



**Waste Management and Remediation Division
Waste and Underground Tank Management Bureau**

Solid Waste Section

Materials Management Program

PO Box 200901

Helena MT 59620-0901

ENVIRONMENTAL ASSESSMENT

Autobody Solutions

June 20, 2019

PROJECT OR APPLICATION:

Autobody Solutions, a Montana firm, has proposed a second yard for their private motor vehicle wrecking facility (MVWF) in Custer 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 Recycling & Disposal Act are in compliance with current regulations. The Solid Waste Section is a part of 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. Shane Loomis (applicant), doing business as Autobody Solutions, submitted a license application to DEQ’s Materials Management Program (MMP) for the licensure of a MVWF in Custer County. The proposed location is 3611 Leighton Boulevard, Miles City, Montana. The legal description of the facility is Richland Acreage Tracts, S26, T08 N, R47 E, TRS 26-27. Currently, the property is owned by Mr. Kenneth Theuringer and is currently an auto body repair facility. Mr. Loomis has applied to license 8 acres of the property for use as a MVWF.

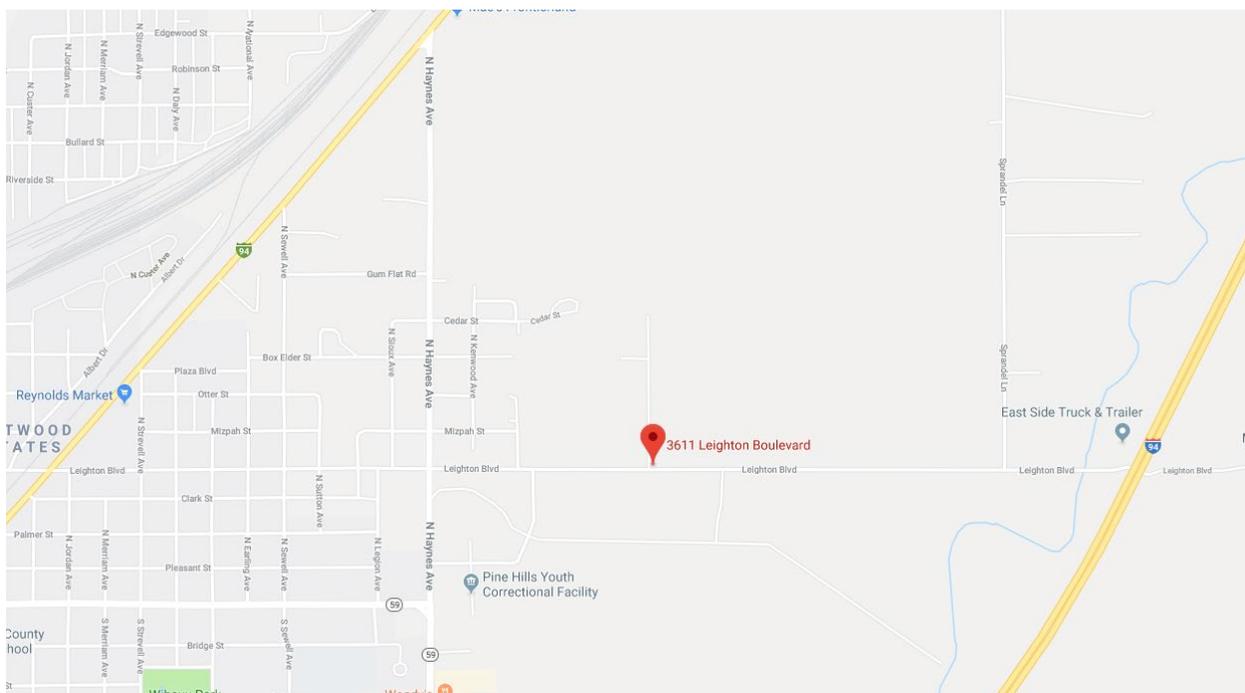


Figure 1: 3611 Leighton Boulevard, Miles City, Montana. Source: Google Maps



Figure 2: Proposed Site. Source: Montana Cadastral

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 can:

- (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 facility will provide a commercial source of automotive parts at a cost savings to the consumer; and
- (5) This facility 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:

- (1) The applicant can 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 Custer County. This facility will be located at 3611 Leighton Boulevard, Miles City, Montana. The legal description of the facility is Richland Acreage Tracts, S26, T08 N, R47 E, TRS 26-27, Custer County, Montana (**Figures 1 and 2**). Mr. Loomis has applied to license 8 acres of the property for use as a MVWF.

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.

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 1 and 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 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 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 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, commercial, and residential areas. The impacts caused by the creation of the wrecking facility should not be significant to the area's ecosystem since the applicant is already operating a MVWF on the property. There will be minor to no impact on the wildlife, birds, or fish in this area as it is already developed with industrial and commercial facilities.

2. Water Quality, Quantity, and Distribution

Several properties in this area have wells (**Table 3**). The static ground water level within one mile of the site varies from 8.51 to 100 feet below ground surface, with the closest wells measuring around 40 feet. 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 – Summary of nearby supply wells

GWIC Id	Township	Range	Section	Quarter Section	Type	Total Depth	Static Water Level	Yield (gpm)	Use
288761	08N	47E	26	SE¼ SE¼	WELL	140	40	20	DOMESTIC
268984	08N	47E	25	SW¼ SW¼	WELL	340	40	15	DOMESTIC
21644	08N	47E	25	SW¼ SW¼	WELL	330	50	20	DOMESTIC
222259	08N	47E	25	SW¼ SW¼	WELL	360	34	20	DOMESTIC
177529	08N	47E	25	NW¼ SW¼	WELL	340	40	20	DOMESTIC
222098	08N	47E	25	NW¼ SW¼	WELL	340	45	20	DOMESTIC
21643	08N	47E	25	SW¼	WELL	330	25	25	DOMESTIC

235543	08N	47E	36	NW¼ NW¼ NW¼	WELL	140	55	12	DOMESTIC
288504	08N	47E	36	NW¼ NW¼	WELL	138	44.6	20	DOMESTIC
21838	08N	47E	36	NW¼	WELL	150	100	15	DOMESTIC
21831	08N	47E	35	NW¼	WELL	350	NA	70	DOMESTIC
258558	08N	47E	35	NW¼ NW¼	WELL	20	8.51	NA	DOMESTIC
269323	08N	47E	35	NW¼ NW¼	WELL	20	9.81	NA	DOMESTIC
258557	08N	47E	35	NW¼ NW¼	WELL	20	9.26	NA	DOMESTIC
269325	08N	47E	35	NW¼ NW¼	WELL	20	9.69	NA	DOMESTIC
269326	08N	47E	35	NW¼ NW¼	WELL	20	8.72	NA	DOMESTIC
258556	08N	47E	35	NW¼ NW¼	WELL	25	10.11	NA	DOMESTIC
269327	08N	47E	35	NW¼ NW¼	WELL	20	9.27	NA	DOMESTIC
269328	08N	47E	35	NW¼ NW¼	WELL	20	9.69	NA	DOMESTIC
269329	08N	47E	35	NW¼ NW¼	WELL	20	9.48	NA	DOMESTIC
258542	08N	47E	35	NW¼ NW¼	WELL	17.5	8.66	NA	DOMESTIC
269330	08N	47E	35	NW¼ NW¼	WELL	20	9.3	NA	DOMESTIC
258546	08N	47E	35	NW¼ NW¼	WELL	17	9.05	NA	DOMESTIC
269333	08N	47E	35	NW¼ NW¼	WELL	20	9.5	NA	DOMESTIC
269332	08N	47E	35	NW¼ NW¼	WELL	20	9.48	NA	DOMESTIC
269331	08N	47E	35	NW¼ NW¼	WELL	20	9.72	NA	DOMESTIC
264837	08N	47E	35	SW¼ NW¼ NW¼	WELL	39	14	50	DOMESTIC
208633	08N	47E	26	SE¼ SW¼	WELL	140	41	20	DOMESTIC
21663	08N	47E	26	SW¼ SW¼	WELL	340	50	20	DOMESTIC

21662	08N	47E	26	SW¼	WELL	100	10	5	DOMESTIC
261561	08N	47E	26	SW¼ NW¼ SW¼	WELL	130	48	15	DOMESTIC
274699	08N	47E	26	NW¼ SW¼	WELL	100	8	NA	DOMESTIC

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

3. Geology and Soil Quality, Stability, and Moisture

The soils at the site are classified by the U.S. Natural Resource Conservation Service Yamacall loam and Marvan silty clay. These soils are well drained, between 0 and 2 percent slope, and the water table begins at a depth of >80 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 – Summary of Soil Properties.

Attribute	Soil 1	Soil 2
Soil Type	Yamacall loam	Marvan silty clay
Map Key	79A	62A
Elevation found	1,900 to 4,000'	2,600 to 3,100'
Slope	0 to 2%	0 to 2%
Depth to Water Table	>80"	>80"
Mean Annual Precipitation	12 to 15"	10 to 14"
Drainage	Well Drained	Well Drained
Permeability (Ksat)	Moderately high to high (0.57 to 1.98 in/hr)	Very low to moderately low (0.00 to 0.06 in/hr)
Frost-free Period	105 to 135 days	105 to 135 days
Frequency of Flooding	None	None

Frequency of Ponding	None	None
Typical Profile	A - 0 to 5": loam Bw - 5 to 12": loam Bk - 12 to 60": loam	A: 0 to 3": silty clay Bkss: 3 to 11": silty clay Bknssyz: 11 to 30": silty clay Bknyz: 30 to 60": silty clay

Source: USDA NRCS Web Soil Survey



Figure 3: Proposed Site Soil Map. Source: USDA NRCS Web Soil Survey

4. Vegetation Cover, Quantity, and Quality

The proposed facility is in Custer County and is surrounded by residential, industrial, commercial, and agricultural areas. The impacts caused by the establishment of the wrecking facility should not be significant to the area's ecosystem since there are currently several 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, since the facility is already being used to store automobiles.

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 Township 08N Range 47E:

Species	Common name	Habitat	Concerns
Plants			
<i>Cyperus schweinitzii</i>	Schweinitz Flatsedge	Sandy Sites	Rare in Montana, where it is currently known from a few widely scattered sandy sites.
Mammals			
<i>Lasiurus cinereus</i>	Hoary Bat	Riparian and forest	Wind turbines; barbed wire collisions
<i>Myotis lucifugus</i>	Little Brown Myotis	Generalist	White-Nose Syndrome
<i>Myotis thysanodes</i>	Fringed Myotis	Riparian and dry mixed conifer forest	White-Nose Syndrome
<i>Vulpes velox</i>	Swift Fox	Grasslands	Recovering from near-extinction
Birds			
<i>Ardea herodias</i>	Great Blue Heron	Riparian forest	Small breeding population size, evidence of recent declines, and declining regeneration of riparian cottonwood forests due to altered hydrology and grazing.

<i>Centrocercus urophasianus</i>	Greater Sage-Grouse	Sagebrush	U.S. Fish and Wildlife Service determined that the Greater Sage-Grouse did not warrant listing protections under the Endangered Species Act at the time because the primary threats to populations had been ameliorated by conservation efforts implemented by Federal, State, and private land owners.
<i>Coccyzus americanus</i>	Yellow-billed Cuckoo	Prairie riparian forest	Loss and degradation of habitat for the species from altered watercourse hydrology and natural stream processes, livestock overgrazing, encroachment from agriculture, and conversion of native habitat.
<i>Coccyzus erythrophthalmus</i>	Black-billed Cuckoo	Riparian forest	Population fluctuations are related to outbreaks of tent caterpillars and cicadas, which are favored foods. Cuckoos are probably vulnerable to pesticides used to control insect infestations and to the negative effects of overgrazing and fragmentation of riparian habitats
<i>Dolichonyx oryzivorus</i>	Bobolink	Moist grasslands	Bobolinks have declined in abundance, largely because of changes in land use, particularly loss of meadows and hay fields.
<i>Sternula antillarum</i>	Least Tern	Large prairie rivers	Loss of existing nesting sites from inundation by high water at unusual times of the breeding season.
Reptiles			
<i>Apalone spinifera</i>	Spiny Softshell	Prairie rivers and larger streams	Construction of dams and large reservoirs on rivers (e.g. Fort Peck Dam and Reservoir) is detrimental to population continuity, effectively creating smaller isolated populations.
<i>Chelydra serpentina</i>	Snapping Turtle	Prairie rivers and streams	Little is known about native populations of this species in Montana, which makes assessment of threats and trends difficult. This species has a high age of maturity and low recruitment, making populations vulnerable to extirpation.
<i>Phrynosoma hernandesi</i>	Greater Short-horned Lizard	Sandy / gravelly soils	Threats to this species in Montana are speculative, due to lack of study and poor survey coverage.
Fish			
<i>Cycleptus elongatus</i>	Blue Sucker	Large prairie rivers	Potentially at risk of extirpation in the state, because of limited and/or declining numbers, range and/or habitat, even though it may be abundant in some areas.

<i>Macrhybopsis gelida</i>	Sturgeon Chub	Large prairie rivers	Potentially at risk of extirpation in the state, because of limited and/or declining numbers, range and/or habitat, even though it may be abundant in some areas.
<i>Macrhybopsis meeki</i>	Sicklefin Chub	Large prairie rivers	Extremely limited and/or rapidly declining population numbers, range and/or habitat, making it highly vulnerable to extirpation in the state. It only occupies specific sections of the large mainstem Missouri and Yellowstone Rivers unaffected by reservoirs.
<i>Polyodon spathula</i>	Paddlefish	Large prairie rivers	Very limited and/or potentially declining population numbers, range and/or habitat, making it vulnerable to global extinction or extirpation in the state.
<i>Sander canadensis</i>	Sauger	Large prairie rivers	Angler harvest, channelization, water flow fluctuations, migration barriers, loss of spawning and rearing habitat, and environmental degradation have resulted in declines in distribution and abundance of sauger populations rangewide. Competition and hybridization from the introduced walleye is another threat to native sauger populations.
<i>Scaphirhynchus albus</i>	Pallid Sturgeon	Large prairie rivers	The pallid sturgeon is one of the rarest fishes in North America and was federally listed as endangered in 1990. The Pallid Sturgeon has been declining during at least the past 50 years with only about 200 adults remaining in the upper Missouri River and limited natural reproduction.

Source: Montana Natural Heritage Program SOC Report

The proposed site is on previously developed light industrial land, surrounded by grassland and forest habitat. The area is covered with native and nonnative grasses and other plants. Of the species of concern listed in the area, only the swift fox might be found in this habitat. However, as the site is already developed, licensing of this facility will not alter current habitat. In addition, it is not within 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. While there are known historical structures in S26, T8N R47E, none are on the proposed project area. Additionally, this proposed MVWF will not be altering any existing structures.

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.

1. 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.

2. 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 on the local and state tax base and tax revenue.

3. Demands for Government Services

The potential impacts of the proposed expanded facility's licensure are 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 Custer County Junk Vehicle Program, and DEQ's MMP 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.

4. Industrial, Commercial, & Agricultural Activities & Production

The proposed MVWF site is not within a zoned area. There are several other industrial and commercial enterprises in the vicinity, as well as Montana Correctional facilities. There should not be a change in the activities and production of the local area.

5. 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 Mike Rinaldi, Sanitarian with Custer County Environmental Health.

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 following 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 Autobody Solutions 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, the facility will handle all automotive fluids as required by law, will shield the facility as required by law, and will meet all Custer County zoning ordinances. Therefore, an EA is the appropriate document to address the potential minor impacts of the proposed licensure of the Autobody Solutions MVWF.

Other groups or agencies contacted, or which may have overlapping jurisdiction:

Custer 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, Solid Waste Section

Date: June 20, 2019