

FINDING OF NO SIGNIFICANT IMPACT FOR THE
CONSOLIDATED TRANSPORTATION FACILITY AT THE CENTRAL
FACILITIES AREA, IDAHO NATIONAL ENGINEERING LABORATORY

AGENCY: Department of Energy

ACTION: Finding of No Significant Impact

SUMMARY: The Department of Energy (DOE) has prepared an environmental assessment (EA), DOE/EA-0822, addressing environmental impacts that could result from siting, construction, and operation of a consolidated transportation facility at the Idaho National Engineering Laboratory (INEL) near Idaho Falls, Idaho. Based on the analyses in the EA, DOE has determined that the proposed action is not a major Federal action significantly affecting the quality of the human environment, within the meaning of the National Environmental Policy Act (NEPA) of 1969, as amended. Therefore, the preparation of an environmental impact statement (EIS) is not required and the Department is issuing this finding of no significant impact.

**FOR FURTHER INFORMATION CONCERNING THE PROPOSED ACTION,
CONTACT:**

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PROPOSED ACTION: The DOE proposes to construct and operate a new transportation facility at the Central Facilities Area (CFA) at the INEL. The proposed facility would replace outdated facilities and consolidate in one location operations that are conducted at six different locations at the CFA. The proposed facility would be used for vehicle and equipment maintenance and repair, administrative support, bus parking, and bus driver accommodation. The facility would be constructed in a previously disturbed area and would cover approximately 5.3 hectares (13 acres), including the building, access roads, sidewalks, fuel islands, parking for buses and vehicles, and an outdoor equipment holding area. Excavating, filling, and grading would be required at the proposed site in order to construct a pre-engineered building; pave access roads and parking areas; install underground utilities and liquid storage tanks; and provide landscaping. The facility would have a ventilation system that would adequately remove emissions from operations, such as vehicle exhaust. The facility would be heated with steam heat produced by an oil burning boiler.

A smaller oil burning backup boiler and an emergency generator from the existing facilities may be relocated to the proposed facility.

ENVIRONMENTAL IMPACT: Construction activities for the proposed transportation facility would temporarily create some fugitive dust and a minor increase in hydrocarbon emissions and noise from construction equipment. Dust would be controlled through application of water. The facility would be built in a previously disturbed area with limited habitat. Some small burrowing and less mobile animals that may reside there may be destroyed by construction activities. Larger animals and birds would be forced to relocate; however, similar or more suitable habitat is located nearby and is abundant elsewhere on the INEL. The area has been surveyed for archaeological resources and none were found.

Operations that are currently scattered through several buildings would be consolidated in one location but are expected to remain the same. Therefore, air pollutant emissions from operations would not increase relative to present conditions. Hazardous and non-hazardous waste generation from operations would not increase relative to present conditions. Continuing waste minimization efforts are expected to reduce or eliminate some waste streams. There would be a minor increase in air pollutant emissions from operation of new boilers and a new emergency generator.

ALTERNATIVES CONSIDERED: Three alternatives to the proposed action were evaluated: 1) no action, 2) upgrade existing facilities, and 3) locate facility in another area.

1) Under the no action alternative, DOE would not construct and operate the proposed new transportation facilities, and would continue to operate the existing facilities. DOE does not prefer this alternative because the existing facilities have mechanical, electrical, and structural deficiencies that make it difficult to meet several regulatory requirements.

2) Upgrading the scattered existing facilities to correct code deficiencies would be difficult because of space limitations and would not improve work efficiency.

3) Other alternative site locations were not near the centrally located bus dispatch area, which will remain at the CFA. Therefore, vehicles would have to travel longer distances for repairs, which would increase transportation costs and reduce efficiency.

DETERMINATION: The proposed action to construct and operate a consolidated transportation facility at the CFA on the INEL does not constitute a major Federal action significantly affecting the quality of the human environment within the meaning of NEPA. This finding is based on the analyses in the environmental assessment. Therefore, the preparation of an EIS is not required for this proposed action.

Issued at Washington, D.C. this 2nd day of April,
1993.



Peter N. Brush
Acting Assistant Secretary
Environment, Safety and Health