Amendment 2 (#OR134-01-EA-5) to Environmental Assessment
For Onsite Diesel Fuel Storage Tank
Avery Sand and Gravel Pit - Vancouver Indian Allotment V-179

Introduction

This document is Amendment 2 to an environmental assessment prepared by Halstead Geonumerics, dated December 12, 2000, for expansion of Avery Sand and Gravel Pit in Klickitat County, Washington. A public review of the subject environmental assessment (EA) was provided from January 11 to 26, 2001 by notice placed in The Dalles Chronicle Newspaper on January 11, 2001. The EA was also posted on the Spokane BLM District's Internet site for public review. The first amendment (OR134-01-EA-02) was prepared to address public comments.

A BLM Decision (dated May 9, 2001) approved Pacific Northwest Aggregate's (PNA) mine/reclamation plan (dated April 30, 2001) for operations related to mining of sand and gravel from a site on Indian allotted land known as the Avery Pit (Allotments Vancouver 179 and 179A). In the plan that BLM approved, PNA outlined that diesel fuel was to be provided by an off-site vendor to fuel individual vehicles and equipment. Now that operations have been ongoing under the approved plan, PNA is requesting onsite storage of diesel fuel rather than the present delivery on an as-needed basis. The PNA has found that it is neither efficient nor cost-effective to have diesel fuel brought in on almost a daily basis to keep operations going; therefore, they have requested a mine plan modification to include an on-site12,000-gallon diesel fuel storage tank. This amendment to the EA addresses the proposed change in fuel storage at the site.

Proposed Amendment

On July 13, 2001, BLM was verbally informed that Pacific Northwest Aggregates intended to request approval of an amendment to their mine/reclamation plan in order to add an on-site 12,000-gallon diesel storage tank to their operations at the Avery Sand and Gravel Pit. The project site is located in Klickitat County, Washington, two miles west of the town of Wishram. The legal description of the facility is Township 2 North, Range 14 East, Section 14, SE1/4 of the NE1/4. The proposed location for the storage tank is approximately 325 feet from the Columbia River.

An Oil Spill Prevention Control and Counter-measure Plan (SPCCP) has been prepared in accordance with Environmental Protection Agency regulations found at 40 CFR Part 112. The SPCCP is intended to establish operating procedures, methods, and equipment requirements at the Avery Pit to prevent the harmful discharge (as defined under 40 CFR 110.3) of oil into navigable waters near the project site. The SPCCP also provides measures to ensure that causes of any accidental spills are immediately identified and corrected, and that countermeasures are in place to contain, cleanup, and mitigate the effects of any spill.

The requirements described in 40 CFR Part 112 apply to facilities that contain above-ground storage tanks with a total storage capacity of 1,320 gallons or more of oil.

The proposed fuel storage and dispensing facility area at the Avery Pit will be located in the southwestern portion of Allotment V-179 (see Figure 1). The fuel tank is a double-walled Ace Tank SkidLite II 12,000 gallon diesel storage tank with built-in secondary containment to hold 110% of the tank contents. Tank fail-safe features include automatic overfill shut-off, automatic nozzle shut-off upon breakaway, emergency venting, and a built-in fire extinguisher and spill response kit. The recessed fuel storage containment cell is 42 feet long by 12 feet wide by 20 inches deep (noted as fuel storage area on Figure 1). This cell insures containment in the event of overflow during fuel transfer, and is designed to contain the maximum volume of a diesel delivery truck compartment (2,841 gallons). The containment cell consists of concrete blocks (12 feet long x 2 feet high x 20inches high) with the entire cell will be lined with a 45 mil diesel resistant liner. The tank will sit on concrete footings in the lined cell. The fueling area, knows as the "vehicle fueling stand" (see Figure 2), is a gravel pad adjacent to the containment cell lined with the 45 mil diesel resistant liner, sloping at two percent towards the containment cell. The fueling stand is 42 feet long by 20 feet wide. This ensures that leakage or overflow during vehicle fueling will drain into the containment cell.

Description of the Fuel Storage Tank Proposed for On-site Placement

The diesel fuel storage tank (Figure 2) proposed is manufactured and certified to confirm to the 1997 Uniform Fire Code as required by Klickitat County. The fuel tank is a double-walled Ace Tank SkidLite II 12,000 gallon diesel storage tank with built-in secondary containment to hold 110% of the tank contents. Tank fail-safe features include automatic overfill shut-off, automatic nozzle shut-off upon breakaway, emergency venting, and a built-in fire extinguisher and spill response kit.

The proposed diesel fuel tank is equipped with a two-stage mechanical overfill prevention valve, a 3-inch one-way check valve and wafer closure valve, a flame-arresting atmospheric vent, emergency vents for primary and secondary tanks, a clock-style liquid level gauge, manual gauge opening cap, gauge stick, interstitial visual leak gauge, and an under-dispenser emergency valve.

All safety vents on the tank will be equipped with vapor filters to minimize any impact on air quality.

The fuel storage tank will be certified by a civil engineer prior to it being implemented (installed, filled with fuel, and put into use).

The diesel fuel storage tank will be removed prior to closing of operations.

Operation Measures

In the event of a spill, or if the integrity of the tank storage equipment or the containment cell is compromised, the problem will be reported immediately to the mine foreman. Emergency response names and numbers (including among others the mine foreman and environmental manager) will be posted in pertinent and conspicuous locations. The mine foreman is responsible for contacting the environmental manager who will assure that the proper steps are taken for cleanup and that faulty equipment is immediately fixed. The environmental manager will assure that the Yakama Nation, landowners, and appropriate Federal and State agencies are

notified if a spill occurs. Also, warning signs are posted at the storage tank and fueling site with a list of actions to take in the event of a spill.

All anticipated diesel fuel deliveries to the site are contracted with companies licensed and certified to transport petroleum products. All drivers are required to comply with tank truck loading/unloading and safety procedures described in the U.S. Department of Transportation regulations in 49 CFR 177.834 and 177.837.

For security and safety purposes, a chain link fence with locking gates will be installed around the operations area as shown on Figure 1. Employees attend the area for 8 hours per day, 6 days a week. During non-operational days, the site is locked to the public to eliminate any unauthorized access. The storage tanks are equipped with a security fuel card system that controls the starter to the pumps. Only authorized personnel have access to the fuel card.

All standard precautionary and project design features identified in EA#OR134-01-EA-005 would apply to this amended action.

Potential Impacts Associated With Amended Action

Resources with potential to be impacted, or that were given focus in the environmental analysis of the amended action, by having a fuel tank onsite are discussed individually below.

Air Quality: Equipping the tank's safety vents with vapor filters would minimize impact on air quality. Also, having an on-site storage facility would reduce vehicular dust by eliminating the need for daily fuel delivery vehicles using the roads, from about 24 days to 1 day per month.

Access and Traffic: The amended action would result in one trip to the site by a diesel fuel delivery tank truck about once a month to fill the on-site diesel fuel storage tank. Currently, numerous trips are made (almost on a daily basis) to fuel vehicles/equipment onsite. The impact would be reduced numbers of fuel trucks on the roads to and from, as well as within, the operations area.

Cultural and Archaeological Resources**:** Because the proposed location of the diesel fuel storage tank has been previously disturbed by mining, it is very unlikely that the area contains cultural and/or archaeological resources since the tank is located on fine sediments of the recently decommissioned settling pond.

Threatened and Endangered Species**:** No threatened or endangered (T&E) animal or plant species were inventoried, or are known to occur, on Allotments V-179 at Avery, Washington. The proposed location of the diesel storage tank has been previously disturbed by mining, and therefore does not provide habitat for any T&E species.

Surface and groundwater quality**:** No surface waters occur on Allotment V-179 at the Avery mine site. Potential pollutants associated with the planned surface mining operations include fuels, lubricants, and coolants. Conducting operations in full conformance with the EPA required Oil Spill Prevention and Countermeasures Plan, which outlines containment and

handling of these materials, would minimize the potential for spilling any of these pollutants. The potential for spills of fuels, lubricants, and/or coolants is expected to be very minimal, considering procedures outlined in the plan; therefore, no effects are expected on surface or groundwater quality from petroleum or coolant products.

Groundwater quantity**:** No groundwater will be used at the fuel storage facility.

Surface Disturbance (Topography) and Aesthetics**:** The proposed location for the diesel fuel storage tank is in a disturbed area of the mining pit, and the tank would be located behind a berm, to screen it from view, so no effects to either the topography or aesthetics are expected.

Wildlife**:** The fuel tank's proposed location is in a portion of the mine pit that has been mined and is bare of any vegetation, and therefore provides no important habitat for wildlife.

Environmental Justice: Per Executive Order #12898, the relative impacts to minority populations was considered. No disproportionately high nor adverse human health or environmental effects on minority or low-income populations are expected to result from having an onsite fuel storage tank. Having an onsite tank would potentially have indirect effects for the allottees in the terms of increased efficiency and operational savings.

Other Critical Resource Values:
Other resource values or elements considered in analyzing the alternatives included:

- Paleontological resources
- Wetlands/riparian zones
- Wild and scenic rivers
- Prime/unique farmlands
- Special area designations
- Wilderness
- Hazardous/solid materials
- Invasive non-native vegetative species

The above resources either do not exist, or would not be affected, by having an onsite fuel tank.

Cumulative Effects
Cumulatively, there would be fewer fuel deliveries to the site. The cumulative effects of allowing an onsite diesel fuel storage tank are not expected to differ significantly from those analyzed previously. Having the dual secondary containment (tank and PVC-lined recessed area) would reduce the likelihood of tank leakage or spillage and adequately confine petroleum products within the lined facility.

Coordination of Other Agencies, Groups, or Individuals

Federal Agencies:
Bureau of Land Management (BLM)
Brent Cunderla, Wenatchee Field Office Geologist
Eric Hoffman, Oregon State Office, Branch of Physical Sciences
Kelly Courtright, Spokane District Office Mining Engineer
Kathy Helm, Spokane District Office, Environmental Coordinator

Bureau of Indian Affairs (BIA), Yakama Agency
Steve Wangemann, Acting Environmental Coordinator
Terry Berkompas, Natural Resources Officer

Environmental Protection Agency (EPA)
Tom Shinault, Seattle Regional Office

Tribal Government:
Yakama Nation
Carroll Palmer, Deputy Director for Natural Resources
Harry Smiskin, Assistant Administrator for Natural Resources
Tom Ring, Water Resources
Johnson Meninick, Cultural Program
Karen Lucie, Environmental Review Coordinator

This EA amendment will be made available for public review and comment, after initial review by agencies, through a legal publication in The Dalles Chronicle, as well as on the Spokane BLM Internet website <www.or.blm.gov/spokane>. Copies of the EA amendment will also be mailed for review and comment to allottees and others who request a copy.