish
100 North Bismarck Expressway
Bismarck, ND 58501

RE: Environmental Assessment for Grand Forks Air Force Base, North Dakota.

Dear Mr. Hildebrand:

The U.S. Air Force is preparing an environmental assessment (EA) on the construction of a motocross/all-terrain vehicle trail. Attached is a copy of the EA. Please review the document and identify any additional resources within your agency's responsibility that may be impacted by the action. Comments should be sent within 15 days of receipt of this letter to:

Ms. Heidi Durako, 319 CES/CEVA
525 Tuskegee Airmen Blvd.
Grand Forks AFB, ND 58205-6434

Your assistance in providing information is greatly appreciated. If you have any questions, please call Ms. Durako at 701-747-4774.

Sincerely,

WAYNE A. KOOP
Environmental Management Flight Chief

Attachment:
Environmental Assessment



North Dakota Game & Fish Dept.
100 N. Bismarck Expressway
Bismarck, ND 58501-5095

We have reviewed the project and foresee no identifiable conflict with wildlife or wildlife habitat based on the information provided.

(fws) Michael G. McKenna
Chief, Conservation & Communication Division
1/29/04



**STATE
HISTORICAL
SOCIETY
OF NORTH DAKOTA**

John Hoeven
Governor of North Dakota

**North Dakota
State Historical Board**

Diane K. Larson
Bismarck - President

Marvin L. Kaiser
Williston - Vice President

Albert I. Berger
Grand Forks - Secretary

Chester E. Nelson, Jr.
Bismarck

Gereld Gertholz
Valley City

A. Ruric Todd III
Jamestown

Sara Otte Coleman
Director
Tourism Division

Kathi Gilmore
State Treasurer

Alvin A. Jaeger
Secretary of State

Douglass Prchal
Director
Parks and Recreation
Department

David A. Sprynczynatyk
Director
Department of Transportation

John E. Von Rueden
Bismarck

Merlan E. Paaverud, Jr.
Director

Accredited by the
American Association
of Museums

January 22, 2004

Heidi Durako, 319 CES/CEVA
525 Tuskegee Airmen Blvd
Grand Forks AFB, ND 58205-6434

ND SHPO Ref.: 97-0527, Draft EA, ATV Training Area, Grand Forks AFB,
ND.

Dear Ms. Durako:

We have reviewed: *Environmental Assessment: All-Terrain Vehicle Training Area
At Grand Forks AFB, North Dakota* (Draft Version, 14 Jan 04), and request the
following information for consultation:

- 1) Please provide a location map showing the Area of Potential Effect for the
project as per Appendix A of the draft EA.
- 2) Please provide a cultural resource probability map as per Appendix B of the
draft EA.

Thank you for the opportunity to review this project. Please include the ND
SHPO Reference number listed above in any further correspondence for this
specific project. If you have any questions please contact Duane Klinner at
(701) 328-3576.


Sincerely,

Merlan E. Paaverud, Jr.
State Historic Preservation Officer
(North Dakota)

ROUTING AND TRANSMITTAL SLIP

Date

14 Jan 04

Name, office symbol, room number, Building, Agency/Post)		Initials	Date
1.	CEV		14
2.			
3.			
4.			
5.			

Action	File	Note and Return
Approval	For Clearance	Per Conversation
As Requested	For Correction	Prepare Reply
Circulate	For Your Information	See Me
Comment	Investigate	Signature
1 Coordination	Justify	

REMARKS

ATV Training Coord letters, EA, & Public Notice

Please sign all 3 letters & the IMPAC Request

DO NOT use this form as a RECORD of approvals, concurrences, disposals,
clearances, and similar actions

FROM: (Name, org. symbol, Agency/Post)

Heidi Durako, Natural Resources Program Manager

Room No. - Bldg.

Phone No. 747-4774

OPTIONAL FORM 41 (Rev. 1-94)

Prescribed by GSA



DEPARTMENT OF THE AIR FORCE
319TH CIVIL ENGINEER SQUADRON
GRAND FORKS AIR FORCE BASE, NORTH DAKOTA

14-00000

Mr. Terry Dwelle
State Health Officer
North Dakota Department of Health
600 East Boulevard Avenue
Bismarck, ND 58505-0200

RE: Environmental Assessment for Grand Forks Air Force Base, North Dakota.

Dear Mr. Dwelle:

The U.S. Air Force is preparing an environmental assessment (EA) on the construction of a motocross/all-terrain vehicle trail. Attached is a copy of the EA. Please review the document and identify any additional resources within your agency's responsibility that may be impacted by the action. Comments should be sent within 15 days of receipt of this letter to:

Ms. Heidi Durako, 319 CES/CEVA
525 Tuskegee Airmen Blvd.
Grand Forks AFB, ND 58205-6434

Your assistance in providing information is greatly appreciated. If you have any questions, please call Ms. Durako at 701-747-4774.

Sincerely,

A handwritten signature in black ink, appearing to read "Wayne A. Koop", is written over the typed name.

WAYNE A. KOOP
Environmental Management Flight Chief

Attachment:
Environmental Assessment



DEPARTMENT OF THE AIR FORCE
319TH CIVIL ENGINEER SQUADRON
GRAND FORKS AIR FORCE BASE, NORTH DAKOTA

14 JUN 2004

Mr. Dean Hildebrand, Commissioner
North Dakota Game and Fish
100 North Bismarck Expressway
Bismarck, ND 58501

RE: Environmental Assessment for Grand Forks Air Force Base, North Dakota.

Dear Mr. Hildebrand:

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Ms. Heidi Durako, 319 CES/CEVA
525 Tuskegee Airmen Blvd.
Grand Forks AFB, ND 58205-6434

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Sincerely,

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WAYNE A. KOOP
Environmental Management Flight Chief

Attachment:
Environmental Assessment



DEPARTMENT OF THE AIR FORCE
319TH CIVIL ENGINEER SQUADRON
GRAND FORKS AIR FORCE BASE, NORTH DAKOTA

14 JAN 2004

Mr. Merlen E. Paaverud
State Historic Preservation Officer
State Historical Society of North Dakota
612 East Boulevard Avenue
Bismarck ND 58505-0200

RE: Environmental Assessment for Grand Forks Air Force Base, North Dakota.

Dear Mr. Paaverud:

The U.S. Air Force is preparing an environmental assessment (EA) on the construction of a motocross/all-terrain vehicle trail. Attached is a copy of the EA. Please review the document and identify any additional resources within your agency's responsibility that may be impacted by the action. Comments should be sent within 15 days of receipt of this letter to:

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525 Tuskegee Airmen Blvd.
Grand Forks AFB, ND 58205-6434

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Sincerely,

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WAYNE A. KOOP
Environmental Management Flight Chief

Attachment:
Environmental Assessment

REQUEST FOR ENVIRONMENTAL IMPACT ANALYSIS			Report Control Symbol RCS: 2004-030		
INSTRUCTIONS: Section I to be completed by Proponent; Sections II and III to be completed by Environmental Planning Function. Continue on separate sheets as necessary. Reference appropriate item number(s).					
SECTION I - PROPONENT INFORMATION					
1. TO (Environmental Planning Function) 319 CES/CEVA	2. FROM (Proponent organization and functional address symbol) 319 SFS/SFTT	2a. TELEPHONE NO. 747-3456			
3. TITLE OF PROPOSED ACTION All-Terrain Vehicle Training Area					
4. PURPOSE AND NEED FOR ACTION (Identify decision to be made and need date) See Attached.					
5. DESCRIPTION OF PROPOSED ACTION AND ALTERNATIVES (DOPAA) (Provide sufficient details for evaluation of the total action.) See Attached.					
6. PROPONENT APPROVAL (Name and Grade) Carlson, Robert E., SSgt, USAF	6a. SIGNATURE	6b. DATE 20040112			
SECTION II - PRELIMINARY ENVIRONMENTAL SURVEY. (Check appropriate box and describe potential environmental effects including cumulative effects.) (+ = positive effect; 0 = no effect; - = adverse effect; U = unknown effect)		+	0	-	U
7. AIR INSTALLATION COMPATIBLE USE ZONE/LAND USE (Noise, accident potential, encroachment, etc.)		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. AIR QUALITY (Emissions, attainment status, state implementation plan, etc.)		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. WATER RESOURCES (Quality, quantity, source, etc.)		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
10. SAFETY AND OCCUPATIONAL HEALTH (Asbestos/radiation/chemical exposure, explosives safety quantity-distance, bird/wildlife aircraft hazard, etc.)		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11. HAZARDOUS MATERIALS/WASTE (Use/storage/generation, solid waste, etc.)		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
12. BIOLOGICAL RESOURCES (Wetlands/floodplains, threatened or endangered species, etc.)		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
13. CULTURAL RESOURCES (Native American burial sites, archaeological, historical, etc.)		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14. GEOLOGY AND SOILS (Topography, minerals, geothermal, Installation Restoration Program, seismicity, etc.)		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15. SOCIOECONOMIC (Employment/population projections, school and local fiscal impacts, etc.)		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16. OTHER (Potential impacts not addressed above.)		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SECTION III - ENVIRONMENTAL ANALYSIS DETERMINATION					
17. <input type="checkbox"/> PROPOSED ACTION QUALIFIES FOR CATEGORICAL EXCLUSION (CATEX) # _____; OR <input checked="" type="checkbox"/> PROPOSED ACTION DOES NOT QUALIFY FOR A CATEX; FURTHER ENVIRONMENTAL ANALYSIS IS REQUIRED.					
18. REMARKS This action is not "regionally significant" and does not require a conformity determination in accordance with 40 CFR 93.153(1). The total emission of criteria pollutants from the proposed action are below the de minimus thresholds and less than 10 percent of the Air Quality Region's planning inventory.					
J. ENVIRONMENTAL PLANNING FUNCTION CERTIFICATION (Name and Grade) WAYNE. A. KOOP, R.E.M., GM-13 Environmental Management Flight Chief		19a. SIGNATURE		19b. DATE	

4.0 Purpose and Need for Action

4.1 Purpose: The purpose of the proposed action is to provide security forces with an adequate all-terrain vehicle (ATV) training area and to provide Grand Forks AFB residents and personnel with a potential designated off-road vehicle (ORV) riding area thereby increasing morale.

4.2 Need: Security Forces need an adequate ATV training area, in order to certify required personnel. Security Forces are required to maintain proficiency on ATVs for mobility commitments. Security Forces also utilizes ATVs for home station Anti-Terrorism/Force Protection (AT/FP). As opposed to training on an area that is grown over and not taken proper care of, this new area would provide a safe means of training on land that is groomed, reducing the risk of injury. Portions of the previous trail system have been eliminated due to construction of a new parking lot behind building 242. Currently, there isn't a designated area on base for residents and personnel to operate their ORVs and they must use off-base property. Designation of a space on base would reduce the number of personnel and residents trespassing and utilizing off-base property.

5.0 Description of Proposed Action and Alternatives

5.1 Under the proposed action, Grand Forks AFB would construct a new ATV training area in the previous Dakota Military Family Housing (MFH) area. Houses have been removed from the area but roads and foundations still exist. Roads would be removed along with any existing concrete foundations, tires, concrete or other debris. New construction would be required to make this a "closed loop" trail. Dirt would need to be added in some spots and as many existing trees would remain as possible. The course would be used for training by the Security Forces and as the designated ORV riding area. Security Forces would control use of the training area. Plans for the existing ATV training area include construction of a new wing headquarters making the proposed site in the previous Dakota MFH area more feasible. The previous ATV training area would be restored to native vegetation and all wetlands damaged by previous construction would be restored. Wetlands would not be impacted by construction in the previous Dakota MFH area. This new area would provide a safe means of training on land that is groomed and taken care thereby decreasing the chance for injuries.

5.2 Alternative Action 1: Grand Forks AFB would repair and groom the existing ATV training area located behind buildings 126 and 242. The course would be widened, dirt added where there are holes and dips that hold standing water. Construction of the new parking lot at building 242 eliminated the north half of the existing trail system. New construction would be required to make this a "closed loop" trail. The course would be used for training by the Security Forces and potentially as the designated ATV training area. A majority of this work has been completed prior to the request for environmental analysis including construction in potential wetlands. A wetlands determination has been made but consultation with both the U.S. Army Corps of Engineers and the State Water Commission needs to be made to determine jurisdiction. Portions of the trail would need to be relocated to correct damage to these wetlands. Additionally, sections of the base tree farm were bulldozed as part of the project with irreversible damage to those tree seedlings.

5.3 No Action Alternative: Under the no action alternative, Grand Forks AFB would do no further work on the existing ATV training area. Wetlands damaged during already completed construction would not be repaired in violation of the Air Force's Instruction for "no net loss of wetlands". This would result in a substantial loss of training to Security Forces. Loss of the ability to train personnel on ATVs would seriously impact Security Forces deployment mission requirements.

5.4 Decision: Grand Forks AFB must decide whether or not to construct a new ATV training area.

5.5 Permits: The proposed action would disturb more than one acre and would require a separate National Pollutant Discharge Elimination System (NPDES) construction permit from the North Dakota Department of Health (NDDH).

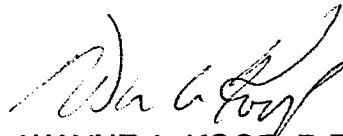
ACEV 9B
3
LCS 04-030

MEMO FOR RECORD

18 Sep 03

SUBJECT: Establish MotoZone (Motorcycle and All Terrain Vehicle (ATV)) Club

1. Before the MotoZone Club can operate motorcycles or ATVs on GFAFB in other than street legal situations, a host of issues must be addressed. If any work is to be completed to expand or renovate the existing ATV trail system to allow for the operation of these vehicles, an AF Form 813, Request for Environmental Analysis, must be submitted to 319 CES/CEV to process an Environmental Assessment (EA). As noted by the Real Property Office, an Environmental Baseline Survey (EBS) is required to process a license. Both the EA and the EBS require an accurate map indicating where off road motorcycles and ATVs will be ridden. When land use is approved by the Facilities Board, CEV will modify the base Integrated Natural Resources Management Plan and request ARW/CC approval to include club activities and trail locations prior to operation of the club's vehicles on base properties.
2. Additionally, our office will need to see and coordinate on the AF Form 332 (BCE Work Request) for any work done, AF Form 103 BCE Work Clearance Request (Dig/Fill Permit), and the space request for Facilities Board approval.
3. The Environmental Impact Analysis Program Manager, Ms Heidi Durako at 7-4774, is available to assist MotoZone Club personnel to process environmental documents.



WAYNE A. KOOP, R.E.M., GM-13
Environmental Management Flight Chief

CEVA file 6615 12
PES
04-C
09-C



DEPARTMENT OF THE AIR FORCE
319TH CIVIL ENGINEER SQUADRON
GRAND FORKS AIR FORCE BASE, NORTH DAKOTA

02 FEB 2004

Wayne A. Koop, R.E.M.
525 Tuskegee Airmen Blvd
Grand Forks AFB ND 58205-6434

Merlan E. Paaverud, Jr.
North Dakota Heritage Center
612 East Boulevard Avenue
Bismarck ND 58505-0830

Dear Mr. Paaverud:

Copies of the location map and cultural resource probability map are provided in response to your 22 Jan 04 letter concerning the Environmental Assessments for the On-Base Snowmobile Trail and All-Terrain Vehicle Training Area at Grand Forks AFB (ND SHPO Ref. 97-0527).

In response to your question ("Will the trail run near or through the northeast portion of the air base where there is "High Probability" and/or "Medium Probability" for buried cultural resources and, if so, will any proposed work extend more than 60 cm below the existing ground surface?"), the snowmobile trail will not be located in the vicinity of the northeast corner of the base.

Sincerely,

A handwritten signature in black ink, appearing to read "Wayne A. Koop", is written over the typed name.

WAYNE A. KOOP, R.E.M.
Environmental Management Flight Chief



DEPARTMENT OF THE AIR FORCE
319TH CIVIL ENGINEER SQUADRON
GRAND FORKS AIR FORCE BASE, NORTH DAKOTA

CEYA 68B 100
POS-04-030

09 FEB 2004

Mr. Dean Hildebrand, Commissioner
North Dakota Game and Fish
100 North Bismarck Expressway
Bismarck, ND 58501

RE: Environmental Assessment for Grand Forks Air Force Base, North Dakota.

Dear Mr. Hildebrand:

A coordination letter was sent to your office Jan 14, 2004 regarding the U.S. Air Force involvement in preparing an environmental assessment (EA) on the construction of a motocross/all-terrain vehicle trail. Unfortunately we are missing the documentation you provided on this project. Please sign the enclosed letter and resend your information to:

Ms. Kristen Rundquist, 319 CES/CEVC
525 Tuskegee Airmen Blvd.
Grand Forks AFB, ND 58205-6434

Your assistance in providing information is greatly appreciated. If you have any questions, please call Ms. Rundquist at 701-747-4774.

Sincerely,

A handwritten signature in black ink, appearing to read "Wayne A. Koop", is written over the typed name.

WAYNE A. KOOP, R.E.M.
Environmental Management Flight Chief

Attachment:

Original coordination request
EA for construction of a motocross/all-terrain vehicle trail

ROUTING AND TRANSMITTAL SLIP

Date
9 FEB 04

Name, office symbol, room number, Building, Agency/Post	Initials	Date
1. CEV	CEV	9
2.		
3.		
4.		
5.		

Action	File	Note and Return
Approval	For Clearance	Per Conversation
As Requested	For Correction	Prepare Reply
Circulate	For Your Information	See Me
Comment	Investigate	Signature
x Coordination	Justify	

REMARKS

2nd Request Letter for Coordination – Original Letter not accounted for.

DO NOT use this form as a RECORD of approvals, concurrences, disposals,
clearances, and similar actions

FROM: (Name, org. symbol, Agency/Post)

KRISTEN RUNDQUIST, NATURAL RESOURCES MANAGER

Room No. - Bldg.

Phone No. 7-4774



DEPARTMENT OF THE AIR FORCE
319TH CIVIL ENGINEER SQUADRON
GRAND FORKS AIR FORCE BASE, NORTH DAKOTA

COPIES
1-1-050

29 APR 2004

MEMORANDUM FOR NORTH DAKOTA DIVISION OF COMMUNITY SERVICES

ATTENTION: Jim Boyd
14th Floor State Capitol Building
600 East Blvd
Bismarck ND 58502-0170

FROM: 319 CES/CEV
525 Tuskegee Airmen Blvd
Grand Forks AFB ND 58205-6434

SUBJECT: Finding of No Significant Impact (FONSI)

1. Attached for your information is the FONSI for the project "Construct All-Terrain Vehicle Training Area" at Grand Forks AFB.
2. The FONSI is being submitted to your office in accordance with Air Force Instruction 32-7061 which requires Grand Forks AFB to notify the OMB Circular Clearing House whenever a FONSI has been completed.
3. If you have any questions concerning this matter, please contact Ms. Kristen Rundquist, 319 CES/CEVC at (701) 747-4774.


WAYNE A. KOOP, R.E.M., GM-13
Environmental Management Flight Chief

Attachment:
FONSI

FINDING OF NO SIGNIFICANT IMPACT FOR CONSTRUCT ALL-TERRAIN VEHICLE TRAINING AREA

AGENCY: Department of the Air Force

PROPOSED ACTION (Construct All-Terrain Vehicle [ATV] Training Area): Under the proposed action, Grand Forks AFB would construct a new ATV training area in the previous Dakota Military Family Housing (MFH) area. Roads and existing foundations would be removed. Dirt would be added in spots and trees would remain as possible. The area would be used for Security Forces' ATV training and other authorized users.

ALTERNATIVES CONSIDERED: Under alternative two, Grand Forks AFB would repair and groom the existing ATV training area located behind buildings 126 and 242. The course would be widened, dirt added where there is standing water. The trail would have to be relocated to correct damage to wetlands. Under the no action alternative, Grand Forks AFB would do no further work on the existing ATV training area which traverse through wetlands. The loss of ATV training would seriously impact Security Forces deployment mission requirements.

ENVIRONMENTAL CONSEQUENCES:

Air Quality - Construction activities would result in a short-term minimal increase of criteria air pollutants as fuel that is burned by internal combustion engine power construction and earth-moving equipment. Best management practices (BMPs) to reduce fugitive emissions would be implemented. All ATV participants must comply with engine emission standards.

Noise - Short-term operation of heavy equipment would generate additional noise during construction. Long-term operation of ATVs would generate additional noise.

Wastes, Hazardous Materials, and Stored Fuels – A temporary, minimal increase in hazardous and solid wastes would result. Construction debris would be disposed of in approved location, such as the Grand Forks Municipal Landfill, which is located within 12 miles of the construction site. Concrete and road debris could potentially be recycled.

Water Resources – Surface water quality could degrade in the short-term, during construction, due to possible erosion contributing to turbidity of runoff and due to possible contamination from spills and leaks from construction equipment. There would be minimal impacts to ground water, surface water, water quality, and wetlands if BMPs are followed.

Biological Resources – Noise and operation of ATVs would be detrimental to wildlife in the vicinity of the track. BMPs would be required to prevent the spread of noxious weeds, minimize soil erosion, and promote the establishment of native plant species.

Socioeconomic Resources - This action would have a minor positive effect on the local economy. Secondary retail purchases would make an additional contribution to the local communities. The implementation of the proposed action, therefore, would provide a short-term, beneficial impact to local contractors and retailers during the construction phase of the project.

Cultural Resources - The proposed action has little potential to impact cultural resources. In the unlikely event any such artifacts were discovered during the construction activities, the contractor would be instructed to halt construction and immediately notify Grand Forks AFB civil engineers who would notify the State Historic Preservation Officer.

Land Use - The project area was previously sited as Military Family Housing. Siting for this ATV training area has been approved by Grand Forks AFB's Facilities Board in Dec 03.

Transportation Systems - The proposed construction would have minor adverse impact to transportation systems on base due to construction vehicles traveling to and from the site.

Airspace/Airfield Operations - The proposed action would not impact aircraft safety nor airspace compatibility.

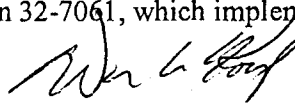
Safety and Occupational Health - The Safety Office expressed some safety concerns regarding siting but has not divulged them to date.

Environmental Management - The proposed action would not impact Installation Restoration Program sites. BMPs would be implemented to prevent erosion. No pesticides would be used as part of this project.

Environmental Justice - EO 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-income Populations, requires federal agencies to identify and address of Feb 11, 1994, as appropriate, disproportionately high and adverse human health or environmental effects of their programs, policies, and activities on minority and low-income populations. There are no minority or low-income populations in the area of the proposed action or alternatives, and, thus, there would be no disproportionately high or adverse impact on such populations.

No adverse environmental impact to any of the areas identified by the AF Form 813 is expected by the proposed action, Construct ATV Training Area.

CONCLUSION: Based on the Environmental Assessment performed for Construct ATV Training Area, no significant environmental impact is anticipated from the proposed action. Based upon this finding, an Environmental Impact Statement is not required for this action. This document and the supporting AF Form 813 fulfill the requirements of the National Environmental Policy Act (NEPA), the Council of Environmental Quality (CEQ) regulations implementing NEPA and Air Force Instruction 32-7061, which implements the CEQ regulations.


WAYNE A. KOOP, R.E.M., GM-13
Environmental Management Flight Chief

Date: 7 Apr 04

ROUTING AND TRANSMITTAL SLIP

Date

26 APR 04

TO: (Name, office symbol, room number,
Building, Agency/Post)

Initials

Date

1. 319 CES/CEV – Mr. Wayne Koop



26

2. Tracy -

3.

4.

5.

Action

File

Note and Return

Approval

For Clearance

Per Conversation

As Requested

For Correction

Prepare Reply

Circulate

For Your Information

See Me

Comment

Investigate

1

Signature

1 Coordination

Justify

REMARKS

Review and sign memorandum to the Division of Community Services for clearance of the ATV environmental assessment.

DO NOT use this form as a RECORD of approvals, concurrences, disposals, clearances, and similar actions

Room No. - Bldg. 410

Phone No. 747-4774

FROM: (Name, org. symbol, Agency/Post)

Kristen Rundquist, 319 CES/CEVC, Air Quality and Natural
Resource Program Manager

OPTIONAL FORM 41 (Rev. 1-94)
Prescribed by GSA

North Dakota
Department of Commerce

Community Services

Economic
Development & Finance

Tourism

Workforce Development



Century Center

1600 E. Century Ave

Suite 2

PO Box 2057

Bismarck, ND 58502-2057

Phone 701-328-5300

Fax 701-328-5320

www.ndcommerce.com



May 3, 2004

Wayne A. Koop R.E.M.
Dept. of the Air Force
319 CES/CEV
525 Tuskegee Airmen Blvd.
Grand Forks AFB, ND 58205-6434

"Letter of Clearance" In Conformance with the North Dakota Federal Program
Review System - State Application Identifier No.: ND040503-0176

Dear Mr. Koop:

SUBJECT: FONSI - Construct All Terrain Vehicle Training Area

The above referenced FONSI has been reviewed through the North Dakota Federal
Program Review Process. As a result of the review, clearance is given to the project
only with respect to this consultation process.

If the proposed project changes in duration, scope, description, budget, location or
area of impact, from the project description submitted for review, then it is necessary
to submit a copy of the completed application to this office for further review.

We also request the opportunity for complete review of applications for renewal or
continuation grants within one year after the date of this letter.

Please use the above SAI number for reference to the above project with this office.
Your continued cooperation in the review process is much appreciated.

Sincerely,

A handwritten signature in black ink, appearing to read "James R. Boyd".

James R. Boyd
Manager of Governmental Services

sf