

COURTLAND TARGET ASSEMBLY FACILITY ENVIRONMENTAL ASSESSMENT

AGENCY: Missile Defense Agency

ACTION: Finding of No Significant Impact

BACKGROUND: The Missile Defense Agency (MDA) prepared an Environmental Assessment (EA) to evaluate the potential environmental consequences of constructing and operating additional buildings, roads, rail line, and utilities at the Lockheed Martin Space Systems Company (LMSSC) Courtland, Alabama Facility. The Courtland Facility was originally designed to assemble and test interceptor missiles for MDA's Ballistic Missile Defense System (BMDS). The proposed action would support the assembly of target missiles and payloads to meet the increasing rate of BMDS testing requirements.

The EA was prepared in accordance with National Environmental Policy Act (NEPA); the Council on Environmental Quality regulations that implement NEPA (Code of Federal Regulations [CFR], Title 40, Parts 1500 – 1508); Department of Defense Instruction 4715.9, Environmental Planning and Analysis; and the applicable service regulations that implement these laws and regulations.

After reviewing and analyzing currently available data and information on existing conditions, project impacts, and measures to mitigate those impacts, the MDA has determined that the proposed action is not a Federal action that would significantly affect the quality of the human environment within the meaning of NEPA, as amended. Therefore, the preparation of an Environmental Impact Statement (EIS) is not required and the MDA is issuing a Finding of No Significant Impact. The MDA made this determination in accordance with all applicable environmental laws.

DESCRIPTION OF THE PROPOSED ACTION

The purpose of the proposed action is to construct additional facilities at the Courtland Facility in which target missiles could be assembled, integrated, checked out, and ultimately shipped to a test site for use. The proposed action is needed to provide additional capabilities to meet the increased demand for reliable target missiles to test the MDA BMDS. Streamlining and consolidating target production is necessary to support the timely fielding of a viable missile defense capability to meet warfighter, national security, and homeland defense needs and would help MDA improve quality control and reduce costs.

The proposed action consists of construction and operation of an expanded Courtland Facility. Construction activities would include construction of six new buildings and access roads, a rail spur, and utilities extensions. No modifications are proposed to

existing buildings/facilities, and all proposed construction would occur on land owned by or granted in easements to Lockheed Martin.

Building construction activities would include site preparation (clearing and grading), foundation excavation and backfill, utility connection, building assembly, and landscaping. The proposed rail spur would extend 1.9 kilometers (1.2 miles) from the main rail line in the Town of Courtland and terminate at the Courtland Facility. A 37-meter (120-foot) long trestle also would be constructed to allow the rail spur to cross over a 4-meter (12-foot) deep ditch.

Operation activities would include preparation, transport, assembly, integration, testing, and temporary storage of the target missiles. Target components and boosters would be transported via truck and/or rail to the expanded Courtland Facility from locations that could include, but would not be limited to Alliant Techsystems, Ogden, Utah; Orbital Sciences Corporation, Chandler, Arizona; Stennis Space Center, Mississippi; Strategic Weapons Facility Pacific, Bangor, Washington; Hill Air Force Base, Utah; Promontory Point, Utah; Camp Navajo, Arizona; and the Lockheed Martin Target Missile Systems, Huntsville, Alabama.

Final target assembly, integration, and testing activities would occur at the expanded Courtland Facility. These activities include attaching the target missile front section, interstages, and boosters; loading of simulants or explosives; spinning of the target front section to confirm proper weight distribution; and testing electronics and components. No ordnance testing, i.e., static firing or launching would occur under the proposed action. After final check out, the target would be either transported to temporary storage in one of the service magazines or transported by truck off-site to a launch site.

Decommissioning the expanded Courtland Facility would address disposal of infrastructure, equipment, and any unused target boosters and components stored on-site. It could involve continued or adaptive use by the Department of Defense or other government agencies, sale back to LMSSC, or removal and disposal. However, at this time MDA does not know how or when decommissioning would occur and this will be analyzed as appropriate when and if a decision were made to decommission the expanded facility.

ALTERNATIVES TO THE PROPOSED ACTION

Two alternatives to the proposed action were considered in the EA, alternative 1 and the no action alternative.

Alternative 1 would consist of the construction of six new buildings, access roads, and utilities expansion to facilitate target assembly, integration, and testing. However, a rail spur would not be constructed to extend from the Norfolk Southern main rail line onto

the Courtland Facility property. Rocket boosters and components and assembled targets would be transported to the Courtland Facility only by truck.

The no action alternative consists of not constructing the six new buildings, access roads, rail spur, and utilities. Under the no action alternative the MDA would continue to receive and assemble targets and payloads for test events at existing facilities as has been done in the past. Without a single target integration capability, the MDA would not have the benefits of streamlining production of targets needed for BMDS testing. It would lose the cost benefits associated with consolidating equipment and personnel at one facility and time would be lost with longer production processes.

ENVIRONMENTAL EFFECTS:

Analysis Methodology

Twelve resource areas were considered to provide a context for understanding and assessing the potential environmental effects of the proposed action, with attention focused on key issues. The resource areas considered included air quality, biological resources, cultural resources, geology and soils, hazardous materials and hazardous waste, health and safety, land use, noise, socioeconomics and environmental justice, transportation, visual resources, and water resources. For each resource area discussed in this EA, the Region of Influence (ROI) was determined. The ROI describes the environmental attributes located within a defined spatial region that could be affected by the proposed action or its alternatives. The environmental consequences associated with the proposed action, alternative 1, and the no action alternative were analyzed for the appropriate ROI for each resource area.

Environmental Effects

Exhibit 1, Summary of Environmental Impact from the Proposed Action and Alternatives, presents a summary of the impacts on each resource area.

Exhibit 1. Summary of Environmental Impacts

Resource Area	Proposed Action	Alternative 1	No Action Alternative
Air Resources	The emissions of carbon monoxide, nitrogen oxides (NO _x), particulate matter, volatile organic compounds, and sulfur oxides associated with the proposed action would not result in a significant impact on ambient air quality. The only emissions of concern would be NO _x emissions during construction activities; however, modeling of the maximum downwind annual average concentration does not indicate an adverse air quality impact near the site.	Because alternative 1 is a subset of the activities considered under the proposed action, the potential impacts to air quality would be reduced under alternative 1.	No construction or operations related to the proposed action would occur; thus, there would be no new impacts to air quality.
Biological Resources	There would be no significant impacts to biological resources from increased noise, air emissions, and traffic levels during construction and operation activities at the Courtland Facility. The 4.5 hectares (11 acres) of habitat that would be lost due to construction support a limited number of wildlife and plant species and would not be expected to support any threatened or endangered species. Therefore, significant impacts to wildlife, plants, and threatened or endangered species are not expected. The nearest highly productive, rare, or protected habitats/communities are 16 kilometers (10 miles) outside the region of influence, and so no impacts are expected to these areas from the proposed construction activities.	Impacts to biological resources would be slightly less than those from the proposed action because 2.9 fewer hectares (7.1 fewer acres) would be exposed to ground disturbing activities and less habitat would be lost under alternative 1.	No construction or operations related to the proposed action would occur; therefore, no new impacts to biological resources would occur.
Cultural Resources	No sites that are eligible for listing or are listed on the National Register of Historic Places would be adversely affected by the proposed action. There are no known cultural resources on the property that would be disturbed during construction. If any cultural resources are encountered during construction, appropriate guidance would be followed and no significant impacts would be expected.	Potential impacts to buried, unknown cultural or historic resources would be reduced because 2.9 fewer hectares (7.1 fewer acres) would be exposed to ground disturbing activities under alternative 1.	No construction or operations related to the proposed action would occur; therefore, cultural resources would not be impacted.

Resource Area	Proposed Action	Alternative 1	No Action Alternative
Geology and Soils	Short-term impacts (i.e., increased erosion and siltation) and long-term soil impacts (compaction and mixing of soil horizons) associated with construction activities would not be significant. There are no geologic features present at the site that would be impacted by construction under the proposed action. Disturbed areas would be controlled to the extent practicable to minimize erosion and sediment runoff through the use of best management practices. Potential soil contamination from spills or leaks associated with construction or operation activities would be temporary, localized, and would be handled according to standard spill response protocol. Therefore, any impacts would be contained and would not be significant.	Impacts to geology and soils would be slightly less than those from the proposed action because 2.9 fewer hectares (7.1 fewer acres) would be exposed to ground disturbing activities that could result in erosion and siltation.	No construction or operations related to the proposed action would occur; therefore, geology and soils would not be impacted.
Hazardous Materials and Waste	The Courtland Facility has standard operating procedures in place to minimize the hazard associated with storing, handling, and transporting target missile components and other hazardous materials. Standard hazardous waste management procedures would serve to minimize on-site releases and ensure off-site treatment and disposal in accordance with Resource Conservation and Recovery Act regulations and other applicable regulations. The amount of hazardous waste generated during construction or operation activities would not exceed Lockheed Martin's allowable limits to maintain the designation of a small quantity generator. Therefore, impacts associated with hazardous materials and hazardous waste management would not be significant.	Fewer hazardous materials would be used and generated with the construction limited to buildings, roads, and utilities extensions. However, the use and generation of hazardous materials and waste from operations would be the same as those described for the proposed action, with the same potential for impacts.	No construction or operations related to the proposed action would occur; therefore, no additional impacts associated with hazardous materials and waste would be expected.
Health and Safety	General safety procedures would be followed to protect construction workers, employees, and the public during construction activities, and no significant impacts would be expected. The Courtland Facility implements specific handling requirements for operations involving propellants that would reduce the likelihood of any accidents resulting in the ignition of boosters at the Courtland Facility. In the unlikely event of an accident or explosion, workers or farmers in the area could potentially be killed or injured by blast debris. However, such a scenario is extremely unlikely. Health and safety impacts associated with operations at the Courtland Facility only include moving the booster for assembly and not handling the solid rocket propellant directly. No exposure impacts are expected during the proposed operations.	Potential impacts from construction-related accidents would be slightly less than those from the proposed action due to the reduction in the construction area and total timeframe for construction under alternative 1. Potential health and safety impacts from operation activities would be the same.	No construction or operations related to the proposed action would occur; therefore, no new health and safety impacts would occur.

Resource Area	Proposed Action	Alternative 1	No Action Alternative
Land Use	Construction activities would change the land use of approximately 58 hectares (143 acres) of the Courtland Facility from agriculture to use as the buffer zone to meet the ESQD requirements. No residential property would be affected; therefore, no significant land use impacts would be expected. The ESQD extension would also impact land use on approximately 12 hectares (30 acres) of the Lawrence County Airport property. However, no change in land use would occur in this area other than that it could not be leased for permanent activities such as construction of a building. Current leasing for agriculture uses would continue and no significant impacts would be expected.	Under alternative 1, the rail spur would not be constructed and Lawrence County would maintain responsibility for the property the rail spur would have occupied. Potential land use impacts from construction and operation activities would be limited to those on the Industrial Airpark as described under the proposed action.	No construction or operations related to the proposed action would occur; therefore, land use would not be impacted.
Noise	Construction activities would result in intermittent, short-term noise effects. Most residential homes are unlikely to be exposed to noise levels greater than 65 dBA from building or rail spur construction, which is within Department of Defense Noise-Land Use Compatibility Guidelines. No significant impacts from train noise would be expected from a moderate increase in the number of trains passing through the region as a result of the proposed action.	Under alternative 1, no rail spur would be constructed and train activity would not take place on the rail spur. Thus, noise impacts would be limited to those associated with construction and operations on the Courtland Facility property, resulting in fewer overall noise impacts.	No construction or operations related to the proposed action would occur; therefore, no new noise impacts would occur.
Socioeconomics and Environmental Justice	Additional construction staff (approximately 75 employees) and operation staff (approximately 50 employees) would not significantly impact socioeconomic conditions because of the availability of adequate sanitary waste disposal facilities, housing, and utilities capacity. The influx of new employees would likely have a positive impact on the local economy. Community services such as medical facilities and all utilities in the area have sufficient capacity to accommodate the proposed population increase. Construction activities would be limited to actions on the Courtland Facility or on U.S. government-owned property and would not impact these populations or areas that might contain proportionally more children, like schools. Therefore, no adverse or disproportionate impacts to the health and safety of children as compared to adults, or minority or low-income populations would be expected.	Under alternative 1, construction and operation activities would occur in the same location as described for the proposed action. Thus, the impacts to socioeconomic and environmental justice populations and children's health would be the same as those described for the proposed action.	No construction or operations related to the proposed action would occur; therefore, no new socioeconomic conditions and environmental justice concerns would be produced.

Resource Area	Proposed Action	Alternative 1	No Action Alternative
Transportation	<p>The addition of 196 construction worker vehicle trips per day during the construction phase and 100 worker vehicle trips per day during the operations phase would not significantly impact traffic levels on highways 565 and 20. These extra vehicles are not expected to change the observed level of service designation of A on these roads.</p> <p>Construction of the rail spur would be coordinated with Norfolk Southern so as not to interfere with rail traffic and cause impacts to rail traffic. The addition of three rail cars to a maximum of six or seven trains per month during operations at the Courtland Facility would not significantly impact rail service on the Norfolk Southern main rail line.</p> <p>Over the course of a five-year period, transportation activities under the proposed action could result in a total of two accidents, which would not be considered to be a significant impact on transportation.</p> <p>Transportation of boosters and assembled targets would comply with all Department of Transportation, state, and local regulations and would not significantly increase daily transport of hazardous materials in the U.S.</p>	<p>There would be no rail traffic and accident rate impacts under alternative 1. Potential impacts to traffic levels, accident rates, and hazardous material transport would be restricted to road transport of target boosters and components. Impacts from worker vehicle trips would remain the same as those described for the proposed action.</p>	<p>No construction or operations related to the proposed action would occur; therefore, no new transportation impacts would occur.</p>
Visual Resources	<p>The existing visual landscape would change under the proposed action; however, because the new buildings and access roads would be built adjacent to similar existing infrastructure in a location that is an active industrial site, no significant adverse visual impacts would occur. No construction or operation activities would be visible from Route 20.</p> <p>The construction of the rail spur would change the current visual landscape for the four residences located near the proposed extension. No other visual impacts would be expected as the rail spur would only be visible from the road and would be an extension of the existing main line railroad.</p>	<p>Under alternative 1, the rail spur would not be constructed, resulting in less alteration of the current visual landscape. Thus, the impacts to visual resources would be slightly less than those described for the proposed action.</p>	<p>No construction or operations related to the proposed action would occur; therefore, visual resources would not be impacted.</p>

Resource Area	Proposed Action	Alternative 1	No Action Alternative
Water Resources	<p>Best management practices and mitigation measures would be utilized to prevent storm water contamination, pollutant discharge, and sediment runoff to Big Nance Creek during construction and operation activities. Trained and qualified spill response and clean-up professionals would respond to incidental or accidental releases of petroleum-based products or hazardous materials in accordance with the Courtland Facility’s Spill Prevention Control and Countermeasures Plan and best management practices. Wetlands are not present at the site and would not be adversely impacted by the proposed action. Groundwater would not be directly encountered during construction excavation activities and incidental spills or leaks from construction equipment would not be expected to reach groundwater level. Increased operation activities at the Courtland Facility would not be expected to increase water usage to levels where it would deplete and adversely impact the ground water supply. Therefore, no significant impacts to surface or ground water are expected.</p>	<p>Impacts to water resources would be slightly less than those from the proposed action because 2.9 fewer hectares (7.1 fewer acres) would be disturbed, resulting in less erosion and siltation that could impact water quality.</p>	<p>No construction or operations related to the proposed action would occur; therefore, water resources would not be impacted.</p>

Cumulative Impacts

For this analysis, cumulative impacts include impacts from the proposed action and the past, present, and reasonably foreseeable future activities at the Courtland Facility that would affect the resources impacted by the proposed action. The past, present, and reasonably foreseeable future activities reviewed by MDA include the Booster Vehicle Plus (BV+) program currently conducted at Courtland.

The MDA determined that no cumulative impacts would be associated with biological resources, cultural or historic resources, geology and soils, land use, noise, socioeconomic or environmental justice, visual resources, or water resources. This determination was based on the analysis above that suggests that most of the impacts would be related to temporary construction activities; operational impacts would primarily be limited to on-site activities. For all other resource areas, MDA reviewed the activities considered in this EA and concluded that there would be no significant cumulative impacts.

PUBLIC COMMENT: The MDA published a Notice of Availability for public review and comment in local Courtland newspapers on October 11, 2006, initiating a 15-day review period that ended on October 26, 2006. The MDA made copies of the EA and Draft FONSI available in the Courtland Public library and they were also made available on the MDA web site at <http://www.mda.mil/mdalink/html/mdalink.html>. The MDA also established an e-mail address and U.S. postal service mailbox to receive comments.

POINT OF CONTACT: The point of contact for questions, issues, and information relevant to the EA for the Courtland Target Assembly Facility is Mr. Crate Spears, MDA/DTR, 7100 Defense Pentagon, Washington, DC 20301-7100. Mr. Spears can be reached by calling (703) 697-4123, by facsimile at (703) 695-5760, or by e-mail at Crate.Spears@mda.mil.

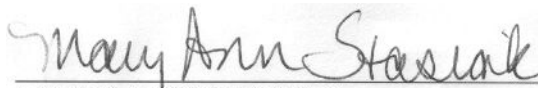
CONCLUSION: An analysis of the proposed action has concluded that there are no significant short-term or long-term effects to the environment or surrounding populations. After careful and thorough consideration of the facts herein, the undersigned finds that the proposed Federal action is consistent with existing national environmental policies and objectives set forth in Section 101(a) of NEPA and that it will not significantly affect the quality of the human environment or otherwise include any condition requiring consultation pursuant to Section 102 (2) (c) of NEPA. Therefore, an EIS for the proposed action is not required.

**COURTLAND TARGET ASSEMBLY FACILITY
ENVIRONMENTAL ASSESSMENT**

AGENCY: Missile Defense Agency


ACTION: Finding of No Significant Impact

PROPONENT:

 DATE: 10/31/06

MARY ANN STASIAK
Director, Targets and Countermeasures

APPROVED:

 DATE: 11/2/06

CHRIS T. ANZALONE
Major General, USAF
Deputy for Test, Integration,
and Fielding