



Hill Air Force Base, Utah

Final

**Supplemental Environmental Assessment:
Enhanced Use Lease Area, Hill Air Force Base,
Utah**

Unique ID# EAXX-007-25-UAF-1749804291

May 11, 2026

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**Department of the Air Force
Air Force Materiel Command
Hill Air Force Base, Utah 84056**

May 11, 2026

Prepared in accordance with the National Environmental Policy Act (NEPA) (42 United States Code (U.S.C.) §§4321-4370m-11) as amended by the Fiscal Responsibility Act (FRA) of 2023 (Public Law 118-5); the *Department of Defense National Environmental Policy Act Implementing Procedures* (DoD NEPA Procedures, 30 June 2025); and the Department of the Air Force (DAF) Environmental Impact Analysis Process (EIAP) as implemented by the *Department of the Air Force National Environmental Policy Act Implementing Procedures* (DAF NEPA Procedures, 2 March 2026); and Executive Order (EO) 14154.

EXECUTIVE SUMMARY

Purpose and Need

The purpose of the proposed action is for the Hill Air Force Base (AFB) Enhanced Use Leasing (EUL) program to lease underutilized property for development. Hill AFB would be provided with new buildings to replace substandard facilities. An additional purpose is to complete a land transfer that would allow the Utah Department of Transportation (UDOT) to provide a new access gate to Hill AFB.

Modern, efficient, and appropriately sized facilities are needed for the Hill AFB workforce. The land transfer is needed to comply with Senate Amendment 689, *Land Conveyance, Hill AFB, Ogden, Utah*, as published in the Congressional Record on June 18, 2019.

Selection Criteria

The EUL leasing activities should:

- Support Air Force operations with no net loss of installation capability,
- Increase the value of Hill AFB properties,
- Comply with Air Force and Department of Defense planning and design manuals, design standards, and safety requirements while meeting market development standards,
- Comply with antiterrorism/force protection (ATFP) requirements,
- Reduce current operation and maintenance costs,
- Accomplish facility upgrades in an efficient manner with a predictable completion date,
- Enhance the quality of life for Hill AFB personnel, contractors, and private employees working within the EUL area,
- Not interfere with environmental restoration of Hill AFB contaminated soil and groundwater areas, and
- Comply with federal, state, and local environmental regulations.

Scope of Review

The issues that were identified for detailed consideration were: air quality, geological resources, and infrastructure.

Alternatives Considered

Alternative A (No Action Alternative) - Under the no action alternative, development of the EUL area would cease. Poor work environments would persist. ATFP requirements would be met slowly, if at all, and infrastructure would likewise not be modernized. The land transfer would not occur and the new access gate would not be provided. Neither the stated needs nor the selection criteria would be satisfied.

Alternative B (Proposed Action - EUL Development and Land Transfer) - Lease approximately 507 acres, demolish substandard facilities, and construct new facilities to support base operations. Transfer approximately 43 acres to the State of Utah to construct a northbound off ramp and a northbound on ramp for Interstate 15 (I-15), and a new access gate to Hill AFB.

Alternative C (Maintain and Renovate Existing Facilities with EUL Funding) - Use existing buildings for offices. The effects would be similar to those stated above for the no action alternative.

Results of the Environmental Assessment

Two alternatives were considered in detail. The results of the environmental assessment are summarized in the following table.

Issue	Alternative A No Action	Alternative B Proposed Action - EUL Development and Land Transfer
Air Quality	No effect.	None of the expected emissions associated with the proposed action meets or exceeds threshold values; the proposed action would not have a significant effect on air quality and a general conformity determination is not necessary.
Geological Resources	No effect.	Regulated areas would not be developed until Installation Restoration Program (IRP) managers complete site investigations along with all indicated remedial actions. Where indicated, design engineers would specify vapor barriers and ventilation systems. Arsenic and petroleum contaminated soils have been removed, and land use controls (LUCs) are in place. The soil vapor extraction (SVE) system will operate until the remedial goal is met.
Infrastructure	No effect.	Traffic congestion resulting from construction activities would be temporary. Reduced traffic congestion would be expected for the long-term, both on base and off base.

Table ES-1: Summary of Predicted Environmental Effects

Identification of the Preferred Alternative

Hill AFB prefers Alternative B (the proposed action).

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LIST OF ACRONYMS AND CHEMICAL TERMS

AFB	Air Force Base
AFCEC	Air Force Civil Engineer Center
AFCEE	Air Force Center for Environmental Excellence
AFOOSH	Air Force Occupational Safety and Health
AICUZ	Air Installation Compatible Use Zone
ATFP	Antiterrorism / Force Protection
CAA	Clean Air Act
CERCLA	Comprehensive Environmental Response Compensation and Liability Act
CFR	Code of Federal Regulations
CO	Carbon Monoxide
CR	Congressional Record
CWA	Clean Water Act
DAF	Department of the Air Force
db	decibels
DoD	Department of Defense
EA	Environmental Assessment
EIAP	Environmental Impact Analysis Process
EISA	Energy Independence and Security Act
EO	Executive Order
EPA	Environmental Protection Agency (United States)
EUL	Enhanced Use Leasing
FFA	Federal Facility Agreement
FONSI	Finding of No Significant Impact
FS	Feasibility Study
I-15	Interstate Highway 15
IRP	Installation Restoration Program
MSGP	Multi Sector General Permit
NAAQS	National Ambient Air Quality Standards
NCP	National Contingency Plan
NDSD	North Davis Sewer District
NEPA	National Environmental Policy Act

NESHAP	National Emission Standards for Hazardous Air Pollutants
NHPA	National Historic Preservation Act
NO _x	Oxides of Nitrogen
NSPS	New Source Performance Standards
O ₃	Ozone
OSHA	Occupational Safety and Health Administration
PM ₁₀	Particulates Equal to or Less Than 10 Microns in Diameter
PM _{2.5}	Particulates Equal to or Less Than 2.5 Microns in Diameter
RCRA	Resource Conservation and Recovery Act
RI	Remedial Investigation
ROD	Record of Decision
SA	Senate Amendment
SAF/IEI	Secretary of the Air Force, Deputy Assistant Secretary for Installations
SEA	Supplemental Environmental Assessment
SHPO	State Historic Preservation Office (Utah)
SIP	State Implementation Plan
SO ₂	Sulfur Dioxide
SO _x	Oxides of Sulfur
SDL	Sunset Ridge Development Partners, LLC
SVE	Soil Vapor Extraction
TARS	Tooele Army Rail Shop
TCE	Trichloroethene
UAC	Utah Administrative Code
UDEQ	Utah Department of Environmental Quality
UDOT	Utah Department of Transportation
µg/kg	Micrograms per Kilogram
USAF	United States Air Force
USC	United States Code
USFWS	United States Fish and Wildlife Service
VOC	Volatile Organic Compound

1.0 PURPOSE OF AND NEED FOR THE PROPOSED ACTION

1.1 Introduction and Background

In 2008 and 2016, Hill Air Force Base (AFB) completed environmental assessments (EAs) to evaluate impacts associated with implementing an enhanced use lease (EUL) agreement for an area known as Falcon Hill National Aerospace Research Park (Falcon Hill). The effects due to implementing the EUL were determined to be less than significant and in both cases a finding of no significant impact (FONSI) was signed.

EUL programs allow military bases to lease underutilized property to private entities to maximize utility and value. Development of Falcon Hill began in 2008. At completion, Falcon Hill would develop 550 acres of land along the western boundary of the base for mixed uses. It would be used by Hill AFB, the private sector, and the public in a manner consistent with the Hill AFB mission.

Hill AFB is preparing this Supplemental EA (SEA) due to a requirement for periodic re-evaluation of environmental effects, as well as minor changes to proposed future land use. This SEA provides revised analyses of potential effects to air quality, geological resources, and infrastructure.

A project scoping meeting was held on August 4, 2025. Attendees included representatives from the Hill AFB EUL program, the Hill AFB Civil Engineering Group Environmental Office, and Streamline Consulting, LLC. Present and proposed future uses of the EUL area were discussed and maps of the area were observed. The approach presented in this SEA was based on those discussions, as well as the contents of both the *Environmental Assessment, West Side Development Enhanced Use Lease, Hill Air Force Base* (Hill 2008) and the *Final Supplemental Environmental Assessment for Falcon Hill National Aerospace Research Park Enhanced Use Lease, Hill Air Force Base, Utah* (Hill 2016).

1.2 Location

Hill AFB is located approximately 25 miles north of downtown Salt Lake City and seven miles south of downtown Ogden, Utah (Figure 1). Hill AFB is surrounded by several communities: Roy and Riverdale to the north; South Weber to the northeast; Layton to the south; and Clearfield, Sunset, and Clinton to the west. The base lies primarily in northern Davis County with a small portion located in southern Weber County.

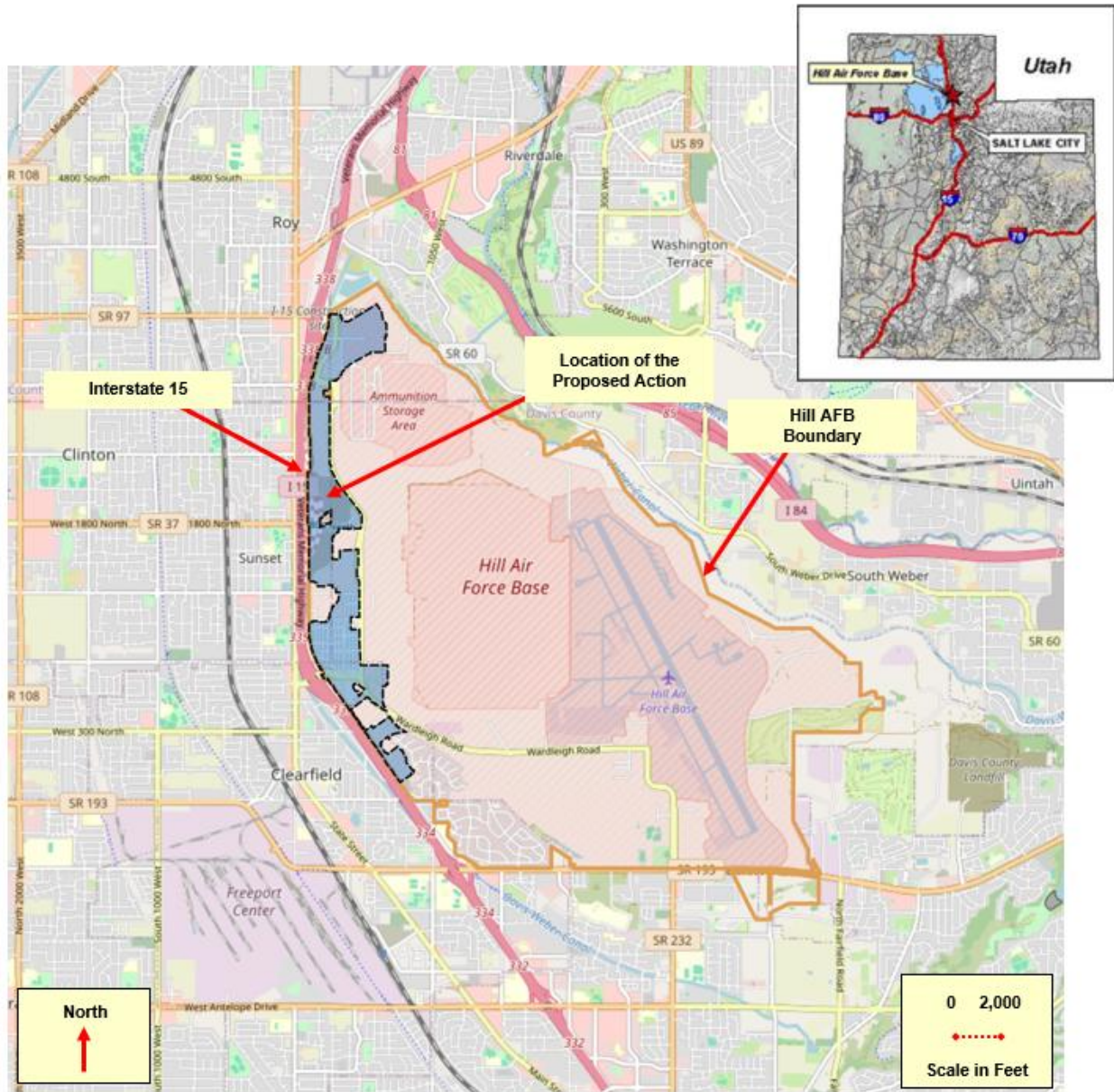


Figure 1: Location of the Proposed Action on Hill AFB

1.3 Purpose of and Need for the Proposed Action

As stated in the 2016 SEA, the purpose of the proposed action is to lease underutilized Hill AFB property (Figure 2) for development by Sunset Ridge Development Partners, LLC (SDL). In exchange, Hill AFB would be provided with new buildings. The process would leverage private financing to expedite the timeframe for replacing substandard facilities. Lease proceeds derived can be used for base operations as well as construction, improvement, and maintenance of Hill AFB facilities (Air Force Civil Engineer Center [AFCEC] 2014).

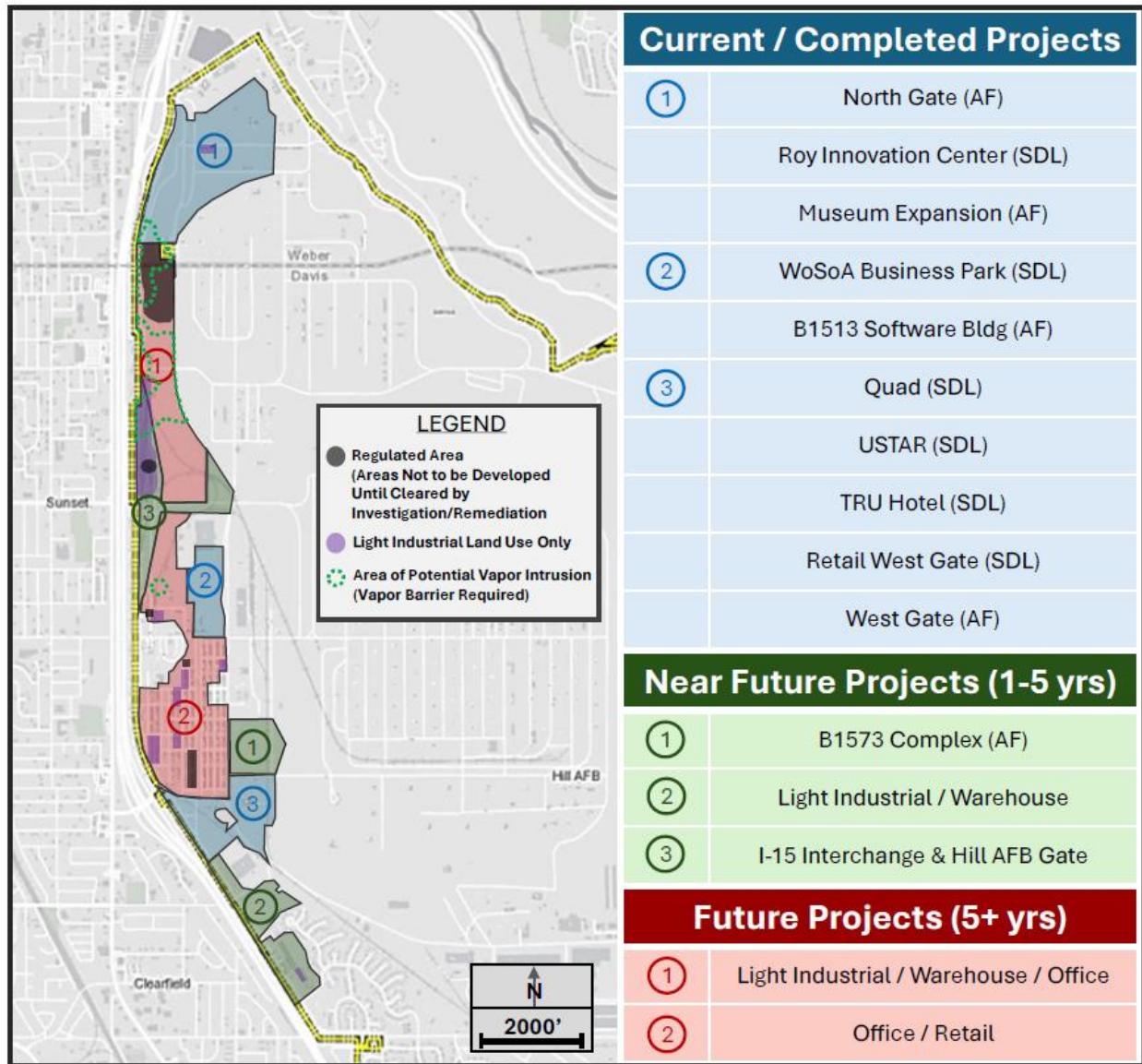


Figure 2: EUL Area Proposed for Development and Transfer

An additional purpose of the proposed action being presented in this document is to transfer ownership of approximately 43 acres to the State of Utah (Figure 2, Near Future Projects Subarea 3). In exchange, Hill AFB would be provided with a new access gate to Hill AFB. Utah’s Department of Transportation (UDOT) would also be constructing a new interchange on Interstate 15 (I-15) at 1800 North in Sunset, Utah, providing adequate separation from Main Street in conjunction with the new access gate to Hill AFB.

Modern, efficient, and appropriately sized facilities are needed for the Hill AFB workforce, many of whom now work in old warehouse-type facilities. These facilities are inappropriate for the type of work performed, have high maintenance costs, deteriorating structural problems, and frequent safety issues, all of which contribute to increased risk due to safety and structural

concerns, as well as organizational inefficiencies and overall losses in productivity. In many of the buildings, structural integrity is already compromised.

The land transfer is needed to comply with Senate Amendment (SA) 689, *Land Conveyance, Hill AFB, Ogden, Utah*, as published in the Congressional Record (CR June 18, 2019). **Conveyance Required** -- *The Secretary of the Air Force may convey, for no monetary consideration, to the State of Utah or a designee of the State of Utah (in this section referred to as the “State”) all right, title, and interest of the United States in and to a parcel of real property, including improvements thereon, consisting of approximately 35 acres located at Hill Air Force Base commonly known as the “Defense Nontactical Generator and Rail Center” and such real property adjacent to the Center as the parties consider to be appropriate, for the purpose of permitting the State to construct a new interchange for Interstate 15.*

As explained in the *Revised Record of Decision of The Environmental Impact Statement, 1800 North (SR-37); 2000 West To I-15* (UDOT 2024), the UDOT project is needed to:

- Reduce current and future congestion on 1800 North,
- Provide adequate access to and from I-15 at 1800 North, and
- Correct the unsafe grade at a rail crossing on 1800 North.

1.4 Scope of the Environmental Analysis

The detailed analyses in this SEA will evaluate resource areas where either existing conditions have changed or proposed future uses of the EUL area have changed since 2016.

1.4.1 Resource Areas That Were Identified for Detailed Analysis

- Air Quality (emissions, attainment status, state implementation plan)

Effects related to air quality are discussed in Section 3.1.

- Geological Resources (topography, minerals, geothermal, soils, installation restoration program [IRP], groundwater, seismicity)

Effects related to geological resources are discussed in Section 3.2.

- Infrastructure (roads, railways, buried and above-ground utilities)

Effects related to infrastructure are discussed in Section 3.3.

1.4.2 Resource Areas Considered but Eliminated from Detailed Analysis

Information obtained from the 2008 EA, the 2016 SEA, and during the scoping discussions adequately addressed the following resource areas.

- Water Resources (drinking water, wastewater, quality, quantity, source, water features)

Impacts to surface waters could occur during construction from sedimentation. A stormwater pollution prevention plan and best management practices would be implemented and maintained until exposed soils are revegetated.

Postconstruction stormwater controls would be designed and constructed to prevent an increase in the rate of stormwater discharge. Contaminated groundwater is addressed under geological resources (IRP) in Section 3.2. The scoping discussions did not identify any other issues related to water resources.

- Cultural Resources (burial sites, archaeological, historical)

Cultural resources may include historic and prehistoric archaeological sites, buildings, structures, objects, districts, and sites of cultural importance to Native American or other cultures. Section 106 of the National Historic Preservation Act (NHPA) requires federal agencies to consult with the Utah State Historic Preservation Officer (SHPO), housed in the Utah Division of State History, and interested federally recognized Native American Tribes to identify significant cultural resources.

The EUL area has been previously assessed and mitigated. Neither the proposed development nor the proposed land transfer should encounter cultural resources (Kitterman 2026).

If cultural resources were to be identified during construction activities, the Hill AFB cultural resource manager would be notified and unanticipated discovery of archaeological deposits procedures would be implemented under her direction in accordance with Standard Operating Procedure 5 in the Hill AFB *Integrated Cultural Resources Management Plan* (Hill 2024a).

- Biological Resources (wetlands/floodplains, threatened or endangered species)

The entire EUL area has been affected by human activities. Based on the 2008 EA, the 2016 SEA, and communications with the United States Fish and Wildlife Service (USFWS 2025) and the Hill AFB natural resources manager (Brown 2026), the following statements are made.

No critical plant or wildlife habitat exists. To eliminate conflicts with migratory nesting birds, vegetation would not be removed from April through August in locations where such birds are present. The three acres of constructed wetlands have no unusual or unique features to warrant preservation. The proposed action would not jeopardize Monarch Butterflies under the Endangered Species Act. Monarch Butterflies do not nest over winter in Utah. Monarch Butterflies do

reproduce in Utah where milkweed occurs. Revegetation would be coordinated with the Hill AFB natural resources manager. The scoping discussions did not identify any other issues related to biological resources.

- Land Use (consistency with surrounding existing and planned uses)

The proposed action complies with the Hill AFB Installation Development Plan and presents no planning conflicts (Flores 2026). It supports the transformation of 150 acres on the base's West Side District into a technology park with retail, office, hotel, and restaurant facilities under the EUL program. To ensure compliance, all projects must adhere to the West Side District's form-based planning guidelines as documented in the Community Planning Platform (Flores 2026). The scoping discussions did not identify any other issues related to land use.

- Air Installation Compatible Use Zone (AICUZ) (noise, accident potential, airfield encroachment)

An analysis of the proposed action confirms its compatibility with Hill AFB operational and land use criteria (Flores 2026). The site is in an area where sound pressure from aircraft is less than 65 decibels (dB) (Hill 2023a), a level considered compatible with most land uses. Furthermore, the location is outside of the established accident potential zones and remains clear of the airfield's imaginary surfaces, which are critical for ensuring safe flight paths. The project is compliant with the Hill AFB West Side District plan (Flores 2026). The scoping discussions did not identify any other issues related to AICUZ.

- Public Health and Safety (asbestos/lead-based paint/radiation/chemical exposure, explosives safety quantity distance, bird/wildlife aircraft hazard)

Prior to any demolition activities, facilities would be evaluated for the presence of asbestos, lead-based paint, mercury thermostats, and fluorescent lights. Any necessary removal would be accomplished in compliance with standards dictated by federal and state regulations and Hill AFB environmental managers. Contractors would comply with all relevant regulations from the Occupational Safety and Health Administration (OSHA). The scoping discussions did not identify any other issues related to public health and safety.

- Hazardous Materials and Waste (use/storage/generation, solid waste, toxic materials)

Contractors would comply with all relevant regulations from the Occupational Safety and Health Administration (OSHA) and the Environmental Protection Agency (EPA) related to hazard abatement, hazard communication, training, personal protective equipment, site controls, storage and labeling of hazardous materials, and the storage, testing, transport, and disposal of waste materials. Contaminated soils are addressed under geological resources (IRP) in Section 3.2.

The scoping discussions did not identify any other issues related to hazardous materials and waste.

- Socioeconomics (employment/population projections, school and local fiscal impacts)

The proposed action would create temporary opportunities for local construction workers. The scoping discussions did not identify any other issues related to socioeconomics.

1.5 Documents Incorporated by Reference

Five Hill AFB resource management plans apply to the proposed action:

- Hill AFB *Integrated Cultural Resources Management Plan* (Hill 2024a).
- Hill AFB *Integrated Natural Resources Management Plan* (Hill 2023b).
- Hill AFB *Stormwater Management Plan*, (Hill 2024b).
- Hill AFB *Integrated Contingency Plan for Oil Spill Prevention and Emergency Response* (Hill 2024c).
- Hill AFB *Compatible Use Plan* (Hill 2021).

The following EAs apply to the proposed action:

- *Environmental Assessment, West Side Development Enhanced Use Lease, Hill Air Force Base* (Hill 2008).
- *Final Supplemental Environmental Assessment for Falcon Hill National Aerospace Research Park Enhanced Use Lease, Hill Air Force Base, Utah* (Hill 2016).

During the scoping process, no other documents were identified as being relevant to the proposed action.

1.6 Relevant Laws and Regulations

The following federal, state, and local laws and regulations would apply to the proposed action:

- The National Environmental Policy Act (NEPA), Title 42 of the United States Code (USC) Section 4321 *et seq.*
- The *Department of Defense National Environmental Policy Act Implementing Procedures* (DoD NEPA Procedures, 30 June 2025 [DoD 2025]).
- United States Air Force (USAF)-specific NEPA requirements contained in the *Department of the Air Force National Environmental Policy Act Implementing Procedures* (DAF NEPA Procedures, 2 March 2026), Environmental Impact Analysis Process (EIAP) (DAF 2026).
- Secretary of the Air Force, Deputy Assistant Secretary for Installations (SAF/IEI) Memorandum, “Release of Enterprise-Wide Department of Defense Procedures Implementing the National Environmental Policy Act”, 28 September 2025 (SAF/IEI 2025).

- OSHA safety guidelines.
- Relevant Air Force Occupational Safety and Health (AFOSH) standards.
- Utah’s fugitive emissions and fugitive dust rules (Utah Administrative Code [UAC] Section R307-309).
- Utah’s State Implementation Plan (SIP [UAC Section R307-110]), which complies with the General Conformity Rule of the Clean Air Act (CAA), Section 176 (c).
- Determining Conformity of Federal Actions to State or Federal Implementation Plans, 40 CFR Part 93.154.
- USAF *Conformity Guide*, 2010.
- The Resource Conservation and Recovery Act (RCRA), 42 USC Chapter 82, and regulations promulgated thereunder, 40 CFR Part 260 *et seq.*
- Federal facility agreement dated April 10, 1991, under the Comprehensive Environmental Response Compensation and Liability Act (CERCLA), 42 USC Section 9601 *et seq.*
- Hill AFB Instruction 32-7086 and Department of the Air Force Manual 32-7002, Chapter 3.
- Utah hazardous waste management regulations contained in UAC Section R315, and the Hill AFB *Hazardous Waste Management Plan*.
- The Clean Water Act (CWA), 33 USC Section 1251 *et seq.*, and Utah statutes and regulations promulgated thereunder.
- The Energy Independence and Security Act (EISA) of 2007, Public Law No. 110-140, Sec. 438, Stormwater Runoff Requirements for Federal Development Projects.
- *Multi-Sector General Permit (MSGP) for Storm Water Discharges Associated with Industrial Activities*, Utah Department of Environmental Quality (UDEQ) General Permit No. UTR000444, February, 2024.
- The NHPA of 1966, as amended 16 USC Section 470 *et seq.*

1.7 Applicable Permits, Licenses, and Other Coordination Requirements

Obtaining, modifying, and/or complying with the following permits would be required to implement the proposed action.

- The Hill AFB Title V Operating Permit No. 1100007004 (UDEQ 2022). See Sections 3.1.1 and 3.1.3.2 for additional details.
- Utah’s MSGP for Storm Water Discharges Associated with Industrial Activity, Permit No. UTR000444 (UDEQ 2024). See Section 1.4.2 for additional details.
- North Davis Sewer District Ordinances (NDSO 2024). See Section 1.4.2 for additional details.

The proponents would coordinate with the Hill AFB industrial wastewater treatment plant manager (75 CES/CEMI) to discuss program requirements related to constructing and operating the proposed action.

1.8 Intergovernmental Coordination, Public and Agency Participation

During the scoping process, no agencies were identified for coordination related to the proposed action. A public review and comment period was not required per Parts 1.5(d) and 3.3(b) and (c) of the DAF NEPA Procedures.

1.9 Decision That Must Be Made

Hill AFB must decide which of the following alternatives to implement:

- Honor the EUL lease agreement for approximately 507 acres of Air Force-owned property to SDL and also transfer ownership of approximately 43 acres to the State of Utah.
- Take no action and default on the EUL lease agreement.

2.0 PROPOSED ACTION AND ALTERNATIVES

2.1 Introduction

This section describes each of the alternatives considered. It documents the process used to develop the alternatives and lists the selection criteria. It presents a comparison matrix of the predicted achievement of project objectives for each of the various alternatives. This section also identifies the Air Force's preferred alternative.

2.2 Process Used to Develop the Alternatives

As discussed in Section 1.3, Hill AFB proposes to lease underutilized Hill AFB property for development and to transfer ownership of approximately 43 acres to the State of Utah. The proposed facilities would address the purpose and need discussed in Section 1.3.

Hill AFB planners, engineers, and Facility Board explored other alternatives. The feasibility of maintaining and renovating facilities was compared to the selection criteria. The option to take no action was also considered.

2.2.1 Selection Criteria

The selection criteria presented below were created in compliance with guidance published by the Air Force Center for Environmental Excellence (AFCEE 2005). AFCEE stated that selection criteria are used to develop alternatives and to evaluate whether or not a particular alternative is reasonable. The two types of criteria discussed are:

Functional Criteria - Functional criteria describe the capabilities or characteristics that must be present in the proposed action and all action alternatives to meet the project objectives. For example, a functional criterion for a project to build an engine repair facility might be that it is located no further than 1.5 miles from the hangar where the aircraft engines are removed.

Environmental Criteria - These criteria focus on regulatory concerns. The proposed action and all other action alternatives must meet federal, state, and local environmental regulations.

If an alternative is developed that does not meet the minimum functional and environmental criteria, it is not considered a reasonable alternative.

Based on the above AFCEE guidance and the project-specific purpose and need, the following selection criteria were used to develop the proposed action and alternatives. The EUL leasing activities should (Hill 2008):

- Support Air Force operations with no net loss of installation capability (functional criterion),
- Increase the value of Hill AFB properties (functional criterion),
- Comply with Air Force and DoD planning and design manuals, design standards, and safety requirements while meeting market development standards (functional criterion),

- Comply with antiterrorism/force protection (ATFP) requirements (functional criterion),
- Reduce current operation and maintenance costs (functional criterion),
- Accomplish facility upgrades in an efficient manner with a predictable completion date (functional criterion),
- Enhance the quality of life for Hill AFB personnel, contractors, and private employees working within the EUL area (functional and environmental criterion),
- Not interfere with environmental restoration of Hill AFB contaminated soil and groundwater areas (environmental criterion), and
- Comply with federal, state, and local environmental regulations. This is a standard environmental criterion for all Hill AFB actions (environmental criterion).

2.3 Alternatives Carried Forward for Detailed Analysis

2.3.1 Alternative A: No Action Alternative

As stated in the previous assessments (Hill 2008, Hill 2016), under the no action alternative, the lease of approximately 507 acres for development would not occur. For current conditions, the no action alternative would mean that further development of the EUL area would cease. Existing substandard structures would continue to house the Hill AFB workforce. Maintenance and renovation would occur on an as-needed and funds-available basis. Obtaining funds to replace substandard facilities would be unlikely. Poor work environments would persist. ATFP requirements would be met slowly, if at all, and infrastructure would likewise not be modernized. The land transfer would not occur and the new access gate would not be provided. Neither the stated needs nor the selection criteria would be satisfied. However, the no action alternative is required to be carried forward for detailed consideration in order to provide a baseline for comparison and analysis.

2.3.2 Alternative B: Proposed Action

The proposed action would lease approximately 507 acres of Air Force-owned property to SDL. This area is referred to as the Falcon Hill National Aerospace Research Park (EUL area) and is shown on Figure 2. In accordance with the AFCEC EUL program, Hill AFB land would be leased to and developed by SDL. The Air Force would retain ownership, but SDL would act as the property manager of the leased assets.

The development would involve demolition of existing substandard facilities and construction of new facilities to support base operations. Additional development would include office, hotel, retail, restaurants, and other strictly civilian commercial enterprises. No family or residential housing use is proposed. The Hill AFB perimeter fence would be relocated so that all civilian commercial enterprises are outside the fence, although still on Air Force property and within the 507-acre lease.

The approximately 43 acres to be transferred to the State of Utah is shown on Figure 2 (Near Future Projects, Area 3). On it would be constructed a northbound off ramp and a northbound on ramp for I-15, and a new access gate to Hill AFB.

2.4 Alternatives Considered but Eliminated from Detailed Analysis

2.4.1 Alternative C: Maintain and Renovate Existing Facilities with EUL Funding

Under Alternative C, existing buildings would primarily be used for offices. No hotels, restaurants, retail stores, or commercial offices would be created. Compliance with ATRP requirements could not be assured for all facilities. Operation and maintenance costs would likely increase should components of these aged structures fail. Hill AFB would have to request that the Secretary of the Air Force provide funding from the central EUL special account, from appropriated funds not set aside by law for other purposes. The likelihood of receiving EUL program funds when to date Hill AFB has not contributed to the EUL special account are questionable. This alternative does not meet the selection criteria; it was not carried forward for detailed consideration.

2.5 Summary Comparison of Alternatives and Resources

2.5.1 Summary Comparison of Project Alternatives

Considering implementation of Alternatives A, B, and C, only Alternative B (the proposed action) would fully satisfy the purpose as stated in Section 1.3 and the selection criteria from Section 2.2.1.

2.5.2 Predicted Achievement of Project Objectives

	Alternatives from Sections 2.3 and 2.4		
	A	B	C
	No Action	Proposed Action	Maintain and Renovate Existing Facilities
Purpose of the Proposed Action from Section 1.3			
Lease underutilized property and obtain new buildings; transfer property for I-15 improvements and a new access gate.	No	Yes	No
Selection Criteria from Section 2.2.1			
Support Air Force operations with no net loss of installation capability.	No	Yes	No
Increase the value of Hill AFB properties.	No	Yes	No
Comply with Air Force and DoD planning and design manuals, design standards, and safety requirements while meeting market development standards.	No	Yes	No
Comply with antiterrorism/force protection (ATFP) requirements.	Possibly	Yes	Possibly
Reduce current operation and maintenance costs.	No	Yes	No
Accomplish facility upgrades in an efficient manner with a predictable completion date.	No	Yes	No
Enhance the quality of life for Hill AFB personnel, contractors, and private employees working within the EUL area.	No	Yes	No
Not interfere with environmental restoration of Hill AFB contaminated soil and groundwater areas	Yes	Yes	Yes

Comply with federal, state, and local environmental regulations	Yes	Yes	Yes
Support Air Force operations with no net loss of installation capability	No	Yes	No

Table 1: Predicted Achievement of Project Objectives

2.6 Identification of the Preferred Alternative

Hill AFB prefers Alternative B (the proposed action).

3.0 AFFECTED ENVIRONMENT

For each resource area that was identified for detailed analysis, Section 3 of this document first presents the relevant regulatory setting. It next discusses the existing environmental conditions, establishing a resource baseline against which the effects of the alternative can be evaluated. Finally, consistent with Section 102 of NEPA, reasonably foreseeable direct and indirect effects are presented for no action (Alternative A); and for the proposed action (Alternative B).

Resource areas considered but eliminated from detailed analysis during scoping meetings are discussed in Section 1.4.2.

3.1 Air Quality (emissions, attainment status, state implementation plan)

3.1.1 Regulatory Setting

The CAA requires EPA to set National Ambient Air Quality Standards (NAAQS) for six criteria pollutants. Hill AFB is located within Davis and Weber Counties, an area designated by EPA as a serious nonattainment area for both the 8-hour ozone (O₃) and annual fine particulate matter equal to or less than 2.5 microns in diameter (PM_{2.5}).

In addition to these classifications, the counties have the following designations (EPA 2025):

- **Davis County:** 1-hour O₃ (Maintenance), and
- **Weber County:** Carbon Monoxide (CO) and fine particulate matter equal to or less than 10 microns in diameter (PM₁₀) (Maintenance).

Due to the type and scale of its operations, Hill AFB is regulated as a major stationary source of air pollutants. As such, the installation operates in accordance with a federally enforceable Title V Operating Permit, which consolidates all applicable air quality requirements into a single document. Specific emissions units at the installation are also subject to federal regulations including New Source Performance Standards (NSPS) and National Emission Standards for Hazardous Air Pollutants (NESHAPs).

To address its contribution to regional air pollutants, particularly to PM_{2.5} and ozone precursors, Hill AFB is currently undertaking a major modernization project to replace its large industrial boilers. These boilers represent the single largest stationary source of nitrogen oxides (NO_x) on the installation. The ongoing project has completed removal of the old boilers and is now replacing them with modern, ultra-low NO_x units, which will result in a significant and permanent reduction of NO_x emissions.

3.1.2 Affected Environment

Table 2 presents the annual emission estimates for criteria pollutants and volatile organic compounds (VOCs) for Hill AFB during calendar year 2025 (Jacobs 2026). The estimated annual emissions from stationary sources for the base were:

Location	CO	NOx	PM ₁₀	PM _{2.5}	SOx	VOC
Hill AFB	39.1	27.5	14.6	8.76	0.604	96.5

Note: Oxides of sulfur (SOx)

3.1.3 Environmental Consequences

3.1.3.1 Alternative A: No Action

Under the no action alternative, the conditions described in Section 3.1.2 would continue. The no action alternative would have no direct effects, and no indirect effects.

3.1.3.2 Alternative B: Proposed Action - EUL Development and Land Transfer

Direct Effects

EUL program managers currently believe the affected areas (for demolition, paving, and construction) would be less than the square footages presented in the 2016 Supplemental EA (Stansfield 2026).

The following paragraphs summarize the findings presented in the 2016 SEA:

Construction equipment would produce emissions and generate fugitive dust. Vehicular emissions would also increase during construction as delays in traffic flow would occur. Emissions would be controlled through proper operation and maintenance of equipment and fugitive dust control measures (applying water to exposed soil, limiting operations during high wind events, and a low height of storage piles). Emissions from construction activities during the worst-plausible construction year were calculated to be less than general conformity de minimis levels.

The current Hill AFB Title V Operating Permit would not be affected by the proposed action. Any equipment that would be removed or relocated as a result of the proposed action would need an Approval Order before initiating the action. Removing sources would not reduce the allowable emissions levels for Hill AFB.

Consistent with the approach taken in the 2016 SEA, new sources installed after lease of the development area and not under the control or ownership of Hill AFB would not be included in the Hill AFB Title V Operating Permit. Individual lessees would need to obtain independent air permits for any equipment with air emissions potential not under the control of the Installation Commander.

With respect to air quality, the proposed action would have no other direct effects.

Indirect Effects

EUL program managers currently believe the affected areas (for demolition, paving, and construction) would be less than the square footages presented in the 2016 Supplemental EA (Stansfield 2026).

The following paragraph summarizes the findings presented in the 2016 SEA:

It is anticipated that vehicular traffic associated with implementation of the proposed action would cause an increase of 26 percent from the existing traffic volumes. Expected annual emissions from vehicular traffic were calculated to be less than general conformity de minimis levels.

UDOT evaluated effects to air quality related to constructing a new interchange on Interstate 15 (I-15) at 1800 North (UDOT 2023). UDOT concluded, *In accordance with 40 CFR 93.104(d), a conformity redetermination is not required because there is not a significant change in the project's design concept (the type of facility identified by the project) and scope (aspects of the design that will affect the proposed facility's impacts on regional emissions)*. A previous UDOT project document (UDOT 2015) explained that conformity to the SIP is required for all transportation projects.

During scoping and the detailed analysis, no other indirect effects related to air quality were identified for the proposed action.

3.2 Geological Resources (topography, minerals, geothermal, soils, installation restoration program [IRP], groundwater, seismicity)

3.2.1 Regulatory Setting

Hill AFB addresses contaminated soils and groundwater in compliance with the FFA between USAF, EPA, and UDEQ. At each appropriate location, a remedial investigation (RI) and feasibility study (FS) is conducted according to the National Oil and Hazardous Substances Pollution Contingency Plan (NCP) and CERCLA guidance. Following completion of proposed plans, remedies are established and accomplished according to signed records of decision (RODs).

3.2.2 Affected Environment

Figure 2 shows three different development zones:

- Current/Completed Projects,
- Near Future Projects, and
- Future Projects.

Figure 2 shows specific areas that are regulated as well as areas that exhibit potential for unwanted vapor intrusion into future buildings.

One relevant area known at this time is Near Future Projects Subarea 3 (Figure 2). This is the area that would be transferred to the State of Utah for the new access gate to Hill AFB. A former locomotive service and maintenance facility called the Tooele Army Rail Shop (TARS) operated there from 1942 through 2020, and surface soils became contaminated with arsenic and petroleum products (APTIM 2026a). During site investigation activities conducted in 2022, soils were identified in this same area exhibiting high concentrations of VOCs, primarily trichloroethene (TCE) (Hill 2023c).

Groundwater contamination that exists beneath the EUL area is not within the scope of this SEA. Groundwater issues are being addressed separately through the CERCLA process under the FFA between Hill AFB, EPA, and UDEQ (Hill 2024d).

3.2.3 Environmental Consequences

3.2.3.1 Alternative A: No Action

Under the no action alternative, the conditions described in Section 3.2.2 would continue. The no action alternative would have no direct effects, and no indirect effects.

3.2.3.2 Alternative B: Proposed Action - EUL Development and Land Transfer

Direct Effects

Regulated areas would not be developed until IRP managers complete site investigations along with all indicated remedial actions.

For areas that exhibit potential for vapor intrusion, unless that potential is confirmed not to exist at a specific building location, sub-structure vapor barriers would be installed to prevent vapor entry through foundations. Additionally, passive ventilation systems (convertible to active systems if necessary) would be installed to route any sub-slab vapors that do exist through the roof via vertical pipes.

Arsenic and petroleum contaminated soils at the former TARS facility were removed in accordance with regulatory approvals from EPA and UDEQ (APTIM 2026a). The regulatory agencies confirmed that the site is unlikely to present potential unacceptable risk for future exposures. The UDOT construction project would cover much of the TARS area with soil fill, concrete, and asphalt. In addition, land use controls already in place would be maintained in perpetuity to prohibit future contact with arsenic-contaminated soils that remain in place.

The VOC contaminated soils at the former TARS facility are being addressed by a soil vapor extraction (SVE) system in accordance with regulatory approvals from EPA and UDEQ (APTIM 2026b). SVE systems create a vacuum to extract contaminants from the subsurface. The components of the system include extraction wells, conveyance piping, manifold, air filter, vacuum blower, silencer, air/water separator, valves, instrumentation/controls, influent and effluent vapor sampling ports, and vapor monitoring probes. The SVE system was installed, tested, and began operating in 2025. It will continue to operate until soil sampling confirms that the remedial goal of 6,000 micrograms per kilogram ($\mu\text{g}/\text{kg}$) is achieved (Hill 2023c).

With respect to geological resources, the proposed action would have no other direct effects.

Indirect Effects

During scoping and the detailed analysis, no indirect effects related to geological resources were identified for the proposed action.

3.3 Infrastructure (roads, railways, buried and above-ground utilities)

3.3.1 Regulatory Setting

For this proposed action, the regulatory setting for transportation consists of Hill AFB oversight of its road system. Transportation planning for the EUL area is consistent with the Hill AFB *Compatible Use Plan* (Hill 2021).

3.3.2 Affected Environment

The prior EA documents (Hill 2008, Hill 2016) stated the EUL area is served by an existing roadway network, and that traffic near the Hill AFB gates can be congested at peak travel times. As of 2016, the relocation of the West Gate helped to reduce traffic congestion from the I-15 off-ramp during commuting hours.

3.3.3 Environmental Consequences

3.3.3.1 Alternative A: No Action

Under the no action alternative, the conditions described in Section 3.3.2 would continue. The no action alternative would have no direct effects, and no indirect effects.

3.3.3.2 Alternative B: Proposed Action - EUL Development and Land Transfer

Direct Effects

EUL program managers currently believe the affected areas (for demolition, paving, and construction) would be less than the square footages presented in the 2016 Supplemental EA (Stansfield 2026).

The following paragraphs summarize the findings presented in the 2016 SEA:

Traffic in the EUL area would be expected to increase by 26 percent upon full build-out of the EUL area, which is estimated to occur in 30-plus years. The increase in traffic could create additional congestion; however, traffic flow improvements are planned and some have taken place since 2008, such as the relocation of the West Gate and improvements to the Roy Gate (*author's note: the Roy Gate improvements occurred since 2016*). The proposed development would also include improved traffic flow corridors from I-15. In addition, park and ride lots could be incorporated near public mass transit stations.

Increased traffic congestion resulting from the proposed action would mainly occur during construction activities related to the EUL and traffic flow improvements. However, beneficial impacts to traffic congestion would be expected for the long-term upon completion of the traffic flow improvements.

With respect to infrastructure, the proposed action would have no other direct effects.

Indirect Effects

According to the 2016 SEA, UDOT addressed traffic associated with development of the Falcon Hill EUL in their studies and design of the I-15 at 1800 North project. With implementation of planned traffic flow improvements by Hill AFB and UDOT, traffic congestion would be expected to decrease in the long-term.

With respect to infrastructure, the proposed action would have no other indirect effects.

4.0 SUMMARY, ENVIRONMENTAL MANAGEMENT AND MITIGATIONS

This section only applies to the alternatives considered in detail.

Issue	Alternative A No Action	Alternative B Proposed Action - EUL Development and Land Transfer
Air Quality	No effect.	None of the expected emissions associated with the proposed action meets or exceeds threshold values; the proposed action would not have a significant effect on air quality and a general conformity determination is not necessary.
Geological Resources	No effect.	Regulated areas would not be developed until IRP managers complete site investigations along with all indicated remedial actions. Where indicated, design engineers would specify vapor barriers and ventilation systems. Arsenic and petroleum contaminated soils have been removed, and LUCs are in place. The SVE system will operate until the remedial goal is met.
Infrastructure	No effect.	Traffic congestion resulting construction activities would be temporary. Reduced traffic congestion would be expected for the long-term, both on base and off base.

Table 2: Summary Comparison of Predicted Environmental Effects

5.0 REFERENCES

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- APTIM 2026b:** *Draft Removal Action Construction Report, Time-Critical Removal Action for Trichloroethene at Operable Unit 5, Site SS017, Hill Air Force Base, Utah*, APTIM Federal Services, LLC, March, 2026.
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29 CFR 1910, *Occupational Safety And Health Standards*
32 CFR 989, *Environmental Impact Analysis Process*
40 CFR 265, *Interim Status Standards for Owners and Operators of Hazardous Waste Treatment, Storage, and Disposal Facilities*
40 CFR 93.154, *Determining Conformity of Federal Actions to State or Federal Implementation Plans*
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