DEQ
Montana Department
of Environmental Quality

September 12, 2018

Ladies and Gentlemen:

To comply with the Administrative Rules of Montana (ARM), specifically ARM 17.4.607(2), 608, 609 and 610, the Department of Environmental Quality (DEQ) has prepared the enclosed Draft Environmental Assessment (EA). This EA addresses the proposed licensure of a new Motor Vehicle Wrecking Facility for the storage of junk vehicles. The proposed location is 1817 US HWY 93 N, Victor, Montana.

The purpose of this Draft EA is to inform all interested governmental agencies, public groups and individuals of the proposed action and to present DEQ's findings on the proposal. Persons wishing to comment have until the close of business on October 11, 2018, to submit written comments concerning the proposal. DEQ will not make a licensing decision until after the comment period has ended. A complete color copy of the EA may be viewed on DEQ's website at: http://deq.mt.gov/public/ea/WasteMgt.

If you wish to comment on this proposed action within the 30-day public comment period, please do so in writing by mailing your comments to the Waste and Underground Tank Management Bureau, Junk Vehicle Program, P.O. Box 200901, Helena, MT 59620-0901 or by E-mail to mailbox *deqswprogram@mt.gov*.

Sincerely,

Dianna Robinson, Environmental Science Specialist
Materials Management Program
Phone: (406) 444-2835; Fax: (406) 444-1374
Email: drobinson@mt.gov

Enclosure: 406 Salvage and Auto Motor Vehicle Wrecking Facility Draft EA

Montana Department of Environmental Quality

Motor Vehicle Recycling and Disposal Program
Solid Waste Section
Waste and Underground Tank Management Bureau
Waste Management and Remediation Division
PO Box 200901
Helena MT 59620-0901

DRAFT ENVIRONMENTAL ASSESSMENT
for the
Proposed 406 Salvage and Auto
Motor Vehicle Wrecking Facility
Victor, Montana

September 12, 2018

PROJECT OR APPLICATION:
406 Salvage and Auto, a Montana firm, has proposed a yard for their private motor vehicle wrecking facility (MVWF) in Ravalli County.

SOLID WASTE SECTION ROLES AND RESPONSIBILITIES:
The Department of Environmental Quality (DEQ) is responsible for ensuring activities proposed under the Solid Waste Management Act, the Septage Disposal Licensure Act, and the Motor Vehicle Disposal & Recycling Act are in compliance with current regulations. The Motor Vehicle Recycling & Disposal Program (MVRDP) is part of the Solid Waste Section (SWS), in the Waste and Underground Tank Management Bureau, in the Waste Management and Remediation Division of the DEQ. The Motor Vehicle Recycling & Disposal Act 75-10-501, MCA) and the Administrative Rules of Montana (ARM), Title 17, Chapter 50, Section 201 provides the authority for the Motor Vehicle Recycling & Disposal Program (MVRDP) to license and regulate motor vehicle wrecking facilities in the state of Montana.

SECTION 1.0 – PROJECT DESCRIPTION:
Mr. Justin Quist (applicant), doing business as 406 Salvage and Auto, submitted a license application to DEQ's MVRDP for the licensure of a MVWF in Ravalli County on November 5, 2017. The proposed location is 1817 U.S. Highway 93, Victor, MT 59875, Ravalli, Montana. The legal description of the facility is the NW ¼ of the SE ¼ in the NE ¼ of the SW ¼ of Section 7, Township 7 North, Range 20 West. Mr. Quist has applied to license 11.3 acres of the property for use as a MVWF.

Purpose of the Environmental Assessment (EA):
In accordance with 75-1-102, MCA, the Montana Environmental Policy Act (MEPA) is procedural, and requires the "adequate review of state actions in order to ensure that environmental attributes are fully considered by the legislature in enacting laws to fulfill constitutional obligations; and the public is informed of the anticipated impacts in Montana of potential state actions." According to MEPA, EAs are the procedural documents that communicate the process agencies follow in their decision-making. An EA does not result in a certain decision, but rather serves to identify the potential effect of a state action within the confines of existing laws and rules governing such proposed activities so that agencies make balanced decisions. The MEPA process does not provide regulatory authority beyond the authority explicitly provided in existing statute.

The Motor Vehicle Recycling & Disposal Act, and associated administrative rules, establish the minimum requirements for the design and operation of MVWFs. The EA is the mechanism that DEQ uses to:

(1) Disclose whether a proposed site meets the minimum requirements for compliance with the current laws and rules;
(2) Assist the public in understanding state MVWF regulations as they pertain to licensing MVWFs;
(3) Identify and discuss the potential environmental effects of the proposed site, if it is approved and becomes operational;

(4) Discuss actions taken by the applicant, and the enforceable measures and conditions designed to mitigate the effects identified by DEQ during the review of the application; and
(5) Seek public input to ensure DEQ has identified the substantive environmental impacts associated with the proposed MVWF.

Purpose of Proposal:
By obtaining a MVWF license, the applicant is allowed to:
(1) Buy, sell, or deal in four or more vehicles per year of a type required to be licensed, for the purpose of wrecking, dismantling, disassembling, or substantially altering the form of the motor vehicle;
(2) Buy or sell component parts, in whole or in part, and deal in second-hand junk vehicles;
(3) Purchase wrecked vehicles from insurance companies. Insurance companies are required by state law to sell junk vehicles only to licensed MVWF;
(4) This business will provide a commercial source of automotive parts at a cost savings to the consumer; and
(5) This business will also recycle all the ferrous and non-ferrous metals of the dismantled vehicles that were not sold to the general public. Recycling metals will conserve energy and natural resources otherwise used to manufacture new automotive parts.

Benefits of Proposal:
By obtaining a MVWF license, the applicant will be allowed to:
(1) Purchase junk vehicles from the general public and insurance companies, which will contribute to the overall cleanliness of the community in which the facility is located;
(2) The facility will be required by statute to shield the junk vehicles from public view;
(3) The facility will be required to handle all automotive waste in an environmentally safe manner; and
(4) This service will conserve energy and natural resources otherwise used to manufacture new parts.

Site Location:
The proposed MVWF will be in Ravalli County. This facility will be located at the 1817 U.S. Highway 93, Victor, MT 59875, Ravalli, Montana. The legal description of the facility is NW ¼ of the SE ¼ in the NE ¼ of the SW ¼ of Section 7, Township 7 North, Range 20 West in Ravalli, Ravalli County, Montana (**Figures 1.1 and 1.2**). Mr. Quist has applied to license 11.3 acres of the property for use as a MVWF.

Figure 1.1 – Location of Proposed Site: Aerial View

Source: Google Earth

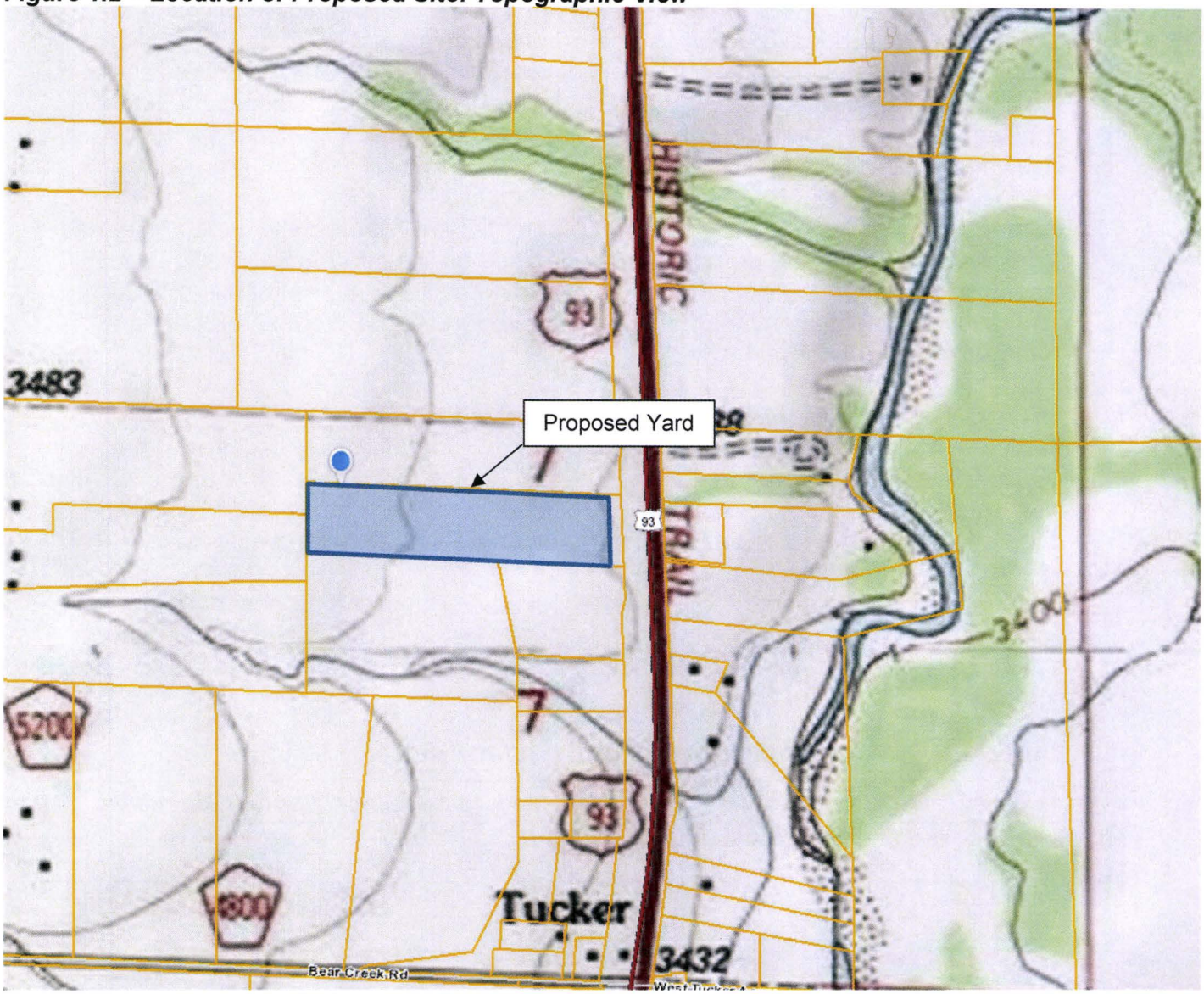
SECTION 2.0 – ALTERNATIVES CONSIDERED

The following provides a description of reasonable alternatives whenever they are available and prudent to consider:

Alternative A: The "no action" alternative. If this alternative is selected, a final decision by DEQ will not be required because the applicant will have chosen to withdraw the application for licensure of the MVWF. By withdrawing the application from consideration by DEQ, the applicant can still seek an alternative site for the proposal.

DEQ has not received a request by the applicant to withdraw the application for licensure. Therefore, prior to DEQ's final decision, two other possible alternatives were considered during the preparation of this EA.

Figure 1.2 – Location of Proposed Site: Topographic View



Source: Montana Cadastral

Alternative B: The "license application denied" alternative. If this alternative is selected, DEQ will deny the MVWF application because the application failed to meet the minimum requirements of the Motor Vehicle Recycling & Disposal Act and could not be processed as submitted. If denied, the applicant has the option to modify the application for the current site and reapply for licensure, or could locate, investigate, and apply for licensure of another site.

Alternative C: The "license application approved" alternative. If this alternative is selected, DEQ will approve the application and issue a new license, establishing the site as a MVWF facility.

A decision by DEQ is prompted when the applicant completes the application for licensure of the proposed activity at the proposed location. However, the applicants may at any time choose to withdraw the application. This would result in DEQ selecting the "no action" alternative, because a DEQ's decision would not be necessary. If the applicant withdraws the application, the applicant could seek to locate a similar facility elsewhere.

In consideration of these alternatives, the potential environmental effects of alternative C were evaluated for the proposed project based on the information provided. DEQ research the site and surrounding area, including a site visit. The results of DEQ's evaluation of potential environmental impacts related to the proposed facility are summarized in Section 3.0.

SECTION 3.0 – EVALUATION OF POTENTIAL EFFECTS

Tables 3.1 and **3.2** in this section identify and evaluate the potential effects that may occur to human health and the environment if the site for the MVWF is approved. The discussion of the potential impacts only includes those resources that may be affected. If there is no effect on a resource, it may not be mentioned in the analysis.

Direct and indirect impacts are those that occur in or near the proposed project area and may extend over time. Often, the distinction between direct and indirect effects is difficult to define, and for the purposes of this discussion, direct and indirect impacts are combined.

TABLE 3.1 – IMPACTS TO THE PHYSICAL ENVIRONMENT

Physical Environment	Major	Moderate	Minor	None	Unknown	Attached
1. Terrestrial and Aquatic Life and Habitats			✔			✔
2. Water Quality, Quantity, and Distribution			✔			✔
3. Geology and Soil Quality, Stability, and Moisture			✔			✔
4. Vegetation Cover, Quantity, and Quality			✔			✔
5. Aesthetics			✔			✔
6. Air Quality			✔			✔
7. Unique, Endangered, Fragile, or Limited Environmental Resources				✔		✔
8. Historical and Archaeological Sites				✔		✔
9. Demands on Environmental Resources on Land, Water, Air, or Energy				✔		

TABLE 3.2 – IMPACTS TO THE HUMAN ENVIRONMENT

Human Environment	Major	Moderate	Minor	None	Unknown	Attached
1. Social Structures & Mores				✔		
2. Cultural Uniqueness & Diversity				✔		
3. Density & Distribution of Population & Housing				✔		
4. Human Health & Safety				✔		
5. Quantity & Distribution of Employment			✔			✔
6. Local & State Tax Base Revenues			✔			✔
7. Demand for Government Services			✔			✔
8. Industrial, Commercial, & Agricultural Activities & Production			✔			✔
9. Access to & Quality of Recreational & Wilderness Activities				✔		
10. Locally Adopted Environmental Plans & Goals				✔		✔

ANALYSIS OF TABLE 3.1 – POTENTIAL IMPACTS TO THE PHYSICAL ENVIRONMENT

This section evaluates the potential environmental effects that may occur on the physical environment if the proposed facility is approved. The number on each of the following resource headings corresponds to a resource listed in the tables. Generally, only those resources potentially affected by the proposal are discussed. Therefore, if there is no effect on a resource, it may not be discussed.

1. **Terrestrial & Aquatic Life Habitats**
   The proposed wrecking facility is surrounded by industrial and residential areas. The impacts caused by the creation of the wrecking facility should not be significant to the area's ecosystem as there is a currently operating MVWF next to the proposed site. There will be minor to no impact on the wildlife, birds, or fish in this area as it is already developed with industrial facilities.

2. **Water Quality, Quantity, and Distribution**
   Several properties in this area have wells. The static groundwater level in the vicinity of the site varies from 2 to 160 feet below ground surface. This proposed MVWF is not expected to have any impacts on the quality, quantity, or distribution of the ground water because of the planned management practices. These practices will include the removal of the automotive fluids over an impermeable pad before the junk vehicles are processed. These auto fluids will be reused or properly recycled.

Table 3.3 – Summary of nearby supply wells

Gwic Id	Township	Range	Section	Type	Total Depth (feet)	Static Water Level (feet)	Yield (gpm)	Use
134108	7N	20W	7	WELL	29	4	20	DOMESTIC
56124	7N	20W	7	WELL	44	22	20	DOMESTIC
56117	7N	20W	7	WELL	39	12	50	DOMESTIC
122206	7N	20W	7	WELL	26	2	20	UNKNOWN
56126	7N	20W	7	WELL	46	24	20	DOMESTIC
56120	7N	20W	7	WELL	40	20	20	DOMESTIC
56119	7N	20W	7	WELL	40	20	20	DOMESTIC
56121	7N	20W	7	WELL	40	20	20	DOMESTIC
56123	7N	20W	7	WELL	45	18	20	DOMESTIC
56116	7N	20W	7	WELL	51	27	30	UNKNOWN
56125	7N	20W	7	WELL	41	16	20	DOMESTIC
56127	7N	20W	7	WELL	46	20	20	DOMESTIC
56118	7N	20W	7	WELL	49	20	20	DOMESTIC
56114	7N	20W	7	WELL	50	38	10	DOMESTIC
56115	7N	20W	7	WELL	58	20	100	DOMESTIC
56128	7N	20W	7	WELL	41	21	20	UNKNOWN
192833	7N	20W	7	WELL	58	28	15	DOMESTIC
192831	7N	20W	7	WELL	58	28	15	DOMESTIC
56130	7N	20W	7A	WELL	58	50	1200	DOMESTIC
56132	7N	20W	7A	WELL	36	12	15	DOMESTIC
56131	7N	20W	7A	WELL	43	16	15	DOMESTIC
56133	7N	20W	7AA	WELL	63	36	12	DOMESTIC
223438	7N	20W	7AAC	WELL	60	22	20	DOMESTIC
127302	7N	20W	7AC	WELL	57	28	100	DOMESTIC
123087	7N	20W	7AD	WELL	59	42	20	DOMESTIC
244014	7N	20W	7ADC	WELL	60	35	12	DOMESTIC
56136	7N	20W	7B	WELL	55	30	30	DOMESTIC
244398	7N	20W	7B	WELL	55	30	30	DOMESTIC
244399	7N	20W	7B	WELL	34	13	20	UNKNOWN
203996	7N	20W	7BA	WELL	75	40	15	DOMESTIC
195153	7N	20W	7BA	WELL	74	NA	18	DOMESTIC
56137	7N	20W	7BA	WELL	55	6	50	DOMESTIC
706855	7N	20W	7BA	WELL	18	NA	NA	UNUSED
56138	7N	20W	7BAD	WELL	50	26	20	DOMESTIC
152065	7N	20W	7BB	WELL	53	20	50	DOMESTIC
194172	7N	20W	7BB	WELL	47	26	24	DOMESTIC
56139	7N	20W	7BBD	WELL	80	30	25	DOMESTIC
56762	7N	20W	7BDB	WELL	36	7	20	UNKNOWN
56140	7N	20W	7CB	WELL	28	6	20	DOMESTIC
256399	7N	20W	7CC	WELL	38	2	60	DOMESTIC

186642	7N	20W	7CCC	WELL	61	18	25	DOMESTIC
197003	7N	20W	7CD	WELL	56	27	20	DOMESTIC
251955	7N	20W	7CD	WELL	302	160	6	DOMESTIC
209975	7N	20W	7CD	WELL	106	40	40	DOMESTIC
218361	7N	20W	7CD	WELL	70	43	12	DOMESTIC
244397	7N	20W	7CDB	WELL	106	40	40	DOMESTIC
206950	7N	20W	7CDB	WELL	106	40	30	DOMESTIC
155787	7N	20W	7CDD	WELL	45	24	28	DOMESTIC
136148	7N	20W	7D	WELL	55	25	15	DOMESTIC
56141	7N	20W	7DA	WELL	33	3	0.2	DOMESTIC
56142	7N	20W	7DAA	WELL	76	40	30	DOMESTIC
128724	7N	20W	7DB	WELL	55	32	50	DOMESTIC
135560	7N	20W	7DB	WELL	41	16	20	DOMESTIC
138373	7N	20W	7DB	WELL	64	42	20	DOMESTIC
56143	7N	20W	7DB	WELL	49	23	4	DOMESTIC
282240	7N	20W	7DBA	WELL	58	32.4	35	DOMESTIC
189479	7N	20W	7DC	WELL	31	7	100	IRRIGATION
252313	7N	20W	7DC	WELL	80	49	25	DOMESTIC
56145	7N	20W	7DC	WELL	59	34	30	COMMERCIAL
269789	7N	20W	7DC	WELL	36	10	50	IRRIGATION
56144	7N	20W	7DC	WELL	53	32	10	DOMESTIC
173467	7N	20W	7DCDC	WELL	35	NA	NA	

Source: Montana Bureau of Mines and Geology Ground Water Information Center

3. Geology and Soil Quality, Stability, and Moisture

The soils in the vicinity of the site are classified by the U.S. Natural Resource Conservation Service as Charette sandy loam and Bandy-Marling complex. Charette sandy loam is excessively drained, 1 to 4 percent slope, and the water table begins at a depth of 80 inches or more. Bandy soil is poorly drained with 0 to 2 percent slope, and the water table begins at a depth of 6 to 18 inches. Nirling soil is somewhat poorly drained, with a 1 to 4 percent slope, and the water table begins at a depth of 24 to 42 inches.

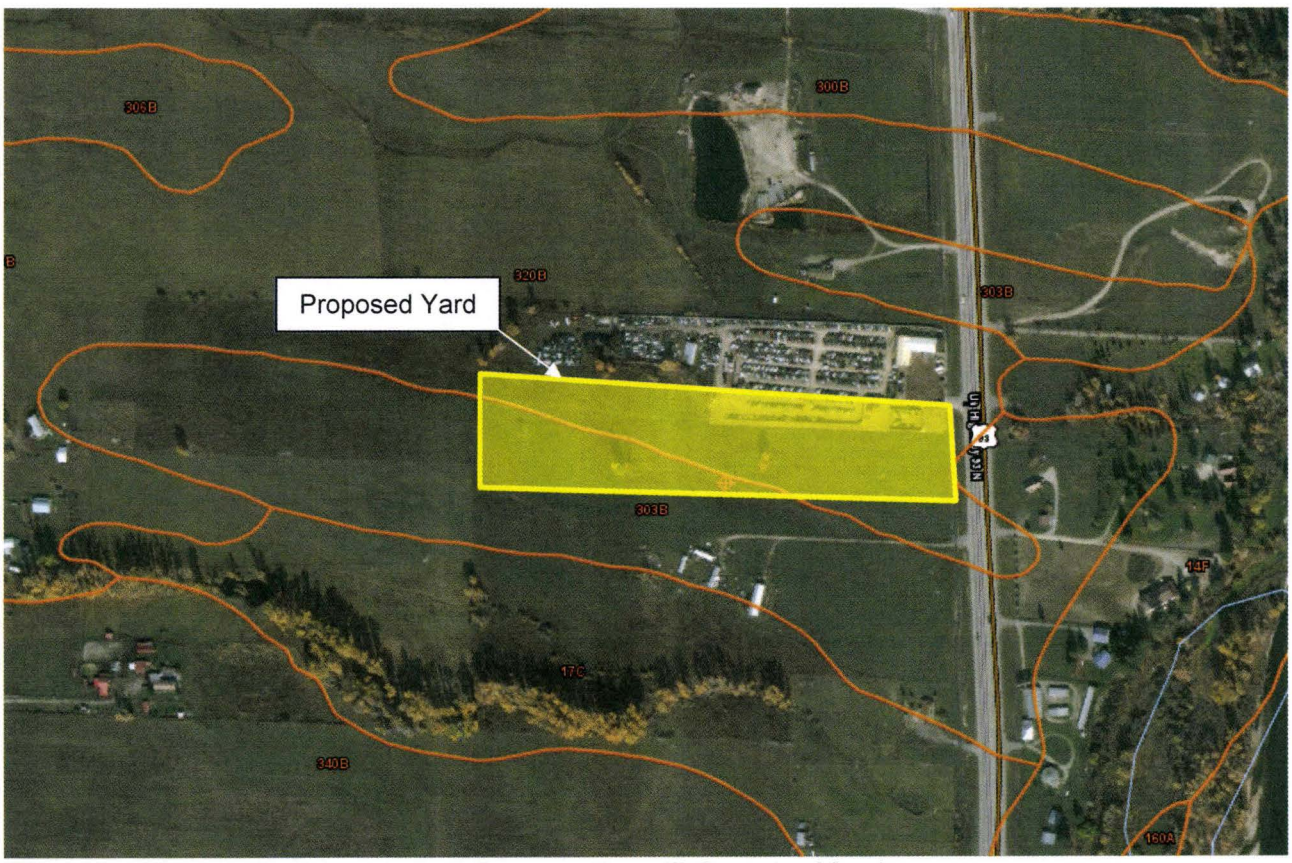
Waste anti-freeze, gasoline, and lubricating oils contain petroleum distillates, heavy metals, and possibly toxic compounds. If improperly disposed, these can cause surface and groundwater degradation. The applicant proposes to properly reuse or recycle all the above-named automotive fluids. Some residual lubricating oils and antifreeze may drip from the vehicles stored at the facility. This residual dripping is not expected to be significant, or result in heavy soil accumulations, because the junk vehicles will have the fluids removed over an impermeable pad.

Table 3.3 – Summary of Soil Properties

Soil Type	Map Key	Depth profile	Drainage	Permeability
Charette sandy loam 1 to 4 percent slopes	303B	A - 0 to 6 inches: sandy loam Bw - 6 to 14 inches: gravelly sandy loam C1 - 14 to 25 inches: very gravelly loamy coarse sand C2 - 25 to 60 inches: extremely gravelly coarse sand	Excessively Drained	Moderately rapid permeability to a depth of 36 centimeters and rapid and very rapid below
Bandy-Nirling complex 0 to 4 percent slopes	320B	Oe - 0 to 3 inches: mucky peat A1 - 3 to 7 inches: cobbly loam A2 - 7 to 15 inches: gravelly sandy loam C1 - 15 to 18 inches: very gravelly sandy loam C2 - 18 to 60 inches: extremely gravelly sand	Poorly Drained	Very low to moderately low

Source: USDA-NRCS, Web Soil Survey, Ravalli County, Montana

Figure 3.1 – Summary of Soil Properties Map



Source: USDA-NRCS, Web Soil Survey, Ravalli County, Montana

4. **Vegetation Cover, Quantity, and Quality**
The proposed facility is in Ravalli, Montana. This wrecking facility is surrounded by residential, industrial, and agricultural areas. The impacts caused by the establishment of the wrecking facility should not be significant to the area's ecosystem as there are currently other MVWF's in the area. There will be minor to no impact to the quality and/or quantity of the vegetative cover on the property, which is a combination of native grasses and nonnative species.

5. **Aesthetics**
The MVRDP is mandated by statute to require all MVWFs to shield their junk vehicles from public view. "Public view" is defined as any point six feet above the surface of the center of a public road from which the junk vehicles can be seen. The applicant must meet state shielding requirements, as outlined in ARM 17.50.202, prior to licensure.

6. **Air Quality**
Automotive fluids and refrigerant will be properly removed from the junk vehicles and disposed of in accordance with all applicable regulations; therefore, the impact to air quality is expected to be minimal.

7. **Unique, Endangered, Fragile, or Limited Environmental Resources**
The following species of concern are present within Ravalli County:

Species	Common name	Habitat
Accipiter gentillis	Northern Goshawk	Mixed conifer forests
Gulo gulo	Wolverine	Boreal forest & alpine
Nucifraga columbiana	Clark's Nutcracker	Conifer forest
Salvelinus confluentus	Bull Trout	Mountain streams, rivers, lakes
Oncorhynchus clarkii lewisi	Westslope Cutthroat Trout	Mountain streams, rivers, lakes
Pinus albicaulis	Whitebark Pine	Subalpine forest, timberline
Carex petricosa	Rock Sedge	Alpine

Source: Montana Natural Heritage Program SOC Report

The proposed site is in a prairie/grassland habitat. The soil has been recently disturbed, and the area is covered with native and nonnative grasses and flowering plants. None of the species of concern listed in the area are found in this habitat. In addition, it is not within nor near a designated sage grouse habitat or BLM Priority area.

8. **Historical and Archaeological Sites**
All applicants are required to contact the State Historic Preservation Office (SHPO) in order to determine whether the activities at the site will interfere with any historical site at or near the property. Based on the information gathered from the

SHPO, it was concluded that the proposed facility would not impact cultural resources in the area.

ANALYSIS OF TABLE 3.2 – POTENTIAL IMPACTS ON HUMAN ENVIRONMENT

This section evaluates the potential environmental effects that may occur on the human environment if the proposed facility is approved. The number on each of the following resource headings corresponds to a resource listed in the tables. Generally, only those resources potentially affected by the proposal are discussed. Therefore, if there is no effect on a resource, it may not be discussed.

5. Quantity and Distribution of Employment

Existing employees would be utilized for this operation. There is low potential that this project would create a significant number of new jobs.

6. Local & State Tax Base & Tax Revenue

The establishment of a MVWF at the proposed location will provide a source of used motor vehicles or component parts for sale to the public. The issuance of a MVWF license will allow the applicant to:

(1) Buy, sell, or deal in four or more vehicles per year of a type required to be licensed for the purpose of wrecking, dismantling, disassembling, or substantially altering the form of the motor vehicle;

(2) Buy or sell component parts, in whole or in part, and deal in second-hand motor vehicle parts; and

(3) Purchase wrecked vehicles from insurance companies. Insurance companies are required by state law to sell junk vehicles only to licensed motor vehicle wrecking yards.

The operation of a MVWF may create an additional labor requirement and may result in additional employment. This employment, and the employment requirements for the support services of this MVWF, may provide a neutral to positive employment impact for the community.

7. Demands for Government Services

The potential impacts of the proposed expanded facility's licensure is expected to be minor. The MVRDP provides grants to fund individual counties to run the Junk Vehicle Program. The intent of this program is to remove unwanted vehicles free of charge, and to regulate activities at licensed MVWFs. Counties are required to inspect MVWFs for compliance at least annually with all applicable rules. The Ravalli City-County Health Department, and DEQ's MVRDP will perform routine inspections and provide compliance assistance while the facility is operational. Road maintenance and emergency services are already in place for industrial operations in that area.

8. Industrial, Commercial, & Agricultural Activities & Production

The proposed MVWF site is within an area zoned for light industrial and commercial use. There is another licensed MVWF adjacent to this site, as well as other industrial and agricultural enterprises. The site would be a second yard for

Modern Recycling, which operates 2.3 miles from the proposed site. There should not be a change in the activities and production of the local area.

10. **Locally Adopted Environmental Plans and Goals**
The site selection is not the MVRDP's responsibility, but rather the applicant's. The establishment of a MVWF at this location does not conflict with any existing zoning ordinances, as certified by Chris Taggart, Office Manager with the Ravalli County Planning Department.

SECTION 4.0 – CONCLUSIONS AND RECOMMENDATIONS

A listing and appropriate evaluation of mitigation, stipulations, and other controls enforceable by the agency or another government agency:

MVWFs typically generate hazardous wastes through the variety of services they offer. Used batteries, antifreeze, mercury switches, oil, solvents, and other waste fluids are just a few examples of wastes that need to be handled and managed properly. Management of hazardous waste is regulated by the federal Resource Conservation and Recovery Act (RCRA), which is administered by DEQ. The types and number of requirements that must be complied with are based on the quantity and type of waste generated.

Automotive fluids **must** be drained from the vehicles prior to dismantling. All fluids removed from the vehicles must be captured over an impermeable surface, properly containerized, and properly stored for reuse, recycling, or proper disposal. This is a management method intended to alleviate the potential for ground water contamination. This is a license condition enforceable by DEQ.

MVWFs that generate waste tires are required to store, transport, and dispose of the tires properly. This is a license condition enforceable by DEQ.

Under the federal Clean Air Act (42 U.S.C. § 7401), it is illegal to vent any ozone depleting substance or its substitute. Refrigerants must be recovered into a registered recovery device. This is a federally enforceable requirement administered by the U.S. Environmental Protection Agency (EPA).

Recommendation:
DEQ recommends distributing the EA to adjacent landowners and interested persons to satisfy the public notification and participation requirements of MEPA.

Findings:
DEQ has made the preliminary determination that the applicant is in compliance with the existing zoning ordinances (as of the date of the submittal of the application) and can effectively shield the proposed facility from all public roads in the area. The proposed MVWF will have minor impacts on the surrounding area.

Necessity of an EIS:
DEQ finds that an environmental impact statement (EIS) is not needed due to the mitigating factors provided by the solid waste rules and the applicant's proposal for licensure of the 406 Salvage and Auto MVWF at the selected location. Consequently, these factors will ensure to a reasonable extent that any potential, direct, or cumulative impacts to human health and the environment from the proposed MVWF are minor.

If an EIS is not required, explain why the EA is an appropriate level of analysis:
Based on the information submitted for review with the license application, it is clear that the facility will handle all automotive fluids as required by law, will shield the facility as required by law, and will meet all Ravalli County zoning ordinances. Therefore, an EA is the appropriate document to address the potential minor impacts of the proposed licensure of the 406 Salvage and Auto MVWF.

Other groups or agencies contacted or which may have overlapping jurisdiction:
Ravalli County Commissioners

Individuals or groups contributing to this EA:
Montana Department of Natural Resources and Conservation
Natural Resource Conservation Service
Montana Historical Society
State Historic Preservation Office
U.S. Geological Survey
Montana Bureau of Mines and Geology
U.S. Department of Agriculture - Natural Resource Conservation Service

EA prepared by: Dianna Robinson – Montana DEQ, Materials Management Program

Date: September 12, 2018