

**Draft Final Environmental Assessment  
For New Base Fire Station at  
Youngstown Air Reserve Station, Ohio**

**Environmental (National Environmental Policy Act)  
Compliance Support at Youngstown Air Reserve Station**

Prepared for  
U.S. Army Corps of Engineers, Louisville District

Prepared by Tetra Tech, Inc.



## **Draft Finding of No Significant Impact**

### **Environmental Assessment for New Youngstown AFS Base Fire Station Youngstown Air Reserve Station**

Pursuant to the Council on Environmental Quality's (CEQ's) Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act of 1969 (NEPA), *Code of Federal Regulations* Title 40, Parts 1500–1508, and *United States Code* Title 42, Sections 4321 et seq., the Air Force Reserve Command performed an environmental assessment (EA) to evaluate the impacts of constructing a new Base Fire Station at the Youngstown Air Reserve Station (YARS) in Vienna, Ohio. The EA is incorporated by reference into this Finding of No Significant Impact (FONSI).

#### **Purpose and Need**

The 910th FD mission requires particular vehicles and equipment that is not compatible with the current Fire Department (FD) facility. The Fire Department must be 100 percent mission capable at all times. The current 23,698 sq. ft Fire Station, B402, is too small, poorly configured, and requires substantial restoration and modernization updates to meet current functional requirements. The facility size does not accommodate Reserve Squadron members during Unit Training Activities. Should a disaster occur, the Fire Department may not be able to respond at an acceptable speed with the appropriate equipment and vehicles due to the current dispersed location of stored equipment and assigned response vehicles. Without a consolidated, fully functional facility for personnel and equipment, firefighters and first responders have an unnecessarily difficult time correctly responding to certain emergencies.

The purpose of the proposed action is to construct a headquarters composite fire station to protect flight line and main base assets supporting the 910th Airlift Wing (910 AW). The purpose is further defined by providing a complete and usable facility with all required supporting infrastructure and control systems collocated and compliant with current Air Force standards and requirements. An additional goal is to maintain or reduce the response time of fire fighting personnel and equipment to the flight line.

#### **Description of the Proposed Action**

The Proposed Action is to construct a new, modern Base Fire Station at YARS. The new Base Fire Station would be sited at the eastern corner of Vandenburg Road and Arnold Road on the northeastern side of the flight line, where Building 415 LRS Deployment Center is located. Building 415 would be demolished along with the roadway extension from Arnold Drive and the parking lot to make room for the new facility. After construction, fire support operations would be moved from their current location in Building 402 to the new Station. The proposed project footprint would be approximately 1.82-acre acres in size.

The new site location for the Fire Department is centrally located within the YARS base, and the location provides convenient access to/from both the Airfield and Base for quick emergency response. The new building and surrounding site components in the proposed concept plan will satisfy the unit's site requirements and adhere to the mandated standoff distances as required by U.S. Department of Defense (DoD) antiterrorism/force protection (AT/FP) policy.

#### **Alternatives**

CEQ regulations require that all reasonable alternatives be evaluated under NEPA. Alternatives may be eliminated from detailed analysis in a NEPA document based on their infeasibility and operational constraints, technical constraints, or substantially greater environmental impacts relative to other alternatives under consideration. For this EA, only the Preferred Alternative (Alternative 1) and the No Action Alternative were analyzed in detail.

## **Alternatives Considered in Detail**

### **Alternative 1**

Under Alternative 1, the new Base Fire Station would be located at the current site of Building 415, a 1.82 acres site, on the north side of the flight line. Building 415 and the existing parking areas would be demolished. The proposed new approximately 24,500 square foot square foot, single story Fire Station would include four (4) drive through bays and four (4) back-in bays, 24 dorm rooms with supporting approved living accommodations, and training room, offices and dispatch areas. New paved parking area, sidewalks, area lighting, utilities, site landscaping, and paved access roads would also be constructed.

### **No Action Alternative**

The No Action Alternative represents baseline conditions, which are used for comparison to future conditions that would exist under the Proposed Action. Under the No Action Alternative, the Proposed Action would not be implemented. A new Fire Station would not be constructed and the existing Fire Station, which does not meet current ARFF and Air Force standards, would continue to operate. The 910 FD would continue to have difficulties responding at an acceptable speed with the appropriate equipment and vehicles due to the current dispersed location of stored equipment and assigned response vehicles.

### **Alternatives Considered but Eliminated**

Enlarging the current Base Fire Station (B402) was dismissed from further consideration as the ability to provide fire protection services would be decreased during construction and the site did not have enough room for the required number of bays.

Alternative sites were considered and dismissed if they were further away from the flight line than the current Station as the response time for emergencies on the flight line would be increased.

Different designs were considered including a design with only back-to-back bays was dismissed as and different vehicle access to the site, different parking/pavement configurations, and different locations for utility connections/corridors and stormwater drainage. Other design consideration would involve essentially the same footprint and environmental impacts as the Proposed Action. The analysis of the Proposed Action includes bounding areas to allow for changes in areas of disturbance associated with access and utilities connections.

### **Potential Environmental Impacts**

The EA contains a comprehensive evaluation of the existing conditions and environmental consequences of implementing the Proposed Action under Alternative 1 and the No Action Alternative, as required by NEPA. Based on the findings of the EA, there would be no significant impact on any environmental resources resulting from the Proposed Action or the No Action Alternative. A summary of the analyses as well as best management practices and mitigation/conservation measures to further reduce impacts is presented in the EA.

### **Public Review and Comment**

The EA and draft FONSI/FONPA will be made available to the public for review and comment for a period of 30 days. The public notice will be published in the *Tribune Chronicle* and *Vindicator* newspapers. Copies of the EA and the draft FONSI/FONPA will be placed at the Cortland Public Library, 578 Lakeview Drive, Cortland, Ohio 44410, and the Howland Public Library, 9095 E. Market Street, Warren, Ohio 44484. The EA and draft FONSI/FONPA will also be made available online at <https://www.youngstown.afrc.af.mil/About/Public-Notice>.

**Finding of No Significant Impact/Finding of No Practicable Alternatives**

Based on the information and analysis presented in the EA conducted in accordance with the requirements of NEPA, CEQ regulations, implementing regulations set forth in 32 *Code of Federal Regulations* 989 (*Environmental Impact Analysis Process*), as amended, and review of the public and agency comments submitted during the 30-day public comment period, I conclude that the environmental effects of the Proposed Action are not significant, that preparation of an environmental impact statement is unnecessary, and that a FONSI is appropriate.

**Approved by:**

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MICHAEL MALONEY, Colonel, USAF Commander

Date



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# 1. Introduction

This environmental assessment (EA) was developed to evaluate the impacts of constructing a new Base Fire Station at the Youngstown Air Reserve Station (YARS) in Vienna, Ohio. The new Base Fire Station would be constructed in the current location of Building 415, which would be demolished.

This EA was prepared to evaluate the potential environmental consequences of the Proposed Action and alternatives, in accordance with provisions of Title 32, *Code of Federal Regulations* (CFR), Part 989, and 40 CFR Parts 1500 through 1508 (Council on Environmental Quality [CEQ]'s National Environmental Policy Act [NEPA] implementing regulations).

## 1.1 Background

YARS occupies 321 acres of land in Trumbull County, Ohio, approximately 12 miles north of the City of Youngstown, Ohio and within Vienna Township (Figure 1-1). State Route (SR) 193, which leads into Youngstown, borders the east side of the installation. King Graves Road is to the north and SR 11 is approximately 0.75-mile to the west. The Youngstown-Warren Regional Airport borders the installation to the south and shares its runway with YARS.

YARS is home to the 910<sup>th</sup> Airlift Wing (910 AW) of the U.S. Air Force Reserve Command (AFRC). The 910 AW operates and maintains nine Lockheed C-130 transport and cargo aircraft. The wartime mission of the 910 AW is to provide tactical airlift support, including low-level infiltration, where aircrews deliver personnel and materials by airdrop and air-land techniques. The 910 AW is also responsible for operating and maintaining the U.S. Department of Defense (DoD)'s only large-area, fixed-wing aerial spray capability. This spray capability is used to control disease-carrying insects, pest insects, and undesirable vegetation, and to disperse oil spills in large bodies of water. Eight of the nine C-130 aircraft have been modified to transport the modular aerial spray system. During peacetime, the 910 AW is tasked with training and equipping reservists and assigned personnel to maintain readiness.

The 910 AW operates the installation and furnishes services and support to military personnel, civilian staff, family members, and the surrounding community. The major tenant organizations hosted by the 910 AW are the Navy Operational Support Center and Detachment 3, Maintenance Company, Combat Logistics Battalion 453 of the U.S. Marine Corps (U.S. Air Force [USAF], 2018).

The 910<sup>th</sup> Fire Department (910 FD) is comprised of civilian and military reservists, whose mission is to protect the flight line and base assets supporting the 910 AW. The current base Fire Station (Building 402) is a dual service fire station (ARS and Civilian) that provides fire support for the entire airport.

Building 402, the current home of the 910<sup>th</sup> AW Fire Department. The current Base Fire Station is located in Building 402 built in 1986. The original 11,386 sq. ft. building has been modified/added to four times (1,400 sq. ft. added in July 1990, 960 sq. ft. added in September 1994, 8,150 sq. ft. added in March 2008, and 1,800 sq. ft. added in September 2011). These modifications were made to update and improve the facility. Even with the building additions the Fire Station has a number of functional complications, including the following:

- Due to the lack of storage, the Fire Department uses bays in a facility over 700 feet away from their station to house the hazmat truck, fire extinguisher maintenance, confined space equipment, and hose drying/storage all attributing to facility disjointed operations,
- Bunker gear is not properly stored. It is stored in the open bay with no isolated climate control/ventilation.
- Bays do not meet the new aircraft rescue and firefighting (ARFF) vehicle size requirements.
- The training room is undersized and is being further downsized to accommodate new communications server requirements.

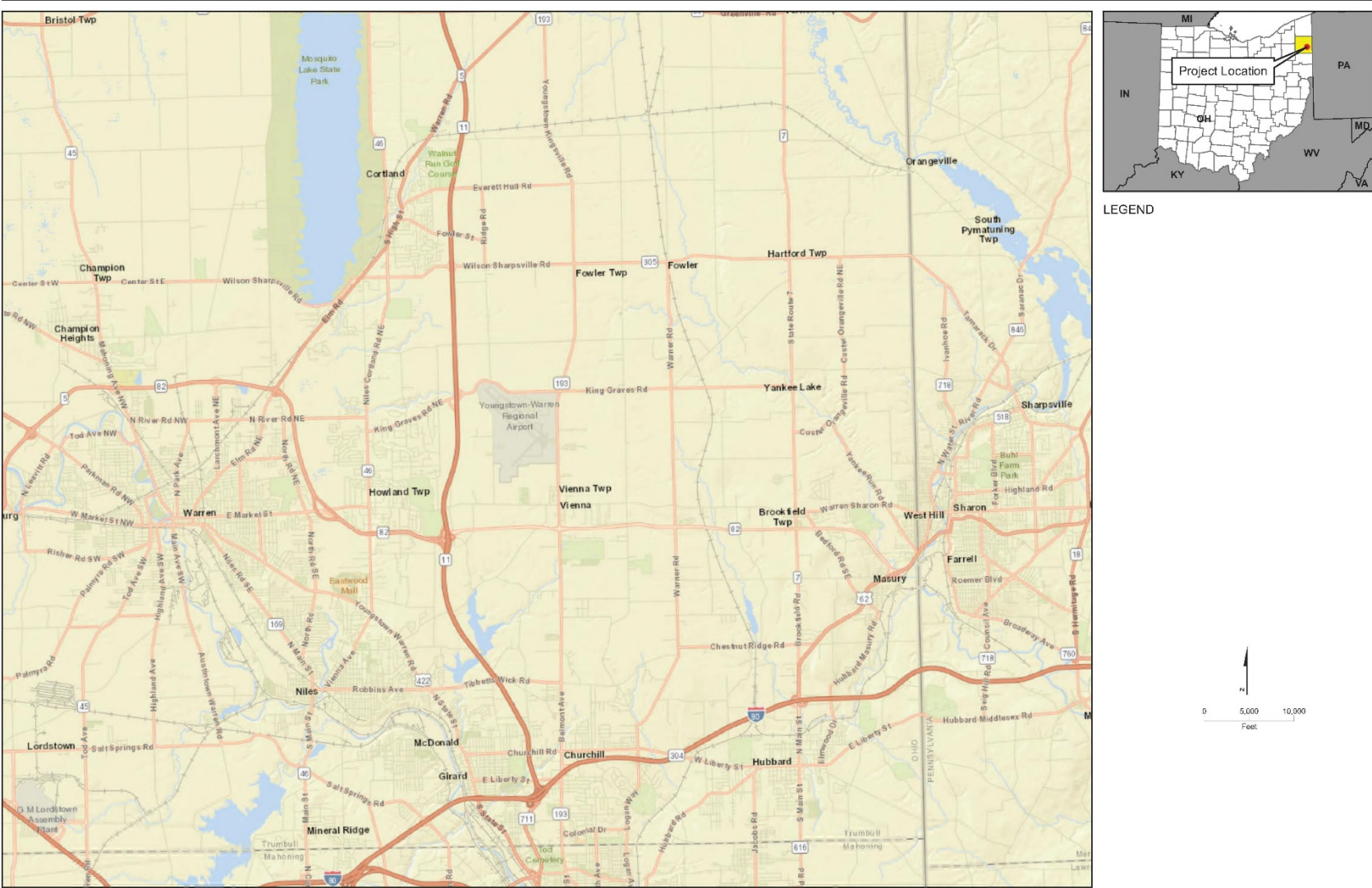


Figure 1-1 Youngstown Air Reserve Station

- Bunk rooms are located on the base side of the facility but were constructed as a two-story addition with no restrooms/showers, so shift personnel must go downstairs and through the gym to access restrooms/showers.

## 1.2 Purpose and Need

The 910 FD mission requires particular vehicles and equipment that is not compatible with the current Fire Station facility. The Fire Department must be 100 percent mission capable at all times. The current 23,698 sq. ft Fire Station, B402, is too small, poorly configured, and requires substantial restoration and modernization updates to meet current functional requirements. The facility size does not accommodate Reserve Squadron members during Unit Training Activities. Should a disaster occur, the Fire Department may not be able to respond at an acceptable speed with the appropriate equipment and vehicles due to the current dispersed location of stored equipment and assigned response vehicles. Without a consolidated, fully functional facility for personnel and equipment, firefighters and first responders have an unnecessarily difficult time correctly responding to certain emergencies.

The purpose of the proposed action is to construct a headquarters composite fire station to protect flight line and main base assets supporting the 910 AW. The purpose is further defined by providing a complete and usable facility with all required supporting infrastructure and control systems collocated and compliant with current Air Force standards and requirements. An additional goal is to maintain or reduce the response time of fire fighting personnel and equipment to the flight line.

## 1.3 Relevant Plans, Laws, and Regulations

A decision on whether to proceed with the Proposed Action depends on numerous factors, including mission requirements, regulatory requirements, and environmental considerations. In addressing environmental considerations, AFRC and YARS are guided by relevant statutes (and their regulations for implementation) and Executive Orders (EOs) that establish standards and provide guidance on environmental and natural resources management and planning.

## 1.4 Summary of Key Environmental Compliance Requirements

### 1.4.1 National Environmental Policy Act

NEPA (42 *United States Code* [U.S.C.] Sections 4321 through 4347) is a federal statute requiring the identification and analysis of potential environmental impacts associated with proposed federal actions before those actions are taken. The intent of NEPA is to help decision makers make well-informed decisions, based on understandings of the potential environmental consequences, and take actions to protect, restore, or enhance the environment. NEPA established the CEQ, which was charged with developing and implementing regulations and ensuring federal agency compliance with NEPA. The CEQ regulations mandate that all federal agencies use a prescribed structured approach to environmental impact analyses. This approach also requires federal agencies to use an interdisciplinary and systematic approach in their decision-making processes. The approach evaluates potential environmental consequences associated with a proposed action and considers alternative courses of action.

The process for implementing NEPA is codified in 40 CFR Parts 1500 through 1508, *Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act*. The CEQ was established to implement and oversee federal policy in this process. The CEQ regulations specify that an EA must be prepared to provide evidence and analysis for determining whether to prepare a finding of no significant impact (FONSI), or whether the preparation of an environmental impact statement (EIS) is necessary. The EA can aid in an agency's compliance with NEPA when an EIS is unnecessary and facilitate the preparation of an EIS when one is required.

Air Force Policy Directive (AFPD) 32-70, *Environmental Quality*, states that the USAF will comply with applicable federal, state, and local environmental laws and regulations, including NEPA. The USAF's implementing regulation for NEPA is its Environmental Impact Analysis Process (EIAP), 32 CFR Part 989, as amended.

#### **1.4.2 Integration of Other Environmental Statutes and Regulations**

To comply with NEPA, the planning and decision-making process for actions proposed by federal agencies involves a study of other relevant environmental statutes and regulations. The NEPA process, however, does not replace procedural or substantive requirements of other environmental statutes and regulations. It addresses them collectively in the form of an EA or EIS, which enables the decision maker to have a comprehensive view of major environmental issues and requirements associated with a proposed action. According to CEQ regulations, the requirements of NEPA can be integrated “with other planning and environmental review procedures required by law or by agency practice so that all such procedures run concurrently rather than consecutively” (40 CFR §1500.2 [c]).

Applicable federal statutes include the Clean Water Act (CWA), Clean Air Act (CAA), Coastal Zone Management Act, Fish and Wildlife Coordination Act of 1958, Endangered Species Act (ESA), National Historic Preservation Act (NHPA), Safe Drinking Water Act, Resource Conservation and Recovery Act, Migratory Bird Treaty Act of 1918 (MBTA), Migratory Bird Conservation Act, and the Water Resource Development Act. The NEPA analysis also considers compliance with EOs related to protection of wetlands, management of floodplains and invasive species, and protection of children.

The CAA establishes federal policy to protect and enhance the quality of air resources to protect human health and the environment. The CAA requires that adequate steps be implemented to control the release of air pollutants and prevent significant deterioration of air quality. The Ohio Environmental Protection Agency (OEPA) has authority for compliance with the CAA.

The CWA of 1977 (33 U.S.C. §1344) and the Water Quality Act of 1987 (33 U.S.C. §1251, as amended) establish federal policy to restore and maintain the chemical, physical, and biological integrity of the nation’s waters and, where attainable, to achieve a level of water quality that provides for the protection and propagation of fish, shellfish, wildlife, and recreation in and on the water. OEPA has authority for compliance with the CWA. OEPA regulations require that nonpoint source stormwater discharges related to the Proposed Action or alternatives comply with the requirements of a National Pollutant Discharge Elimination System permit, including a stormwater pollution prevention plan detailing site-specific best management practices (BMPs). Section 404 of the CWA requires specific permitting for dredging and/or filling of wetlands. This portion of the Act is administered by the U.S. Army Corps of Engineers (USACE) with U.S. Environmental Protection Agency (EPA) oversight. Section 401 of the CWA requires certification of water quality for Section 404 discharges. OEPA administers the Section 401 program. In addition to CWA requirements, USAF actions must comply with EO 11990, “Protection of Wetlands,” and EO 11988, “Floodplain Management.” When one or both of the above EOs apply, a finding of no practicable alternative (FONPA) must be completed if it is determined that there is no practicable alternative to implementing an action that would impact the wetland or floodplain. The FONPA finding is based on the NEPA analysis and documented in the NEPA decision document.

The ESA of 1973 (16 U.S.C. §1531) requires that federal agencies, in consultation with the U.S. Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service, use their authority to assist in carrying out federal programs for the conservation of threatened or endangered species. These agencies also ensure that any project that is funded, authorized, or constructed by the federal government is not likely to jeopardize the continued existence of such threatened or endangered species, or result in the destruction or adverse modification of their habitat. Animals with a state designation of endangered, threatened, or of special concern are granted legal protection by the State of Ohio (Ohio Revised Code §1531.25).

Actions that could affect cultural resources are regulated under Section 106 of the NHPA of 1966 and the Advisory Council on Historic Preservation Regulations for compliance with Section 106, codified as 36 CFR 800. These regulations require that the effects of federal actions on cultural resources be considered and minimized. The State Historic Preservation Office (SHPO) regulates the preservation of cultural resources in Ohio.



### **1.4.3 Interagency Coordination and Public Involvement**

NEPA ensures that environmental information is made available to the public during the decision-making process and prior to actions being taken. The premise of NEPA is that the quality of federal decisions will be enhanced if the proponents provide information on their actions to state and local governments and the public and involve these entities in the planning process. The Intergovernmental Coordination Act and EO 12372, "Intergovernmental Review of Federal Programs," require federal agencies to cooperate with and consider state and local views in implementing a federal proposal.

The SHPO, USFWS, OEPA, ODNR, EPA, Western Reserve Port Authority, Vienna Township, Trumbull County, Natural Resources Conservation Service (NRCS) were contacted during development of this EA to identify if they have issues relevant to the Proposed Action. Information provided has been incorporated into the EA. Additionally, 14 federally recognized tribes that have ancestral ties to lands in northeastern Ohio were consulted, in accordance with Ohio SHPO's recommendation, under Section 106. These tribes are the Delaware Nation, Delaware Tribe of Indians, Miami Tribe of Oklahoma, Ottawa Tribe of Oklahoma, Wyandotte Nation, Cayuga Nation, Oneida Nation of New York, Oneida Nation of Wisconsin, Onondaga Nation, St. Regis Mohawk Tribe, Seneca Nation of Indians, Seneca-Cayuga Nation, Tonawanda Seneca Nation, and Tuscarora Nation. No comments were received. Copies of coordination and consultation letters are presented in Appendix A.

## **2. Description of Proposed Action and Alternatives**

### **2.1 Proposed Action**

The Proposed Action is to construct a new modern Base Fire Station at the Youngstown Air Reserve Station, Ohio. The new Base Fire Station would be sited at the eastern corner of Vandenburg Road and Arnold Road on the northeastern side of the flight line, where Building 415 LRS Deployment Center is located (Figure 2-1). Building 415 would be demolished along with the roadway extension from Arnold Drive and the parking lot to make room for the new facility (Figure 2-2). After construction, fire support operations would be moved from their current location in Building 402 to the new Station.

The proposed new Station would be an approximately 24,500 square foot square foot, single story building that addresses functional space adjacencies and preferred workflow of the department. The apparatus bays, four (4) drive through bays and four (4) back-in bays, would be appropriately sized for fire engines, crash trucks and other FD assigned vehicles (Figure 2-3). The planned building occupancy for the facility will provide space for 24 dorm rooms and the supporting approved living accommodations. The dorms, training room, offices and dispatch areas would all be co-located within the new building.

This proposed action also includes providing a paved parking area, sidewalks, area lighting, utilities, site landscaping, and paved access roads to support new facility. The proposed project footprint would be approximately 1.82-acre acres in size.

As part of the construction, three lay down areas are planned (Figure 2-4). The 0.225-acre parking lot for Building 415 is included in the 1.82-acre project area of disturbance. The other two areas are 0.128 acres of the parking lot across Vandenburg Road from the project site, and 0.138 acres of the parking lot across Arnold Road from the Project site.

The new site location for the Fire Department is centrally located within the Youngstown Air Reserve Station (YARS) base, and the location provides convenient access to/from both the Airfield and Base for quick emergency response.

The new building and surrounding site components in the proposed concept plan will satisfy the unit's site requirements and adhere to the mandated standoff distances as required by U.S. Department of Defense (DoD) antiterrorism/force protection (AT/FP) policy.

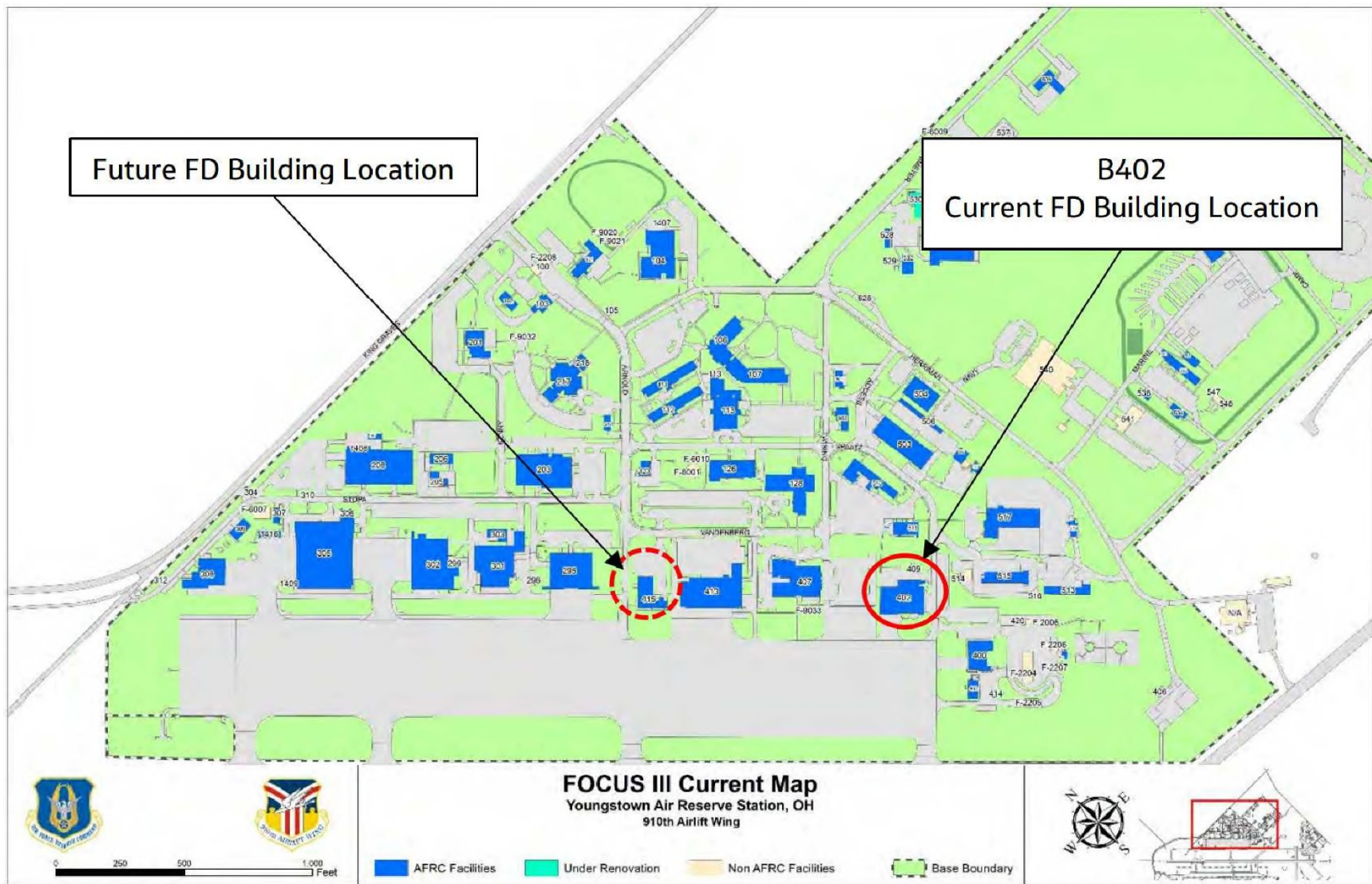


Figure 2-1. Location of Current and Proposed Base Fire Stations





Figure 2-2. Proposed Project Site



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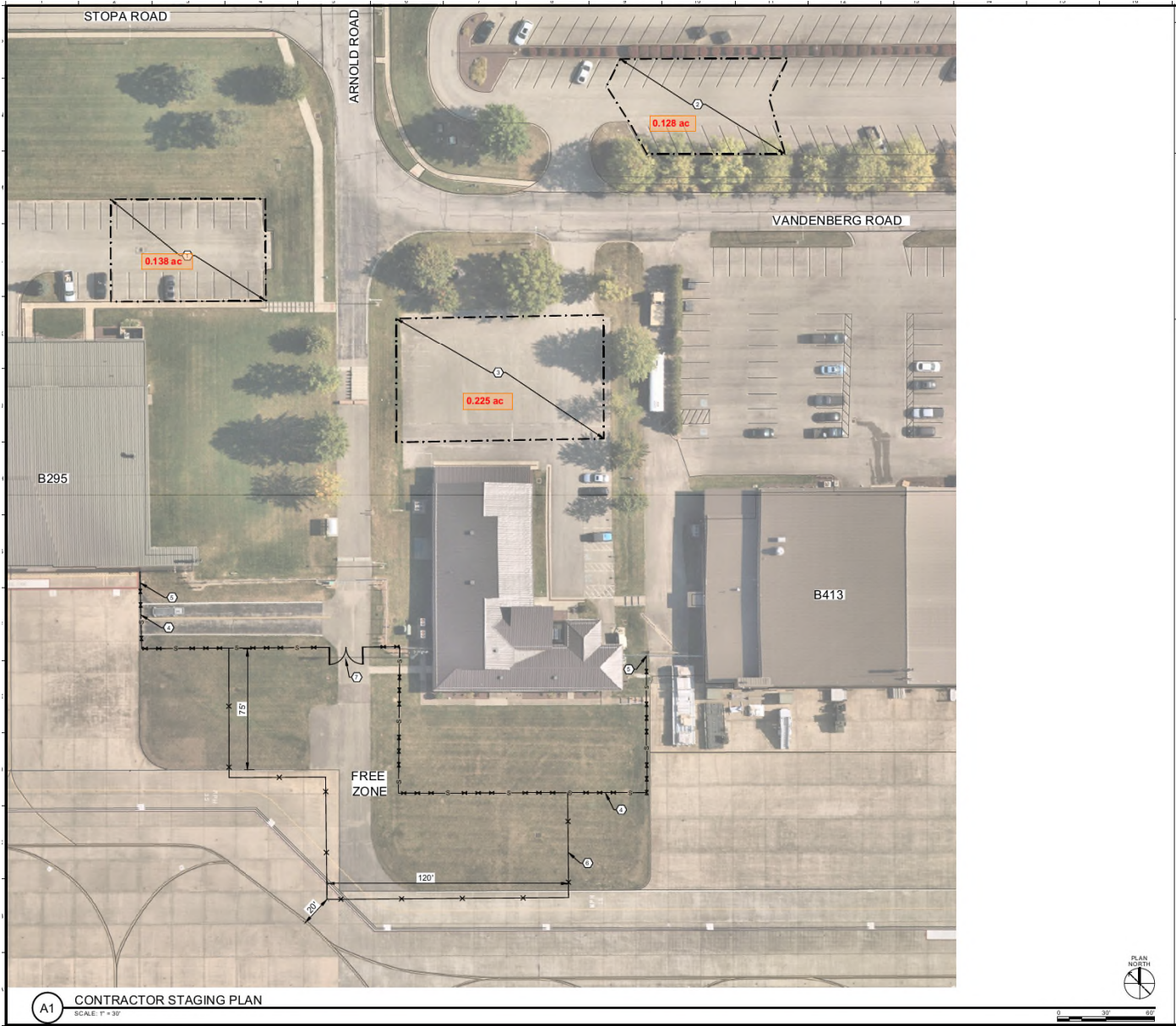


Figure 2-4. Proposed Laydown Areas.

The new Station would be compliant with installation structural and architectural standards (standing seam/brick façade) and all supporting systems to include all structural, HVAC, plumbing, fire suppression and detection, AT/FP, security, electrical, communications/PA, interior finishes, etc.

After the New Base Fire Station is complete and operations have been transferred from Building 402, The plans for reuse of Building 402 are not known at this time. The YARS Industrial-Training District Plan (YARS 2021) discusses that the building may be demolished. Any reuse or demolition plans will undergo appropriate NEPA evaluation before any decisions are made.

## **2.2 Alternatives**

CEQ regulations require that all reasonable alternatives be evaluated under NEPA. Alternatives may be eliminated from detailed analysis in a NEPA document based on their infeasibility and operational constraints, technical constraints, or substantially greater environmental impacts relative to other alternatives under consideration. For this EA, only the Preferred Alternative (Alternative 1) and the No Action Alternative were analyzed in detail.

### **2.2.1 Alternatives Considered in Detail**

#### **2.2.1.1 Alternative 1 – Preferred Alternative**

Alternative 1 – The new Base Fire Station would be located at the current site of Building 415, a 1.82 acres site, on the north side of the flight line. Building 415 and the existing parking areas would be demolished. The proposed new approximately 24,500 square foot square foot, single story Station would include four (4) drive through bays and four (4) back-in bays, 24 dorm rooms with supporting approved living accommodations, and training room, offices and dispatch areas. New paved parking area, sidewalks, area lighting, utilities, site landscaping, and paved access roads would also be constructed.

#### **2.2.1.2 No Action Alternative**

The No Action Alternative represents baseline conditions, which are used for comparison to future conditions that would exist under the Proposed Action. Under the No Action Alternative, the Proposed Action would not be implemented. A new Base Fire Station would not be constructed and the existing Base Fire Station, which does not meet current ARFF and Air Force standards, would continue to operate. The 910 FD would continue to have difficulties responding at an acceptable speed with the appropriate equipment and vehicles due to the current dispersed location of stored equipment and assigned response vehicles.

### **2.2.2 Alternatives Considered but Eliminated from Further Consideration**

Enlarging the current Base Fire Station (B402) was dismissed from further consideration as the ability to provide fire protection services would be decreased during construction and the site did not have enough room for the required number of bays.

Alternative sites were considered and dismissed if they were further away from the flight line than the current Station as the response time for emergencies on the flight line would be increased.

Different designs were considered including a design with only back-to-back bays was dismissed as and different vehicle access to the site, different parking/pavement configurations, and different locations for utility connections/corridors and stormwater drainage. Other design consideration would involve essentially the same footprint and environmental impacts as the Proposed Action. The analysis of the Proposed Action includes bounding areas to allow for changes in areas of disturbance associated with access and utilities connections.

### **3. Affected Environment and Consequences**

#### **3.1 Resources Eliminated from Detailed Analysis**

The following resource areas have been eliminated from detailed analysis in the EA because there would be no to negligible impacts to these resources from the Preferred Alternative (Alternative 1) or No Action Alternative. Therefore, these resource areas are not discussed further in the EA.

##### **3.1.1 Geologic Resources**

YARS is within the Glaciated Appalachian Plateau region of Ohio. Primary bedrock in this area is interbedded shales and sandstones of the Middle Pennsylvania Allegheny Formation. Primary rock type is shale with secondary types including siltstone, sandstone, and limestone (AFRC 2017). The Preferred Alternative would not impact geologic formations because construction would take place in soils previously disturbed by the construction of Building 415 and underlying geologic formations would not be disturbed.

##### **3.1.2 Topography**

Terrain in the Glaciated Appalachian Plateau region is characterized by smoothly rolling hills and broad, flat valleys. The Preferred Alternative would not result in negligible, long-term, direct, adverse impacts to existing topography because the location of the proposed location at the already developed Building 415 site which is relatively level and would require minimal grading.

##### **3.1.3 Floodplains**

The project area is within an area mapped by the Federal Emergency Management Agency (FEMA) as being an “area of minimal flood hazard” (FEMA 2010). The Preferred Alternative would result in no impacts on floodplains because the project area is not within the Federal Flood Risk Management Standard floodplain.

##### **3.1.4 Wetlands**

The National Wetlands Inventory identifies two riverine wetlands likely associated with drainage within the general area of the proposed project. One runs along the north side of Spaatz Street approximately 370 feet northeast of the project site. The other runs between the tarmac and the runway approximately 420 feet miles to the southwest of the project site. The Preferred Alternative would not result in direct or indirect impacts on wetlands because construction of the new Fire Station would not be in or near the wetlands, and stormwater from the new Fire Station area would not be discharged into the wetlands.

##### **3.1.5 Coastal Resources**

Under the requirements and guidance of the Coastal Zone Management Act of 1972, as amended, federal actions that would occur within, or that would directly affect, a coastal zone of a state having an approved state Coastal Zone Management Plan must determine if, and to what extent, coastal zones will be impacted.

According to the Ohio Department of Natural Resources (ODNR) Office of Coastal Management, Trumbull County is not included in a coastal management area. Based on the mapping files provided through the ODNR website and coastal management guidance documents, YARS is approximately 35 miles from the Lake Erie coastal zone (ODNR 2022). Therefore, no direct or significant impacts on coastal resources would result from the Preferred Alternative.

##### **3.1.6 Cultural Resources**

Previous surveys for cultural resources for projects at YARS (Runway Retrofit, New Entry Control Complex) did not find any archaeological resources or listed, eligible, or potentially eligible historic

properties within the YARS boundary. The Ohio State Historic Preservation Office concurred with these findings (OHO 2019). The Preferred Alternative would occur in a location that has been heavily disturbed by the construction of Building 415, the runway, and associated construction and maintenance. No prior records indicate that cultural resources previously existed within the project area. The USAF determined that no historic properties would be affected by the Preferred Alternative. Native American tribes affiliated with the project area were notified of the proposed project and no comments were received. Copies of this correspondence are included in Appendix A. If previously undiscovered cultural resources are encountered during construction, work would stop until the appropriate notifications and any applicable mitigations were made in accordance with the YARS Cultural Resource Contingency Plan.

### **3.1.7 Land Use**

YARS is in Youngstown, Ohio, and is collocated with the Youngstown-Warren Regional Airport, which is along the installation's southern border. No modifications to existing land use at YARS or Youngstown-Warren Regional Airport would occur under the Preferred Alternative; therefore, no impacts on land use would result from the Preferred Alternative.

### **3.1.8 Aesthetics and Visual Resources**

The YARS facility has installation structural and architectural standards that would apply to the proposed project. These include standing seam metal sloped roof, brick façade, paved access road and parking areas, sidewalks, area lighting, and landscaping. The Preferred Alternative has been designed to these specifications. The preferred Alternative would have insignificant impacts on aesthetics and visual resources. The Preferred Alternative would not result in any obvious modifications to the existing aesthetic or visual landscape at YARS. The visual appearance of the new Fire Station would be consistent with the existing buildings within the vicinity of the site.

### **3.1.9 Utilities and Infrastructure**

The Preferred Alternative would not permanently alter utility infrastructure at YARS. No additional utilities are required by the Preferred Alternative. The Preferred Alternative would have insignificant impacts on utilities and infrastructure at YARS.

### **3.1.10 Air Space**

The Preferred Alternative would not change the existing airspace configuration because no changes would be made to the runway that would alter the existing boundaries of the airspace configuration or usage above Youngstown-Warren Regional Airport or YARS. For this reason, airspace is not a resource considered further in this EA.

### **3.1.11 Socioeconomic Resources**

The unemployment rate for December 2021 in Trumbull County was 4.4 percent, which is higher than Ohio's state-wide unemployment rate of 3.4 percent (ODJFS 2021) and the national average of 4.0 percent (BLS 2022). Implementation of the Preferred Alternative would have negligible, short-term, direct, beneficial impacts on the local economy during construction. Impacts would be beneficial because local labor and materials could potentially be used for construction of the new Fire Station. These impacts would be short-term and minor because of the limited duration and scope of construction activities. Negligible, short-term, indirect, beneficial impacts would be expected during construction as a result of incidental spending in the local area by construction workers employed by private construction contractors.

As the existing fire station personnel would transfer to the new fire station, no permanent jobs would be generated, and no new personnel would come to YARS as part of the Preferred Alternative. There would be no change in the local economy once construction is complete as compared to existing conditions.

### **3.1.12 Protection of Children**

EO 13045, "Protection of Children from Environmental Health Risks and Safety Risks," states that each federal agency "(a) shall make it a high priority to identify and assess environmental health risks and safety risks that may disproportionately affect children; and (b) shall ensure that its policies, programs, activities, and standards address disproportionate risks to children that result from environmental health risks or safety risks."

The nearest schools are Currie Elementary School (2.75 miles north) and Mathews High School (2 miles southeast). No residences are located within the project area. The nearest residences are single family homes along King-Graves Road adjacent to YARS; however, it is not known whether children reside in these homes. Access to the airfield is controlled, thereby limiting unauthorized access by any person, including children. There would be no health or safety risks to children.

Neither YARS or the nearby community of Vienna Township have mass transit or bus service. The Air Force Inn does offer shuttle service.

## **3.2 Resources Considered in Detail**

Detailed analysis has been conducted on the following resource areas to document the potential impacts from the Preferred Alternative under the Preferred Alternative and No Action Alternative.

### **3.2.1 Soils**

Soils are the unconsolidated surface materials that form from underlying bedrock or other parent material.

#### **3.2.1.1 Affected Environment**

The U.S. Department of Agriculture's Natural Resources Conservation Service maps only one soil type within the project area; Udorthents, loamy. This soil type is not considered prime farmland. (see Appendix C). The soil mapped in the project area is not hydric.

The proposed project area is approximately 1.82 acres, including an existing 0.225-acre parking lot. The project site is mostly developed with existing roads, parking lot, and Building 415. The areas not already paved are landscaped with mown grass and several trees.

#### **3.2.1.2 Environmental Consequences**

##### **Preferred Alternative (Alternative 1) – Construction of New Fire Station**

The Preferred Alternative would have a minor, long-term, direct adverse impact on soils within the 1.82-acre project site. The soils under the existing development have been previously disturbed during construction of that development. These soils would be disturbed again during demolition and construction of the new Fire Station. There would be adverse impacts to soils under the present landscaping due to construction of the new Fire Station, new impervious surfaces, compaction activities from heavy equipment, and erosion and disturbance of soils during construction.

Areas of two other existing parking lots, 0.128-acres of the parking lot across Vandenburg Road from the Project Site, and 0.138 acres of the parking lot across Arnold Road from the Project Site, would be used as laydown areas, but there would be no disturbance of soils.

BMPs would be incorporated into the project to reduce impacts on soils. These could include installing silt fencing, applying water to disturbed soil, and limiting soil disturbance only to areas where the construction is proposed. An erosion and sedimentation pollution control plan would be developed in accordance with the requirements of Trumbull County and Ohio Environmental Protection Agency (OEPA).



The Project site does not contain prime farmland soils, so there would be no impact to farmland soils under the Preferred Alternative. BMPs to control stormwater and prevent soil erosion during construction would prevent offsite impacts from scour and sedimentation. Therefore, indirect impacts on soils are not expected as a result of the Preferred Alternative.

The Preferred Alternative would contribute to minor, long-term, adverse cumulative impacts on soils from construction of additional impervious surface.

### **No Action Alternative**

No new construction or development activities are proposed under the No Action Alternative. Therefore, the No Action Alternative would not affect soils.

### **3.2.2 Water Resources**

Water resources include both surface water and groundwater. Surface water resources include lakes, rivers, streams, and wetlands. These resources can be important to economic, ecological, recreational, and human health resources. Stormwater is included in the surface water analysis because it has the potential to flow into connected surface waters and impact surface water quality.

Groundwater includes subsurface hydrologic resources. Groundwater properties are often described in terms of depth to aquifer or water table, water quality, and surrounding geologic composition. Stormwater flows, defined as runoff from precipitation that are increased by impervious surfaces, may introduce sediments and other contaminants into the water resource environment.

#### **3.2.2.1 Affected Environment**

No streams or ponds were identified within the project area. An extensive stormwater management system is in place. The project site has a stormwater drainage system that consists of trench drains and catch basins that conveys stormwater via pipeline to the south then east offsite. Stormwater from existing taxiways and runways is conveyed via overland flow to ditches that lead to a series of culverts from which water is directed to wetlands and streams.

Drinking water supply in Vienna Township is provided indirectly from the Meander Reservoir (Trumbull County Planning Commission 2009). For those sections of Vienna Township that are not connected to the municipal water supply, groundwater is obtained from Sandy and Sandy Shale Bedrock aquifers; Sandstone and Sandy Shale Bedrock aquifers; and the Massillon, Berea, and Sharon Sandstone Bedrock aquifers. A perched seasonal high-water table is at a depth of 18 to 36 inches during extended wet periods (Trumbull County Planning Commission 2009).

#### **3.2.2.2 Environmental Consequences**

##### **Preferred Alternative (Alternative 1) – Construction of New Fire Station**

During construction activities, adverse impacts to surface water quality could occur as a result of spills or sedimentation. The risk from spills would be minimized to negligible by practicing good housekeeping, such as using proper fueling procedures; properly storing and handling materials and wastes; and maintaining construction equipment offsite or in designated areas with appropriate control and containment. Spills would be addressed in accordance with the Spill Prevention, Control, and Countermeasure Plan. This plan includes federal and state environmental regulatory requirements related to spill emergency response procedures.

Under the Preferred Alternative, the existing site stormwater drainage system would be modified. The existing catch basins and pipelines along the sides of Building 415 would be removed. A new system would be constructed that directed the stormwater to two new basins south of the new building.

The Preferred Alternative would have a minor, short-term, direct adverse impact on stormwater during construction from increased erosion resulting from soil disturbances. The impact would be minimized



through the implementation of an erosion and sedimentation pollution control plan in accordance with the stormwater management requirements of Trumbull County and OEPA. The construction contractor would obtain a General Construction Stormwater Discharge Permit from OEPA. BMPs would be incorporated into the project. For example, disturbed areas that are unpaved would be reseeded; stormwater from impervious areas would be treated for water quality and quantity; and sediment fencing, check dams, and inlet protection would be incorporated. The modified landing zone would include stormwater controls that prevent changes to site hydrology following construction.

The Preferred Alternative would have a negligible, long-term, direct adverse impact on stormwater.

The Preferred Alternative could have a minor, short-term, indirect adverse impact on groundwater during construction if groundwater is encountered during excavation, grading, or other land-disturbing activities. Any dewatering necessary during such activities would be conducted using standard methods and would have no effect on groundwater quality or flow. If contaminated groundwater is encountered during dewatering, it would be managed in accordance with all applicable laws and regulations.

Water usage at the new Fire Station would be similar to that at the existing station. No impacts to water supply are anticipated.

### **No Action Alternative**

No new construction or development activities are proposed under the No Action Alternative. Therefore, no impacts on water resources would be anticipated.

### **3.2.3 Biological Resources**

Biological resources consist of plants and animals and their habitats. These resources provide aesthetic, recreational, and socioeconomic benefits to society. This section describes the plant and animal species that occur, or are likely to occur, in the proposed project site.

#### **3.2.3.1 Affected Environment**

The project area consists of developed building, paved parking lot and road, and grass landscaping that is regularly mowed and several trees.

The following three federally listed species may be present in the proposed project area (USFWS 2024):

- Indiana bat (*Myotis sodalis*, federally endangered)
- Eastern massasauga rattlesnake (*Sistrurus catenatus*, federally threatened)
- Monarch butterfly (*Danaus plexippus*, federal candidate species).

The project area does not contain any critical habitats. The project area does not contain forested area that may provide summer habitat for the Indiana bat. Bats may inhabit suitable roof and eaves. No bogs, swamps, or wet prairies were in the project area, which is the preferred habitat of the eastern massasauga rattlesnake. The landscaping in the project area is regularly mowed, so milkweed (*Asclepias* spp.) plants would not be able to mature and support larvae of the monarch butterfly.

Bald eagle (*Haliaeetus leucocephalus*, protected under the Bald and Golden Eagle Protection Act) and three species protected under the Migratory Bird Treaty Act, red-headed woodpecker (*Melanerpes erythrocephalus*) and wood thrush (*Hylocichla mustelina*), have the potential to occur within the project area (USFWS 2024). There is no foraging habitat for the bald eagle in the vicinity of the project, making its presence highly unlikely.

The woodpecker or thrush may use the landscaping trees in or adjacent to the project area for nesting.

In addition to federally protected species, state-listed species include 9 endangered, 6 threatened, 1 special interest and 19 species of concern animal species (ODNR 2023) as well as 9 endangered, 8 threatened, and 8 potentially threatened plant species (ODNR 2023), documented in Trumbull County. A summary of these species, including their preferred habitat and whether they occur in the project area, is included in Appendix E.

### **3.2.3.2 Environmental Consequences**

#### **Preferred Alternative (Alternative 1) – Construction of New Fire Station**

Normal Fire Station operations including training, equipment and vehicle maintenance, and personnel activities would occur mainly during the daytime. While there would be some nighttime training and potentially actual emergencies, these activities would not have the potential to strike bats. Prior to demolition, the building would be inspected for the presence of bats. If present, appropriate coordination with the USFWS and ODNR would be initiated for potential mitigation.

Therefore, the Preferred Alternative is not likely to adversely affect the Indiana bat. It is unlikely that the eastern massasauga rattlesnake would occur within the limits of disturbance because the area of disturbance and surrounding area is not near wetlands and is a maintained airfield and inhospitable for the snake or its prey; therefore, the Preferred Alternative is not likely to adversely affect the eastern massasauga. No habitat for the monarch butterfly was observed in the project area; therefore, the Preferred Alternative would have no effect on the monarch butterfly.

No nesting habitat for the bald eagle, red-headed woodpecker, or wood thrush occurs in the project area and these species would not be adversely affected by the proposed project.

Of the three state-listed species with potential habitat in the project area (refer to Appendix D), two are associated with conversion of landscape and one is associated with the maintained airfield. The species are summarized as follows:

- Two of the three species are birds. YARS has procedures in place to minimize the presence of flying animals in the project area to minimize the aircraft strike hazard, so it is unlikely that habitat in the project area is used by state-listed flying species. However, the proposed conversion of landscape area and trees to impervious surface could result in potential habitat loss. The Preferred Alternative could have a minor, long-term, indirect adverse impact on state-listed flying animals.
- One of the species is a plant. It is unlikely to be present because the landscaped area on the project site airfield is mowed regularly. Therefore, the Preferred Alternative would have no effect on these species.

The Preferred Alternative could contribute to minor, long-term, adverse cumulative impacts to biological resources because of the disturbance of habitat in the project area. Impacts would not be significant as only a few trees are planted near the existing building compared to the large amount of habitat available in the surrounding area.

#### **No Action Alternative**

No new construction or development activities are proposed under the No Action Alternative. Therefore, no impacts on biological resources would be anticipated.

### **3.2.4 Air Quality**

#### **3.2.4.1 Affected Environment**

Under the authority of the CAA, EPA established nationwide air quality standards to protect public health and welfare. These federal standards, known as National Ambient Air Quality Standards (NAAQS),

represent the maximum allowable atmospheric concentrations for six criteria pollutants: ozone (O<sub>3</sub>), nitrogen dioxide (NO<sub>2</sub>), carbon monoxide (CO), sulfur dioxide (SO<sub>2</sub>), lead, and particulate matter, which includes respirable particulate matter less than or equal to 10 micrometers in diameter (PM<sub>10</sub>) and respirable particulate matter less than or equal to 2.5 micrometers in diameter (PM<sub>2.5</sub>). The criteria pollutants are shown in Table 3-1.

**Table 3-1. Ambient Air Quality Standards**

| Criteria Pollutant | Federal Standard (Averaging Period) <sup>a</sup>    | Federal Attainment Status |
|--------------------|---|---------------------------|
| CO                 | 35 ppm (1 hour)                                     | Attainment                |
|                    | 9 ppm (8 hours)                                     |                           |
| NO <sub>2</sub>    | 0.100 ppm (1 hour)                                  | Attainment                |
|                    | 0.053 ppm (annual arithmetic mean)                  |                           |
| Ozone              | 0.070 ppm (8 hours)                                 | Attainment                |
| PM <sub>2.5</sub>  | 12 µg/m <sup>3</sup> (annual arithmetic mean)       | Attainment                |
|                    | 35 µg/m <sup>3</sup> (24 hours)                     |                           |
| PM <sub>10</sub>   | 150 µg/m <sup>3</sup> (24 hours)                    | Attainment                |
| SO <sub>2</sub>    | 0.5 ppm (3 hours, secondary standard)               | Attainment                |
|                    | 0.075 ppm (1 hour)                                  | Attainment                |
| Lead               | 0.15 µg/m <sup>3</sup><br>(rolling 3-month average) | Attainment                |

Source: EPA 2022a

<sup>a</sup> National standards other than ozone, particulate matter, and those based on annual averages or annual arithmetic means are not to be exceeded more than once a year. The ozone standard is attained when the fourth-highest 8-hour concentration in a year, averaged over 3 years, is equal to or less than the standard. For PM<sub>10</sub>, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m<sup>3</sup> is equal to or less than 1. For PM<sub>2.5</sub>, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over 3 years, is equal to or less than the standard.

µg/m<sup>3</sup> = microgram(s) per cubic meter

ppm = part(s) per million, by volume

Under the CAA, the country is classified into attainment, nonattainment, and maintenance areas. Any area not meeting the NAAQS is designated as nonattainment for the specific pollutant or pollutants, whereas areas that meet the NAAQS are designated as attainment areas. Maintenance areas are those areas that were previously designated as nonattainment and subsequently re-designated to attainment, subject to the development of a maintenance plan.

Under the EPA New Source Review (NSR) program, stationary sources of air pollution are required to have permits before construction of the source begins. Approval of the NSR Prevention of Significant Deterioration permit would be required if the proposed project were either a new source with the potential to emit 250 tons or more per year of an attainment pollutant, or an existing major source of emissions making a major modification that results in net emissions increase above specified levels in an attainment area. Nonattainment NSR approval would be required if the proposed project were a new stationary source or major source of emissions making a major modification in a nonattainment area with the potential to emit nonattainment pollutants in excess of the NSR thresholds.

The CAA General Conformity Rule (40 CFR Parts 6, 51, and 93) requires federal agencies to make written conformity determinations for federal actions in or affecting nonattainment or maintenance areas. If the emissions of a criteria pollutant or its precursors do not exceed the *de minimis* level, the federal action has minimal air quality impact and the action is determined to conform for the pollutant under study, with no further analysis being necessary.

Greenhouse gases (GHGs) are compounds that may contribute to accelerated climate change by altering the thermodynamic properties of the Earth's atmosphere. GHGs consist of CO<sub>2</sub>, methane, nitrous oxide, hydrofluorocarbons, and perfluorocarbons (EPA 2022b). Under the EPA Mandatory Reporting Rule, facilities that emit 25,000 metric tons or more per year of carbon dioxide equivalent (CO<sub>2</sub>e) emissions must

submit annual reports to the EPA. For purposes of the NEPA analysis, the USAF has established a *de minimis* significance threshold of 75,000 tons per year CO<sub>2e</sub> (AFCEC 2016).

**Criteria Pollutants.** Youngstown ARS is located in Trumbull County, Ohio. Trumbull County is in attainment with all NAAQS. Therefore, a General Conformity analysis is not required.

**Climate Conditions and Trends.** For Youngstown, Ohio, which is the closest city to YARS with recent data, the average high temperature is 81 degrees Fahrenheit (°F) in July, which is the hottest month, and the average low temperature is 19°F in January, which is the coldest month. Youngstown has average annual precipitation of 38.91 inches per year. The wettest month of the year is July, with an average rainfall of 4.31 inches (U.S. Climate Data 2022).

Annual average temperatures are projected to rise by as much as approximately 8°F by 2050 and 15°F by 2100. Extreme heat and high humidity could cause dangerous health conditions. Projected temperature increases could amplify the intensity of naturally occurring droughts. Ohio has experienced a significant increase in heavy rain events, specifically in winter and spring, which could increase the risk of springtime flooding events (Frankson et al. 2022).

### 3.2.4.2 Environmental Consequences

#### Preferred Alternative (Alternative 1) – Construction of New Fire Station

**Criteria Pollutants.** Air quality impacts associated with the Preferred Alternative were evaluated based on whether emissions would be temporary, localized, and whether a reasonable potential exists for a violation of an ambient air quality standard or regulatory threshold.

Implementation of the Preferred Alternative at YARS would result in minor, short-term, direct adverse impacts on overall air quality from construction activities. The operation of various equipment during construction activities would create exhaust emissions and generate dust and other particles in the air during the execution of the Preferred Alternative. Mobile source emissions also would be generated from vehicular traffic related to construction.

The USAF's Air Quality Environmental Impact Analysis Process Guide, Volume II (AFCEC 2020) provides guidance on using 250 tons per year as an insignificance indicator in areas that are in attainment of the NAAQS for criteria pollutants. For the Preferred Alternative, the insignificance indicator for all criteria pollutant emissions is 250 tons per year because Trumbull County is in attainment with the NAAQS standards.

Based on square footage comparisons of other construction projects at YARS, the emissions from construction activities associated with the Preferred Alternative would be below USAF's insignificance indicator for all criteria pollutants. Therefore, the Preferred Alternative would not be subject to Prevention of Significant Deterioration or NSR requirements. The analysis indicates that the emissions would be below the *de minimis* thresholds under EPA's General Conformity Rules.

Operational emissions would be the same as current operations. As the Preferred Alternative only involves the movement of current operations from the existing location to the new fire station, emission of criteria pollutants at YARS would not change due to the operation of the new fire station. The proposed project is exempt from general conformity requirements.

BMPs would be implemented during construction to reduce potential impacts on air quality, including having no visible emissions such as dust or wind-blown soil. These control measures could include applying water or using other stabilization measures on areas of bare soil or soil piles; creating wind breaks; and covering dump trucks that transport materials that could become airborne. Additionally, contractors would be required to maintain construction equipment in accordance with manufacturers' specifications to reduce exhaust emissions. Construction under the Preferred Alternative would have no significant impact on air quality.

**Climate Change and GHGs.** The Preferred Alternative would generate GHG emissions from construction and operation-related activities. Construction activities associated with the demolition of Building 415 and

the construction of the new fire station would result in a short-term, insignificant increase in GHG emissions.

Estimated peak GHG emissions resulting from the Preferred Alternative would be 1,007 CO<sub>2</sub>e for construction which are well below the USAF *de minimis* threshold of 75,000 tons per year (AFCEC 2016). The construction is likely to take more than one year so the annual emissions would be even lower.

The overall operations of the new fire station would likely remain unchanged from the operations of the existing fire station. Therefore, long-term, minor, adverse impacts on climate change as a result of operations related GHG emissions at YARS would be expected from the implementation of the Preferred Alternative. No indirect impacts would be anticipated.

The changing climate is not anticipated to impact future operations at the new fire station or cause an increase in the impacts associated with the Preferred Alternative. YARS is not located in a coastal region or along a tidally influenced river reach. Therefore, water level rise or increased flooding from climate change would not impact the Preferred Alternative would have no significant impact related to climate change.

Air quality impacts associated with other recently completed, ongoing, or planned projects would add indirectly to adverse air quality impacts from The Preferred Alternative. Impacts would be minor and temporary. Implementation of the Preferred Alternative could result in minor, cumulative effects on air quality. GHG emissions from the Preferred Alternative would not contribute significantly to climate change, but any emission of GHGs represents an incremental increase in global GHG concentrations.

### **No Action Alternative**

Implementation of the No Action Alternative would not result in a change in current conditions. There would be no emissions from construction activities or aircraft operation, no increase in fugitive dust emissions, and no changes related to climate change. Therefore, no impacts to air quality would occur. The No Action Alternative would not contribute to cumulative effects.

### **3.2.5 Noise**

Noise, often defined as unwanted sound, is one of the most common environmental issues associated with human activities. Public annoyance is the most common impact associated with exposure to elevated noise levels.

Assessing impacts of noise involves several factors, including frequency, content, time of day during which noise occurs, duration, and loudness of the noise. A proposed action could have a significant effect on noise if noise-sensitive areas experience a long-term increase in noise exposures at or above a long-term equivalent A-weighted sound level of 70 dB over a 24-hour period is the noise level known to cause hearing loss with prolonged exposure (EPA, 1974). However, short-term exposures to elevated noise levels would not cause significant effects.

#### **3.2.5.1 Affected Environment**

The Youngstown Air Reserve Station and Youngstown-Warren Regional Airport is an active commercial and military airport with existing sources of aircraft and traffic noise. The existing fire station is located at the southeastern end of the YARS flightline north of the runway. To the southeast is the Youngstown-Warren Regional Airport. The closest off-station residence to the existing fire station is approximately 2,400 feet to the north across Kings Grave Road. The on-station Eagles Nest Lodge is 605 feet to the north of the existing fire station.

### **3.2.5.2 Environmental Consequences**

#### **Preferred Alternative (Alternative 1) – Construction of New Fire Station**

The closest off-station residence to the new fire station is approximately 1,500 feet to the north across Kings Grave Road. The nearest on-station residence is the Eagle Nest Lodge 416 feet northeast of the proposed site.

Noise levels at these residences due to construction activities would be greatest during the demolition phase and alteration of the access roads to the site. Construction noise impacts would be unavoidable but also temporary. Noise levels would be a function of the methods employed during each stage of construction and BMPs would be used to reduce the noise from construction activities. Construction activities would occur primarily during weekdays during daylight hours, though construction may also occur occasionally during daylight hours on weekends. Noise from construction vehicles would cease once construction is complete. The noise from construction would be temporarily eclipsed during aircraft landings and takeoffs.

The Preferred Alternative would have a minor, short-term, direct adverse impact on noise receptors during construction.

The noise impacts to the off-station residence would be minor, short-term, adverse, and direct and would last only during construction. The noise impact at the Eagle Nest Lodge residence would be greater than that at the off-station residence but would be mitigated by the temporary nature of occupation of each resident at the Lodge and the temporary duration of the construct activities. The noise impacts at the Eagle Nest Lodge residence would be minor, short-term, adverse, and direct.

The Preferred Alternative would involve direct impact on noise receptors. During emergencies, the vehicle sirens would start out closer to the residences than from the current fire station. The vehicle siren noise would be greater at these locations. This noise would be occasional and only last during the emergency, so the impacts are short-term, minor, and adverse.

Indirect impacts on the noise environment are not expected as a result of the Preferred Alternative because noise effects would be confined to the construction period and the immediate area of the new fire station during emergencies.

#### **No Action Alternative**

No new construction or development activities are proposed under the No Action Alternative. Therefore, no impacts on the noise environment would be anticipated.

### **3.2.6 Hazardous Materials and Hazardous Waste**

A hazardous material is any item or agent (biological, chemical, or physical) that has the potential to cause harm to humans, animals, or the environment, either by itself or through interaction with other factors. Issues associated with hazardous materials typically center around waste streams; underground storage tanks; aboveground storage tanks; and the storage, transport, use, and disposal of pesticides, fuels, lubricants, and other industrial substances. When such materials are improperly used, they can threaten the health and well-being of wildlife species, habitats, soil and water systems, and humans. The threshold level of significance for impacts resulting from hazardous materials includes a release of hazardous materials or a violation of local, state, or federal hazardous materials regulations.

#### **3.2.6.1 Affected Environment**

The USAF historically used aqueous film-forming foam (AFFF) containing perfluorooctanoic acid (PFOA), perfluorooctane sulfonate (PFOS), and/or perfluorobutane sulfonate (PFBS) in fire training exercises and to

extinguish fires (USACE and AFCEC 2018). Based on operational histories, three locations with potential releases of AFFF have been identified at YARS (USACE and AFCEC 2021):

- Former Fire Training Area (FFTA)
- Current fire training area
- Building 402 current fire station

The FFTA is located at the northwestern end of the taxiway and was used by the YARS Fire Department and the Trumbull County Fire Department for open petroleum (including jet propellant fuel) burns and fire extinguishing activities between the 1950s and late 1970s (USACE and AFCEC 2018). The current fire training area is located at the eastern edge of YARS.

Site inspections, soil, sediment, surface water and ground water sampling at these sites determined that the concentrations of PFOS, PFOA, and PFOS+PFOA at the FFTA exceeded the screening levels for each contaminant for the surface water and groundwater. The investigation and planning for potential mitigation near the FFTA to fully evaluate PFOS, PFOA, and PFBS contamination at this location is ongoing.

YARS maintains a Hazardous Material Management Plan that identifies the responsibilities and procedures for managing hazardous materials at YARS. The overall objective of the plan is to ensure hazardous materials are purchased, stored, and handled in a manner that minimizes the impact on the environment and complies with all applicable environmental, safety, and occupational health standards. The plan applies to all 910 AW organizations, tenants, and contractors that store or use hazardous materials on YARS.

Building 415 was evaluated for the presence of hazardous materials including asbestos containing materials (ACM) and lead based paint (LBP) on November 21, 2023 (Tetra Tech 2024). Various fluorescent light fixtures with mercury containing light tubes, mercury thermostats, liquid cleaners, Freon containing HVAC equipment, and other safety equipment that could contain hazardous materials were found. ACMs identified were the transite wall panels in the mechanical room. Six paint readings contained detectable lead concentrations.

### **3.2.6.2 Environmental Consequences**

#### **Preferred Alternative (Alternative 1) – Construction of New Fire Station**

The proposed activities would only involve changes to the activities at Building 402, the current fire station. These activities would cease at Building 402 and begin at the new fire station. The current fire training would continue normal operations. However, the control of use of these chemical has been increased.

The Preferred Alternative would result in minor, short-term direct, adverse impacts due to the demolition of Building 415. Removal and disposal of the hazardous material will be implemented in accordance with appropriate state and federal worker safety, and material management and disposal regulations. The Preferred Alternative would result in minor, short-term, direct, adverse effects resulting from the use of hazardous materials during construction of the new fire station. The construction contract would require the contractor to handle the disposal of all hazardous wastes, including contaminated soil if encountered, in accordance with applicable federal, state, and local regulations and requirements as well as the YARS Hazardous Material Management Plan. USAF regulations prohibit the use of asbestos-containing materials and lead-based paints for new construction. Once construction is complete, use of hazardous materials and the generation of solid waste would return to levels comparable to existing operations at YARS.

The Preferred Alternative would contribute to minor, short-term, adverse cumulative impacts associated with the use of hazardous materials and the disposal of hazardous waste during construction activities. However, impacts would not be significant because the use of hazardous materials or the generation of hazardous waste would not result in a release of hazardous waste or a violation of local, state, or federal hazardous materials regulations. The Preferred Alternative would contribute to minor adverse cumulative impacts on

solid waste when added to other construction and demolition projects in the vicinity. However, the construction waste generation would be temporary and would not be significant.

### **No Action Alternative**

No new construction or development activities are proposed under the No Action Alternative. Therefore, no impacts on human health or the environment from the use or generation of hazardous materials and solid waste would be anticipated.

### **3.2.7 Safety and Occupational Health**

Safety and occupational health is the promotion and maintenance of the physical, mental, and social well-being of workers by controlling risk to the highest degree practicable and protecting the safety, health, and welfare of people engaged in work or employment.

#### **3.2.7.1 Affected Environment**

Numerous health and emergency service providers are in the area surrounding YARS. Routine medical care and mental health care providers can be accessed in the nearby cities of Warren and Youngstown, Ohio. The nearest emergency medical treatment facilities are 24-hour Level III Trauma Centers at St. Joseph Warren Hospital and Trumbull Regional Medical Center, approximately 10 and 11 miles southwest, respectively.

The 910th Civil Engineer Fire Department provides emergency medical services, hazardous materials incident response, and fire protection service to YARS, and it has mutual aid agreements with every fire department in Trumbull County, along with Youngstown, Austintown, and Mahoning County's Hazardous Materials Unit. Military police provide 24-hour law enforcement and security operations on YARS.

YARS has a joint Bird/Wildlife Aircraft Strike Hazard Program with the Youngstown-Warren Regional Airport. This program implements measures to minimize the hazard caused by the contact of birds or wildlife with aircraft. All contractors performing construction activities at YARS are responsible for complying with applicable safety requirements, including U.S. Occupational Safety and Health Administration regulations.

The operations of the current fire station are part of the safety and occupational health programs at YARS.

#### **3.2.7.2 Environmental Consequences**

##### **Preferred Alternative (Alternative 1) – Construction of New Fire Station**

The Preferred Alternative would have short-term, minor, direct, adverse impacts on worker safety and occupational health during construction. All construction contractors are required to follow and implement U.S. Occupational Safety and Health Administration standards and applicable DoD and USAF regulations to establish and maintain safety procedures. Security fencing surrounds the entire airfield, limiting access to the construction site to authorized personnel only. Therefore, there is no risk to public health and safety.

The Preferred Alternative, when combined with other ongoing, planned, or reasonably foreseeable future projects would not contribute to short-term cumulative impacts related to construction worker safety and occupational health because the impacts experienced are limited to the individual construction zones.

The implementation of the Preferred Alternative would increase the availability, capabilities, or capacity of emergency services available on YARS or in neighboring communities, through collocating appropriate equipment and vehicles, increasing capacity to accommodate Reserve Squadron members during Unit Training Activities, shortening emergency response times, and ensuring compliance with current Air Force standards and requirements. The impacts would be beneficial, long-term, and direct.



## **No Action Alternative**

Under the No Action Alternative, no modifications would be made to the fire station. The existing issues with operations at the current fire station would continue. There would be no changes impacts to safety and occupational health under the No Action Alternative. However, the ability to maintain compliance with current Air Force standards and requirements would continue to decrease.

### **3.2.8 Traffic and Transportation**

Traffic and transportation systems include the roads and parking areas.

#### **3.2.8.1 Affected Environment**

The proposed site (Building 415) is located at the southeast corner of Arnold Road and Vandenberg Road. Arnold Road along the western side of the site provides access to the flightline and runs northeast to the front gate. The access to the flight line via Arnold Road is controlled by security fencing. There is no general access. Vandenberg Road along the northern side of the site runs between the site and the parking lot for the Eagle Nest Lodge. Building 415 has its own parking lot on the northern portion of the site.

#### **3.2.8.2 Environmental Consequences**

### **Preferred Alternative (Alternative 1) – Construction of New Fire Station**

The Preferred Alternative would include the demolition of Building 415 and the construction of a new fire station. The project site would include the use of the Building 415 site, a portion of the Building 295 site, and the portion of Arnold Road that accesses the flightline. Portions of the parking lots for Building 295 and the Eagle Nest Lodge would be used as temporary lay down sites during construction. The intersection of Arnold Road and Vandenberg Road could experience temporary closures and detours during construction. The impacts to traffic and parking would be adverse, short-term, and minor.

The implementation of the Preferred Alternative would include the permanent closure of the portion of Arnold Road that accesses the flight line. The current security-controlled access to the flightline via Arnold Road would be discontinued. Arnold Road would end at the new fire station. The access to the flightline would still be available through the access roads and parking lots of the facilities on the north side of the flightline.

There would be no permanent changes to Vandenberg Road.

Other than Arnold Road, the Preferred Alternative would not alter the overall existing roadways or traffic patterns at YARS. Therefore, the impact on traffic or transportation at YARS would adverse, minor, long-term, and direct.

## **No Action Alternative**

No new construction or development activities are proposed under the No Action Alternative. Therefore, no impacts on traffic or parking would be anticipated.

## 4. Findings and Conclusions

### 4.1 Findings

The Preferred Alternative under Alternative 1 would result in no significant environmental or socioeconomic impacts. Table 4-1 summarizes the consequences of Alternative 1 and the No Action Alternative. The following sections provide a summary of the anticipated impacts of each alternative. Consequences of the Preferred Alternative under Alternative 1.

**Table 4-1. Summary of Potential Environmental and Socioeconomic Consequences**

| Resource                               | Environmental and Socioeconomic Consequences |   |
|--|--|---|
|  | No Action Alternative                        | Preferred Alternative under Alternative 1   |
| <b>Geologic Resources</b>              | No impact                                    | No impact   |
| <b>Topography</b>                      | No impact                                    | Negligible, long-term, direct, adverse impacts to existing topography where demolition of Building 415 would require minimal grading.   |
| <b>Floodplains</b>                     | No impact                                    | No impact   |
| <b>Coastal Resources</b>               | No impact                                    | No impact   |
| <b>Cultural Resources</b>              | No impact                                    | No impact   |
| <b>Land Use</b>                        | No impact                                    | No impact   |
| <b>Utilities and Infrastructure</b>    | No impact                                    | No impact   |
| <b>Traffic and Transportation</b>      | No impact                                    | No impact   |
| <b>Socioeconomic Resources</b>         | No impact                                    | Negligible, short-term, direct and indirect, beneficial impacts on the local economy during construction.   |
| <b>Protection of Children</b>          | No impact                                    | No impact   |
| <b>Aesthetics and Visual Resources</b> | No impact                                    | No impact   |
| <b>Air Space</b>                       | No impact                                    | No impact   |
| <b>Soils</b>                           | No impact                                    | Minor, long-term, direct and cumulative, adverse impacts on soils from new impervious surface within project area. No impacts to farmland soils.  |
| <b>Water Resources</b>                 | No impact                                    | Minor, short-term, direct, adverse impact on stormwater during construction from increased erosion from soil disturbance that would be minimized through the implementation of BMPs. Negligible, long-term, direct, adverse impact to stormwater from new impervious surface. Minor, short-term, indirect, adverse impact on groundwater during construction, if encountered. |
| <b>Wetlands</b>                        | No impact                                    |   |
| <b>Biological Resources</b>            | No impact                                    | Minor, long-term, indirect, adverse impacts to state-listed animal species as a result of potential disturbance to biological resources because of habitat disturbance within the project area.   |
| <b>Air Quality</b>                     |  |   |
| <b>Criteria Pollutants</b>             | No impact                                    | Minor, short-term, direct, adverse impacts on air quality from construction. No change in long-term impacts from operations.  |

| Resource                                       | Environmental and Socioeconomic Consequences |  |
|--|--|--|
|  | No Action Alternative                        | Preferred Alternative under Alternative 1  |
| <i>Climate Change and Greenhouse Gases</i>     | No impact                                    | Minor, short-term, direct, adverse impacts on climate change from increased GHG emissions during construction. No change in long-term impacts from operations.   |
| <b>Noise</b>                                   | No impact                                    | Minor, short-term, direct, adverse noise impacts from construction.<br>Minor, long-term, direct, adverse noise impacts from the decrease in distance of operations to residents.   |
| <b>Hazardous Materials and Hazardous Waste</b> | No impact                                    | Minor, short-term, direct and cumulative, adverse effects from use of hazardous materials during construction.   |
| <b>Safety and Occupational Health</b>          | Beneficial impact                            | Minor, short-term, direct, adverse impacts on worker safety and occupational health during construction. Long-term beneficial impact resulting from increased capacity and efficiency of fire station operations and shortened response times. |

BMP = best management practice

#### 4.1.1 Consequences of the Preferred Alternative

Implementation of Alternative 1 would result in negligible adverse impacts to topography, socioeconomic resources, floodplains, wetlands, coastal resources, cultural resources, land use, aesthetics and visual resources, utilities and infrastructure, air space, socioeconomic, or protection of children. Alternative 1 would result in minor, adverse impacts to soils, water resources, biological resources, air quality, noise, hazardous materials and hazardous waste, and traffic and transportation.

While these impacts would be less than significant, they will be further reduced by implementing BMPs. Applicable construction permits would be obtained, and health and safety procedures would be implemented during construction. YARS would implement appropriate measures to further reduce unavoidable impacts of the Preferred Alternative (Table 4-2). Project design measures would be used to control fugitive dust emissions, minimize soil erosion, manage hazardous materials, and reduce the generation of wastes during construction and operation. Construction activities would occur during daytime hours to minimize disturbance.

There would be beneficial impacts to safety and occupational health due to the improvements to fire station operations.

The use of appropriate construction and post-construction BMPs and the implementation of stormwater controls and National Pollutant Discharge Elimination System (NPDES) permit requirements would result in negligible impacts from stormwater runoff. Incidental wildlife mortality may be associated with construction; however, BMPs would reduce the likelihood of any injury or mortality. The overall impact to biological resources is expected to be less than significant.

Alternative 1 is expected to have minor, direct impacts from increased noise to adjacent residences. However, the noise is not constant, resulting from vehicle sirens during emergencies.

The potential for indirect, negative impacts resulting from the interaction of the Preferred Alternative with other past, present, and reasonably foreseeable projects is less than significant.

#### 4.1.2 Consequences of the No Action Alternative

Under the No Action Alternative, no modifications would be made to the current fire station. The No Action Alternative would result in continued reduction in the capacity and efficiency of the fire station operations.

**Table 4-2. Summary of Proposed Measures to Avoid or Minimize Impacts**

| Resource Area       | Proposed Measures   |
|---------------------|---|
| Air Quality         | No visible emissions, such as dust and wind-blown soil, during construction. BMPs could include applying water or using other stabilization measures on areas of bare soil or soil piles; creating wind breaks; and covering dump trucks that transport materials that could become airborne. Contractors must maintain construction equipment in accordance with manufacturers' specifications to reduce exhaust emissions.  |
| Soils               | Use silt fencing, apply water to disturbed soil, and limit soil disturbance to only areas where construction is proposed to minimize impacts on soils. An erosion and sedimentation pollution control plan would be developed in accordance with the requirements of Trumbull County and the OEPA.  |
| Surface Water       | Design project to minimize impacts to surface waters and comply with all permit conditions. To reduce risks of spills and adverse impacts to surface water quality, use proper fueling procedures; properly store and handle materials and wastes; and maintain construction equipment offsite or in designated areas with appropriate control and containment. Spills would be addressed in accordance with the Spill Prevention, Control, and Countermeasure Plan and federal and state environmental regulatory requirements related to spill emergency response procedures.   |
| Stormwater/Wetlands | Implement project-specific design measures and effective post-construction BMPs to comply with the applicable NPDES permits. To prevent onsite and downstream impacts from stormwater during and after construction, reseed unpaved disturbed areas, treat stormwater from impervious surfaces for water quality and quantity, as well as incorporate sediment fencing, check dams, and inlet protection.   |
| Wildlife            | Any tree clearing would occur only between 1 October and 31 March to avoid impacts to the Indiana bat, the northern long-eared bat, the red-headed woodpecker, and the wood thrush.   |
| Hazardous Materials | Require the construction contractor to handle the disposal of all hazardous materials and solid waste in accordance with applicable federal, state, and local regulations and requirements, including the YARS Hazardous Waste Management Plan. Dispose of all paint-related waste as hazardous waste. Require contractors to recycle construction debris to the maximum extent practicable. Prohibit disturbance of per- and polyfluoroalkyl substances (PFAS)-contaminated soils and groundwater during training activities and construction. Create exclusion buffers around planned monitoring wells and existing monitoring wells that the project can avoid. If contaminated groundwater or soils were encountered during construction activities, the handling, storage, transportation, and disposal activities would be conducted in accordance with applicable federal, state, and local regulations, Air Force Instructions, and YARS management procedures. |

## 4.2 Conclusions

Based on the findings of this EA, we recommend that the Preferred Alternative (Alternative 1), as it is written and proposed, be implemented and that a FONSI be issued for the Preferred Alternative.

## 5. List of Preparers, Agencies Contacted, and Distribution

### 5.1 Preparers

**Table 5-1. List of Preparers**

| Name            | Primary Responsibilities                |
|-----------------|---|
| Bill Nieport    | Program Manager                         |
| Clifford Jarman | EA Document Manager                     |
| Shelby McDowell | Project Biologist                       |
| Rhiannon Ryan   | USACE Environmental Specialist - Review |
| Corey Bentley   | USAF Environmental – Review             |
| Brady McCann    | USAF Environmental - Review             |

### 5.2 Agencies Contacted

U.S. Environmental Protection Agency, Region 5

Ohio Environmental Protection Agency

Federal Aviation Administration,

Delaware Nation

Delaware Tribe of Nations

Miami Tribe of Oklahoma

Oneida Nation of New York

Oneida Nation of Wisconsin

Onondaga Nation

Saint Regis Mohawk Tribe

Seneca Nation of Indians

Seneca-Cayuga Nation

Tonawanda Seneca Nation

Tuscarora Nation

Vienna Township

Trumbull County Planning Commission

Western Reserve Port Authority

Youngstown-Warren Regional Airport

## 6. References

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## **Appendix A – Consultation and Coordination Correspondence**

Letters were sent out to fourteen federally recognized tribes that have ancestral ties to lands in northeastern Ohio were consulted, in accordance with Ohio SHPO's recommendation, under Section 106. These tribes are the Delaware Nation, Delaware Tribe of Indians, Miami Tribe of Oklahoma, Ottawa Tribe of Oklahoma, Wyandotte Nation, Cayuga Nation, Oneida Nation of New York, Oneida Nation of Wisconsin, Onondaga Nation, St. Regis Mohawk Tribe, Seneca Nation of Indians, Seneca-Cayuga Nation, Tonawanda Seneca Nation, and Tuscarora Nation. These letters asked consultation with the tribe on potential cultural resource effects from the proposed project. Some tribes had more than one point of contact. No responses were received.

A copy of each letter is provided below. Also provided is a copy of the Draft Description of the Proposed Action and the YARS Cultural Resources Contingency Plan that was sent with each letter.

The SHPO, USFWS, OEPA, ODNR, EPA, Western Reserve Port Authority, Vienna Township, Trumbull County, Natural Resources Conservation Service (NRCS) were sent notices that asked for their input on issues of concern to address in the EA. Each notice included a copy of the Draft Description of the Proposed Action. No responses were received.

A copy of the notice and a distribution list is provided below.





**DEPARTMENT OF THE AIR FORCE**  
**AIR FORCE RESERVE COMMAND**

18 December 2024

**MEMORANDUM FOR DISTRIBUTION**

**ATTENTION:** Clint Halftown  
Cayuga Nation  
P.O. Box 803  
Seneca Falls, NY 13148  
(315) 568-0750  
clint.halftown@gmail.com

**FROM:** 910 AW/CC  
3976 King Graves Road Unit 37  
Vienna OH 44473-5912

**SUBJECT:** Section 106 Coordination for New Base Fire Station Project at Youngstown Air Reserve Station, Ohio

1. The Air Force Reserve Command (AFRC) and Youngstown Air Reserve Station (YARS) are preparing an Environmental Assessment (EA) in accordance with the National Environmental Policy Act (NEPA) (*United States Code* [U.S.C.] Title 42, Sections 4321 *et seq.*) and Section 106 of the National Historic Preservation Act (NHPA) (54 U.S.C. Sections 306108 *et seq.*). The EA will analyze the potential impacts and environmental consequences associated with the construction of a new Base Fire Station at the Youngstown Air Reserve Station (YARS) in Vienna, Ohio. The new Base Fire Station proposed location is the current location of Building 415, which will be demolished (Attachment 1, Figures 1-1 and 2-1). The EA will evaluate the potential environmental consequences of the Proposed Action and alternatives in accordance with the provisions of *Code of Federal Regulations* (CFR) Title 32, Section 1507.3 (Council on Environmental Quality's NEPA implementing regulations). Impacts to cultural resources and historic properties from federal projects are regulated through legislation, including NEPA and Section 106 of the NHPA.

2. The purpose of this memorandum is to seek Section 106 compliance for this federal project. The 910th Airlift Wing Mission Support Group, Civil Engineering office requests consultation as required under Section 101(d)(6)(B) of the NHPA. This memorandum initiates the Section 106 process, describes the Area of Potential Effects (APE), identifies historic properties, and assesses whether any adverse effects would result from the Proposed Action in accordance with the provisions of 32 CFR Part 800, which is administered by the Advisory Council on Historic Preservation. Additionally, at the state level, cultural resources are governed by Ohio Revised Code, Sections 149:51–149:54.

3. *Project Description.* The Proposed Action is to construct a new, modern 24,500 square foot, single story Base Fire Station at the eastern corner of Vandenburg Road and Arnold Road on the

northeastern side of the YARS flight line, at the current location of Building 415 (Attachment 1, Figure 2-1).

a. Building 415 will be demolished along with the roadway extension from Arnold Drive and the parking lot to make room for the new facility (Attachment 1, Figure 2-2). After construction, fire support operations will be moved from their current location in Building 402 to the new Station. The APE is the 1.82 acres Building 415 site, on the north side of the flight line, and the existing parking areas.

b. The new building, paved parking area, sidewalks, area lighting, utilities, site landscaping, and paved access roads would be constructed. As part of the construction, three lay down areas are planned (Attachment 1, Figure 2-4). The 0.225-acre parking lot for Building 415 is included in the 1.82-acre project area of disturbance. The other two areas are 0.128 acres of the parking lot across Vandenburg Road from the project site, and 0.138 acres of the parking lot across Arnold Road from the Project site.

c. The APE takes into account all areas where horizontal changes, ground disturbance, and construction activities are likely to occur from the Proposed Action. No vertical changes are anticipated from the Proposed Action; therefore, no changes within the viewshed will likely occur.

d. The 910 Fire Department mission requires specialized vehicles and equipment that is not compatible with the current Fire Station facility. The Fire Department must always be 100 percent mission capable. The current 23,698 sq. ft Fire Station, B402, is too small, poorly configured, and requires substantial restoration and modernization updates to meet functional requirements.

3. *Cultural Resources Background.* The Proposed Action will occur in a location that has been heavily disturbed by runway, building, and infrastructure construction and maintenance. No prior records indicate that cultural resources previously existed within the project area.

a. In January 2017, YARS completed a Cultural Resources Contingency Plan (CRCP) to assist facility personnel in managing the discovery of any unidentified cultural resource on the base property. The CRCP references four previous cultural resources investigations that have occurred within the base. None of these previous surveys identified cultural resources within the installation boundaries.

b. Literature reviews for previous projects at YARS (i.e, Assault Landing Zone Widening, Construction of New Entry Complex) did not identify resources located on YARS. The CRCP outlines the responsibilities and appropriate actions for base personnel and contractors when buried materials are discovered during excavation activities, such as notification of the National Park Service, the Federal Historic Preservation Officer, and the Ohio Historic Preservation Office.

c. The Plan also notes that archaeological and built-environment surveys were previously conducted within YARS and that no historic properties were identified.

4. *Identification of Historic Properties.* No archaeological sites were identified within YARS as a result of the CRCP and other surveys. None of the previously recorded archaeological sites or

architectural resources are within the footprint of the Fire Station project APE.

5. *Conclusions and Recommendations.* Previous literature reviews conducted for previous construction projects at YARS identified no known archaeological sites within YARS, including the proposed Fire Station project APE. Consequently, the potential for unknown archaeological sites within the project footprint is low.

a. The project will be limited to the 2.1 acre of disturbance associated with the Fire Station construction and the nearby laydown areas. The project occurs in a location that was heavily disturbed during construction of Building 415 and its associated infrastructure. As a result, any cultural resources that might have existed within the project APE have likely been disturbed and no longer maintain integrity of location and/or association; therefore, they would be ineligible for inclusion in the NRHP.

b. No previously recorded architectural resources are located within the project APE and the vertical height of the new building would be similar to the existing building. Therefore, no historic properties will be affected, and no further identification or evaluation of archaeological or architectural resources is recommended.

c. If previously undiscovered cultural resources are encountered during construction, the stipulations and mitigation measures in the Plan would be implemented, and appropriate actions and notifications would occur.

6. We look forward to your response to this request and working with you as a consulting party on this project. Following 36 CFR Part 800.4(a)(4), we ask for your assistance in identifying traditional cultural properties, sacred sites, or places that have historic, religious, or cultural significance to you in the project area. We respectfully request that you provide a reply within 30 days of receipt of this letter. Written comments should be submitted by mail to 910 MSG/CEV, Attention: Andrew Albrecht, 3976 King Graves Road Unit 37, Vienna, OH 44473, or by email to brady.mccann.1@us.af.mil. Please include "Base Fire Station" in the subject line. If you have any questions, contact Andrew Albrecht at (330) 609-1837.

MALONEY.MICHAEL  
.SEAN.1143717344  
MICHAEL MALONEY, Colonel, USAF  
Commander

Digitally signed by  
MALONEY.MICHAEL.SEAN.1143  
717344  
Date: 2024.12.18 15:45:49 -05'00'

2 Attachments:

1. Draft Description of Proposed Action and Alternatives.
2. Cultural Resources Contingency Plan



DEPARTMENT OF THE AIR FORCE  
AIR FORCE RESERVE COMMAND

18 December 2024

MEMORANDUM FOR DISTRIBUTION

ATTENTION: Deborah Dotson, President  
Delaware Nation  
31064 State Highway 281, Bldg. 100  
Anadarko, OK 73005  
(405) 247-9393  
[ddotson@delawarenation-nsn.gov](mailto:ddotson@delawarenation-nsn.gov)

FROM: 910 AW/CC  
3976 King Graves Road Unit 37  
Vienna OH 44473-5912

SUBJECT: Section 106 Coordination for New Base Fire Station Project at Youngstown Air Reserve Station, Ohio

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2. The purpose of this memorandum is to seek Section 106 compliance for this federal project. The 910th Airlift Wing Support Group, Civil Engineering office requests consultation as required under Section 101(d)(6)(B) of the NHPA. This memorandum initiates the Section 106 process, describes the Area of Potential Effects (APE), identifies historic properties, and assesses whether any adverse effects would result from the Proposed Action in accordance with the provisions of 32 CFR Part 800, which is administered by the Advisory Council on Historic Preservation. Additionally, at the state level, cultural resources are governed by Ohio Revised Code, Sections 149:51–149:54.

3. *Project Description.* The Proposed Action is to construct a new modern 24,500 square foot, single story Base Fire Station at the eastern corner of Vandenburg Road and Arnold Road on the

northeastern side of the YARS flight line, at the current location of Building 415 (Attachment 1, Figure 2-1).

a. Building 415 will be demolished along with the roadway extension from Arnold Drive and the parking lot to make room for the new facility (Attachment 1, Figure 2-2). After construction, fire support operations will be moved from their current location in Building 402 to the new Station. The APE is the 1.82 acres Building 415 site, on the north side of the flight line, and the existing parking areas.

b. The new building, paved parking area, sidewalks, area lighting, utilities, site landscaping, and paved access roads would be constructed. As part of the construction, three lay down areas are planned (Attachment 1, Figure 2-4). The 0.225-acre parking lot for Building 415 is included in the 1.82-acre project area of disturbance. The other two areas are 0.128 acres of the parking lot across Vandenburg Road from the project site, and 0.138 acres of the parking lot across Arnold Road from the Project site.

c. The APE takes into account all areas where horizontal changes, ground disturbance, and construction activities are likely to occur from the Proposed Action. No vertical changes are anticipated from the Proposed Action; therefore, no changes within the viewshed will likely occur.

d. The 910 Fire Department mission requires specialized vehicles and equipment that is not compatible with the current Fire Station facility. The Fire Department must always be 100 percent mission capable. The current 23,698 sq. ft Fire Station, B402, is too small, poorly configured, and requires substantial restoration and modernization updates to meet functional requirements.

3. *Cultural Resources Background.* The Proposed Action will occur in a location that has been heavily disturbed by runway, building, and infrastructure construction and maintenance. No prior records indicate that cultural resources previously existed within the project area.

a. In January 2017, YARS completed a Cultural Resources Contingency Plan (CRCP) to assist facility personnel in managing the discovery of any unidentified cultural resource on the base property. The CRCP references four previous cultural resources investigations that have occurred within the base. None of these previous surveys identified cultural resources within the installation boundaries.

b. Literature reviews for previous projects at YARS (i.e, Assault Landing Zone Widening, Construction of New Entry Complex) did not identify resources located on YARS. The CRCP outlines the responsibilities and appropriate actions for base personnel and contractors when buried materials are discovered during excavation activities, such as notification of the National Park Service, the Federal Historic Preservation Officer, and the Ohio Historic Preservation Office.

c. The Plan also notes that archaeological and built-environment surveys were previously conducted within YARS and that no historic properties were identified.

4. *Identification of Historic Properties.* No archaeological sites were identified within YARS as a result of the CRCP and other surveys. None of the previously recorded archaeological sites or

architectural resources are within the footprint of the Fire Station project APE.

5. *Conclusions and Recommendations.* Previous literature reviews conducted for previous construction projects at YARS identified no known archaeological sites within YARS, including the proposed Fire Station project APE. Consequently, the potential for unknown archaeological sites within the project footprint is low.

a. The project will be limited to the 2.1 acre of disturbance associated with the Fire Station construction and the nearby laydown areas. The project occurs in a location that was heavily disturbed during construction of Building 415 and its associated infrastructure. As a result, any cultural resources that might have existed within the project APE have likely been disturbed and no longer maintain integrity of location and/or association; therefore, they would be ineligible for inclusion in the NRHP.

b. No previously recorded architectural resources are located within the project APE and the vertical height of the new building would be similar to the existing building. Therefore, no historic properties will be affected, and no further identification or evaluation of archaeological or architectural resources is recommended.

c. If previously undiscovered cultural resources are encountered during construction, the stipulations and mitigation measures in the Plan would be implemented, and appropriate actions and notifications would occur.

6. We look forward to your response to this request and working with you as a consulting party on this project. Following 36 CFR Part 800.4(a)(4), we ask for your assistance in identifying traditional cultural properties, sacred sites, or places that have historic, religious, or cultural significance to you in the project area. We respectfully request that you provide a reply within 30 days of receipt of this letter. Written comments should be submitted by mail to 910 MSG/CEV, Attention: Andrew Albrecht, 3976 King Graves Road Unit 37, Vienna, OH 44473, or by email to brady.mccann.1@us.af.mil. Please include "Base Fire Station" in the subject line. If you have any questions, contact Andrew Albrecht at (330) 609-1837.

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MICHAEL MALONEY, Colonel, USAF  
Commander

2 Attachments:

1. Draft Description of Proposed Action and Alternatives.
2. Cultural Resources Contingency Plan





DEPARTMENT OF THE AIR FORCE  
AIR FORCE RESERVE COMMAND

18 December 2024

MEMORANDUM FOR DISTRIBUTION

ATTENTION: Katelyn Lucas. THPO  
Delaware Nation  
P.O. Box 825  
Anadarko, OK 73005  
(405) 544-8115  
[klucas@delawarenation-nsn.gov](mailto:klucas@delawarenation-nsn.gov)

FROM: 910 AW/CC  
3976 King Graves Road Unit 37  
Vienna OH 44473-5912

SUBJECT: Section 106 Coordination for New Base Fire Station Project at Youngstown Air Reserve Station, Ohio

1. The Air Force Reserve Command (AFRC) and Youngstown Air Reserve Station (YARS) are preparing an Environmental Assessment (EA) in accordance with the National Environmental Policy Act (NEPA) (*United States Code* [U.S.C.] Title 42, Sections 4321 *et seq.*) and Section 106 of the National Historic Preservation Act (NHPA) (54 U.S.C. Sections 306108 *et seq.*). The EA will analyze the potential impacts and environmental consequences associated with the construction of a new Base Fire Station at the Youngstown Air Reserve Station (YARS) in Vienna, Ohio. The new Base Fire Station proposed location is the current location of Building 415, which will be demolished (Attachment 1, Figures 1-1 and 2-1). The EA will evaluate the potential environmental consequences of the Proposed Action and alternatives in accordance with the provisions of *Code of Federal Regulations* (CFR) Title 32, Section 1507.3 (Council on Environmental Quality's NEPA implementing regulations). Impacts to cultural resources and historic properties from federal projects are regulated through legislation, including NEPA and Section 106 of the NHPA.

2. The purpose of this memorandum is to seek Section 106 compliance for this federal project. The 910th Airlift Wing Support Group, Civil Engineering office requests consultation as required under Section 101(d)(6)(B) of the NHPA. This memorandum initiates the Section 106 process, describes the Area of Potential Effects (APE), identifies historic properties, and assesses whether any adverse effects would result from the Proposed Action in accordance with the provisions of 32 CFR Part 800, which is administered by the Advisory Council on Historic Preservation. Additionally, at the state level, cultural resources are governed by Ohio Revised Code, Sections 149:51–149:54.

3. *Project Description.* The Proposed Action is to construct a new modern 24,500 square foot, single story Base Fire Station at the eastern corner of Vandenburg Road and Arnold Road on the

northeastern side of the YARS flight line, at the current location of Building 415 (Attachment 1, Figure 2-1).

a. Building 415 will be demolished along with the roadway extension from Arnold Drive and the parking lot to make room for the new facility (Attachment 1, Figure 2-2). After construction, fire support operations will be moved from their current location in Building 402 to the new Station. The APE is the 1.82 acres Building 415 site, on the north side of the flight line, and the existing parking areas.

b. The new building, paved parking area, sidewalks, area lighting, utilities, site landscaping, and paved access roads would be constructed. As part of the construction, three lay down areas are planned (Attachment 1, Figure 2-4). The 0.225-acre parking lot for Building 415 is included in the 1.82-acre project area of disturbance. The other two areas are 0.128 acres of the parking lot across Vandenburg Road from the project site, and 0.138 acres of the parking lot across Arnold Road from the Project site.

c. The APE takes into account all areas where horizontal changes, ground disturbance, and construction activities are likely to occur from the Proposed Action. No vertical changes are anticipated from the Proposed Action; therefore, no changes within the viewshed will likely occur.

d. The 910 Fire Department mission requires specialized vehicles and equipment that is not compatible with the current Fire Station facility. The Fire Department must always be 100 percent mission capable. The current 23,698 sq. ft Fire Station, B402, is too small, poorly configured, and requires substantial restoration and modernization updates to meet functional requirements.

3. *Cultural Resources Background.* The Proposed Action will occur in a location that has been heavily disturbed by runway, building, and infrastructure construction and maintenance. No prior records indicate that cultural resources previously existed within the project area.

a. In January 2017, YARS completed a Cultural Resources Contingency Plan (CRCP) to assist facility personnel in managing the discovery of any unidentified cultural resource on the base property. The CRCP references four previous cultural resources investigations that have occurred within the base. None of these previous surveys identified cultural resources within the installation boundaries.

b. Literature reviews for previous projects at YARS (i.e, Assault Landing Zone Widening, Construction of New Entry Complex) did not identify resources located on YARS. The CRCP outlines the responsibilities and appropriate actions for base personnel and contractors when buried materials are discovered during excavation activities, such as notification of the National Park Service, the Federal Historic Preservation Officer, and the Ohio Historic Preservation Office.

c. The Plan also notes that archaeological and built-environment surveys were previously conducted within YARS and that no historic properties were identified.

4. *Identification of Historic Properties.* No archaeological sites were identified within YARS as a result of the CRCP and other surveys. None of the previously recorded archaeological sites or



architectural resources are within the footprint of the Fire Station project APE.

5. *Conclusions and Recommendations.* Previous literature reviews conducted for previous construction projects at YARS identified no known archaeological sites within YARS, including the proposed Fire Station project APE. Consequently, the potential for unknown archaeological sites within the project footprint is low.

a. The project will be limited to the 2.1 acre of disturbance associated with the Fire Station construction and the nearby laydown areas. The project occurs in a location that was heavily disturbed during construction of Building 415 and its associated infrastructure. As a result, any cultural resources that might have existed within the project APE have likely been disturbed and no longer maintain integrity of location and/or association; therefore, they would be ineligible for inclusion in the NRHP.

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DEPARTMENT OF THE AIR FORCE  
AIR FORCE RESERVE COMMAND

18 December 2024

MEMORANDUM FOR DISTRIBUTION

ATTENTION: Brad Killscrow, Chief  
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5100 Tuxedo Blvd.  
Bartlesville, OK 74006-2838  
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[bkillscrow@delawaretribe.org](mailto:bkillscrow@delawaretribe.org)

FROM: 910 AW/CC  
3976 King Graves Road Unit 37  
Vienna OH 44473-5912

SUBJECT: Section 106 Coordination for New Base Fire Station Project at Youngstown Air Reserve Station, Ohio

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DEPARTMENT OF THE AIR FORCE  
AIR FORCE RESERVE COMMAND

18 December 2024

MEMORANDUM FOR DISTRIBUTION

ATTENTION: Larry Heady, THPO  
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125 Dorry Lane  
Grants Pass Oregon, OR 97527  
(262) 825-7586  
[lheady@delawaretribe.org](mailto:lheady@delawaretribe.org)

FROM: 910 AW/CC  
3976 King Graves Road Unit 37  
Vienna OH 44473-5912

SUBJECT: Section 106 Coordination for New Base Fire Station Project at Youngstown Air Reserve Station, Ohio

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DEPARTMENT OF THE AIR FORCE  
AIR FORCE RESERVE COMMAND

18 December 2024

MEMORANDUM FOR DISTRIBUTION

ATTENTION: Douglas Lankford, Chief  
Miami Tribe of Oklahoma  
3410 P Street  
Miami, OK 74354  
(918) 541-1300  
[dlankford@miamination.org](mailto:dlankford@miamination.org)

FROM: 910 AW/CC  
3976 King Graves Road Unit 37  
Vienna OH 44473-5912

SUBJECT: Section 106 Coordination for New Base Fire Station Project at Youngstown Air Reserve Station, Ohio

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18 December 2024

MEMORANDUM FOR DISTRIBUTION

ATTENTION: Logan York, THPO  
Miami Tribe of Oklahoma  
P.O. Box 1326  
Miami, OK 74355  
(918) 541-7885  
[thpo@miamination.org](mailto:thpo@miamination.org)

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b. The new building, paved parking area, sidewalks, area lighting, utilities, site landscaping, and paved access roads would be constructed. As part of the construction, three lay down areas are planned (Attachment 1, Figure 2-4). The 0.225-acre parking lot for Building 415 is included in the 1.82-acre project area of disturbance. The other two areas are 0.128 acres of the parking lot across Vandenburg Road from the project site, and 0.138 acres of the parking lot across Arnold Road from the Project site.

c. The APE takes into account all areas where horizontal changes, ground disturbance, and construction activities are likely to occur from the Proposed Action. No vertical changes are anticipated from the Proposed Action; therefore, no changes within the viewshed will likely occur.

d. The 910 Fire Department mission requires specialized vehicles and equipment that is not compatible with the current Fire Station facility. The Fire Department must always be 100 percent mission capable. The current 23,698 sq. ft Fire Station, B402, is too small, poorly configured, and requires substantial restoration and modernization updates to meet functional requirements.

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MICHAEL MALONEY, Colonel, USAF  
Commander

2 Attachments:

1. Draft Description of Proposed Action and Alternatives.
2. Cultural Resources Contingency Plan





DEPARTMENT OF THE AIR FORCE  
AIR FORCE RESERVE COMMAND

18 December 2024

MEMORANDUM FOR DISTRIBUTION

ATTENTION: Sidney Hill, Chief  
Onondaga Nation  
4040 Route 1  
Nedrow, NY 13120  
(315) 469-0302  
[admin@onondaganation.org](mailto:admin@onondaganation.org)

FROM: 910 AW/CC  
3976 King Graves Road Unit 37  
Vienna OH 44473-5912

SUBJECT: Section 106 Coordination for New Base Fire Station Project at Youngstown Air Reserve Station, Ohio

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DEPARTMENT OF THE AIR FORCE  
AIR FORCE RESERVE COMMAND

18 December 2024

MEMORANDUM FOR DISTRIBUTION

ATTENTION: Anthony Gonyea, THPO  
Onondaga Nation  
4040 Route 1  
Nedrow, NY 13120  
(315) 469-0302  
[tony61gonyea@gmail.com](mailto:tony61gonyea@gmail.com)

FROM: 910 AW/CC  
3976 King Graves Road Unit 37  
Vienna OH 44473-5912

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DEPARTMENT OF THE AIR FORCE  
AIR FORCE RESERVE COMMAND

18 December 2024

MEMORANDUM FOR DISTRIBUTION

ATTENTION: Raymond Halbritter  
Oneida Nation of New York  
5218 Patrick Road  
Verona, NY 13421  
(315) 829-8900  
[info@oneida-nation.org](mailto:info@oneida-nation.org)

FROM: 910 AW/CC  
3976 King Graves Road Unit 37  
Vienna OH 44473-5912

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AIR FORCE RESERVE COMMAND

18 December 2024

MEMORANDUM FOR DISTRIBUTION

ATTENTION: Tehassi Hill, Chairperson  
Oneida Nation of Wisconsin  
N7210 Seminary Road  
Oneida, WI 54155  
(800) 236-2214  
[thill@oneidanation.org](mailto:thill@oneidanation.org)

FROM: 910 AW/CC  
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6. We look forward to your response to this request and working with you as a consulting party on this project. Following 36 CFR Part 800.4(a)(4), we ask for your assistance in identifying traditional cultural properties, sacred sites, or places that have historic, religious, or cultural significance to you in the project area. We respectfully request that you provide a reply within 30 days of receipt of this letter. Written comments should be submitted by mail to 910 MSG/CEV, Attention: Andrew Albrecht, 3976 King Graves Road Unit 37, Vienna, OH 44473, or by email to brady.mccann.1@us.af.mil. Please include "Base Fire Station" in the subject line. If you have any questions, contact Andrew Albrecht at (330) 609-1837.

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MICHAEL MALONEY, Colonel, USAF  
Commander

2 Attachments:

1. Draft Description of Proposed Action and Alternatives.
2. Cultural Resources Contingency Plan



DEPARTMENT OF THE AIR FORCE  
AIR FORCE RESERVE COMMAND

18 December 2024

MEMORANDUM FOR DISTRIBUTION

ATTENTION: Kanani Nunies, THPO  
Oneida Nation of Wisconsin  
P.O. Box 365  
Oneida, WI 54155  
(920) 496-5379  
[oneida\\_thpo@oneidanation.org](mailto:oneida_thpo@oneidanation.org)

FROM: 910 AW/CC  
3976 King Graves Road Unit 37  
Vienna OH 44473-5912

SUBJECT: Section 106 Coordination for New Base Fire Station Project at Youngstown Air Reserve Station, Ohio

1. The Air Force Reserve Command (AFRC) and Youngstown Air Reserve Station (YARS) are preparing an Environmental Assessment (EA) in accordance with the National Environmental Policy Act (NEPA) (*United States Code* [U.S.C.] Title 42, Sections 4321 *et seq.*) and Section 106 of the National Historic Preservation Act (NHPA) (54 U.S.C. Sections 306108 *et seq.*). The EA will analyze the potential impacts and environmental consequences associated with the construction of a new Base Fire Station at the Youngstown Air Reserve Station (YARS) in Vienna, Ohio. The new Base Fire Station proposed location is the current location of Building 415, which will be demolished (Attachment 1, Figures 1-1 and 2-1). The EA will evaluate the potential environmental consequences of the Proposed Action and alternatives in accordance with the provisions of *Code of Federal Regulations* (CFR) Title 32, Section 1507.3 (Council on Environmental Quality's NEPA implementing regulations). Impacts to cultural resources and historic properties from federal projects are regulated through legislation, including NEPA and Section 106 of the NHPA.

2. The purpose of this memorandum is to seek Section 106 compliance for this federal project. The 910th Airlift Wing Support Group, Civil Engineering office requests consultation as required under Section 101(d)(6)(B) of the NHPA. This memorandum initiates the Section 106 process, describes the Area of Potential Effects (APE), identifies historic properties, and assesses whether any adverse effects would result from the Proposed Action in accordance with the provisions of 32 CFR Part 800, which is administered by the Advisory Council on Historic Preservation. Additionally, at the state level, cultural resources are governed by Ohio Revised Code, Sections 149:51–149:54.

3. *Project Description.* The Proposed Action is to construct a new modern 24,500 square foot, single story Base Fire Station at the eastern corner of Vandenburg Road and Arnold Road on the

northeastern side of the YARS flight line, at the current location of Building 415 (Attachment 1, Figure 2-1).

a. Building 415 will be demolished along with the roadway extension from Arnold Drive and the parking lot to make room for the new facility (Attachment 1, Figure 2-2). After construction, fire support operations will be moved from their current location in Building 402 to the new Station. The APE is the 1.82 acres Building 415 site, on the north side of the flight line, and the existing parking areas.

b. The new building, paved parking area, sidewalks, area lighting, utilities, site landscaping, and paved access roads would be constructed. As part of the construction, three lay down areas are planned (Attachment 1, Figure 2-4). The 0.225-acre parking lot for Building 415 is included in the 1.82-acre project area of disturbance. The other two areas are 0.128 acres of the parking lot across Vandenburg Road from the project site, and 0.138 acres of the parking lot across Arnold Road from the Project site.

c. The APE takes into account all areas where horizontal changes, ground disturbance, and construction activities are likely to occur from the Proposed Action. No vertical changes are anticipated from the Proposed Action; therefore, no changes within the viewshed will likely occur.

d. The 910 Fire Department mission requires specialized vehicles and equipment that is not compatible with the current Fire Station facility. The Fire Department must always be 100 percent mission capable. The current 23,698 sq. ft Fire Station, B402, is too small, poorly configured, and requires substantial restoration and modernization updates to meet functional requirements.

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b. Literature reviews for previous projects at YARS (i.e, Assault Landing Zone Widening, Construction of New Entry Complex) did not identify resources located on YARS. The CRCP outlines the responsibilities and appropriate actions for base personnel and contractors when buried materials are discovered during excavation activities, such as notification of the National Park Service, the Federal Historic Preservation Officer, and the Ohio Historic Preservation Office.

c. The Plan also notes that archaeological and built-environment surveys were previously conducted within YARS and that no historic properties were identified.

4. *Identification of Historic Properties.* No archaeological sites were identified within YARS as a result of the CRCP and other surveys. None of the previously recorded archaeological sites or



architectural resources are within the footprint of the Fire Station project APE.

5. *Conclusions and Recommendations.* Previous literature reviews conducted for previous construction projects at YARS identified no known archaeological sites within YARS, including the proposed Fire Station project APE. Consequently, the potential for unknown archaeological sites within the project footprint is low.

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DEPARTMENT OF THE AIR FORCE  
AIR FORCE RESERVE COMMAND

18 December 2024

MEMORANDUM FOR DISTRIBUTION

ATTENTION: Kalisha Dixon, Chief  
Ottawa Tribe of Oklahoma  
13 South Highway 69a  
Miami, OK 74354  
(918) 540-1536  
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FROM: 910 AW/CC  
3976 King Graves Road Unit 37  
Vienna OH 44473-5912

SUBJECT: Section 106 Coordination for New Base Fire Station Project at Youngstown Air Reserve Station, Ohio

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2. Cultural Resources Contingency Plan



DEPARTMENT OF THE AIR FORCE  
AIR FORCE RESERVE COMMAND

18 December 2024

MEMORANDUM FOR DISTRIBUTION

ATTENTION: Rhonda Hayworth, THPO  
Ottawa Tribe of Oklahoma  
13 South Highway 69a  
Miami, OK 74354  
(918) 540-1536  
[rhonda.oto@gmail.com](mailto:rhonda.oto@gmail.com)

FROM: 910 AW/CC  
3976 King Graves Road Unit 37  
Vienna OH 44473-5912

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DEPARTMENT OF THE AIR FORCE  
AIR FORCE RESERVE COMMAND

18 December 2024

MEMORANDUM FOR DISTRIBUTION

ATTENTION: Michael Connors, Ronald Lafrance, Jr., Beverly Cook; Chiefs  
Saint Regis Mohawk Tribe  
71 Margaret Terrance Memorial Way  
Akwesasne, NY 13655  
(518) 358-2272  
[abero@srmt-nsn.gov](mailto:abero@srmt-nsn.gov)

FROM: 910 AW/CC  
3976 King Graves Road Unit 37  
Vienna OH 44473-5912

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ATTENTION: Darren Bonaparte, THPO  
Saint Regis Mohawk Tribe  
71 Margaret Terrance Memorial Way  
Akwesasne, NY 13655  
(518) 358-2272 ext. 2163  
[darren.bonaparte@srmt-nsn.gov](mailto:darren.bonaparte@srmt-nsn.gov)

FROM: 910 AW/CC  
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b. The new building, paved parking area, sidewalks, area lighting, utilities, site landscaping, and paved access roads would be constructed. As part of the construction, three lay down areas are planned (Attachment 1, Figure 2-4). The 0.225-acre parking lot for Building 415 is included in the 1.82-acre project area of disturbance. The other two areas are 0.128 acres of the parking lot across Vandenburg Road from the project site, and 0.138 acres of the parking lot across Arnold Road from the Project site.

c. The APE takes into account all areas where horizontal changes, ground disturbance, and construction activities are likely to occur from the Proposed Action. No vertical changes are anticipated from the Proposed Action; therefore, no changes within the viewshed will likely occur.

d. The 910 Fire Department mission requires specialized vehicles and equipment that is not compatible with the current Fire Station facility. The Fire Department must always be 100 percent mission capable. The current 23,698 sq. ft Fire Station, B402, is too small, poorly configured, and requires substantial restoration and modernization updates to meet functional requirements.

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architectural resources are within the footprint of the Fire Station project APE.

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MICHAEL MALONEY, Colonel, USAF  
Commander

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2 Attachments:

1. Draft Description of Proposed Action and Alternatives.
2. Cultural Resources Contingency Plan



DEPARTMENT OF THE AIR FORCE  
AIR FORCE RESERVE COMMAND

18 December 2024

MEMORANDUM FOR DISTRIBUTION

ATTENTION: J. Conrad Seneca, President  
Seneca Nation of Indians  
90 Ohi:yo Way  
Salamanca, NY 14779  
(716) 945-1790  
[rheanne.kennedy@sni.org](mailto:rheanne.kennedy@sni.org)

FROM: 910 AW/CC  
3976 King Graves Road Unit 37  
Vienna OH 44473-5912

SUBJECT: Section 106 Coordination for New Base Fire Station Project at Youngstown Air Reserve Station, Ohio

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MICHAEL MALONEY, Colonel, USAF  
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DEPARTMENT OF THE AIR FORCE  
AIR FORCE RESERVE COMMAND

18 December 2024

MEMORANDUM FOR DISTRIBUTION

ATTENTION: Joe Stahlman, THPO  
Seneca Nation of Indians  
82 W. Hetzel Street  
Salamanca, NY 14779  
(716) 945-1760  
[joe.stahlman@sni.org](mailto:joe.stahlman@sni.org)

FROM: 910 AW/CC  
3976 King Graves Road Unit 37  
Vienna OH 44473-5912

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DEPARTMENT OF THE AIR FORCE  
AIR FORCE RESERVE COMMAND

18 December 2024

MEMORANDUM FOR DISTRIBUTION

ATTENTION: Charles Diebold, Chief  
Seneca-Cayuga Nation  
23701 South 655 Road  
Grove, OK 74344  
(918) 787-5452  
[cdiebold@sctribe.com](mailto:cdiebold@sctribe.com)

FROM: 910 AW/CC  
3976 King Graves Road Unit 37  
Vienna OH 44473-5912

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MEMORANDUM FOR DISTRIBUTION

ATTENTION: William Tarrant, THPO  
Seneca-Cayuga Nation  
P.O. Box 453220  
Grove, OK 74345  
(918) 791-6061  
[wtarrant@sctribe.com](mailto:wtarrant@sctribe.com)

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6. We look forward to your response to this request and working with you as a consulting party on this project. Following 36 CFR Part 800.4(a)(4), we ask for your assistance in identifying traditional cultural properties, sacred sites, or places that have historic, religious, or cultural significance to you in the project area. We respectfully request that you provide a reply within 30 days of receipt of this letter. Written comments should be submitted by mail to 910 MSG/CEV, Attention: Andrew Albrecht, 3976 King Graves Road Unit 37, Vienna, OH 44473, or by email to brady.mccann.1@us.af.mil. Please include "Base Fire Station" in the subject line. If you have any questions, contact Andrew Albrecht at (330) 609-1837.

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MICHAEL MALONEY, Colonel, USAF  
Commander

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2 Attachments:

1. Draft Description of Proposed Action and Alternatives.
2. Cultural Resources Contingency Plan



DEPARTMENT OF THE AIR FORCE  
AIR FORCE RESERVE COMMAND

18 December 2024

MEMORANDUM FOR DISTRIBUTION

ATTENTION: Roger Hill, Chief  
Tonowanda Band of Seneca  
7027 Meadville Road  
Bason, NY 14013  
(716) 524-4244  
[tonseneca@aol.com](mailto:tonseneca@aol.com)

FROM: 910 AW/CC  
3976 King Graves Road Unit 37  
Vienna OH 44473-5912

SUBJECT: Section 106 Coordination for New Base Fire Station Project at Youngstown Air Reserve Station, Ohio

1. The Air Force Reserve Command (AFRC) and Youngstown Air Reserve Station (YARS) are preparing an Environmental Assessment (EA) in accordance with the National Environmental Policy Act (NEPA) (*United States Code* [U.S.C.] Title 42, Sections 4321 *et seq.*) and Section 106 of the National Historic Preservation Act (NHPA) (54 U.S.C. Sections 306108 *et seq.*). The EA will analyze the potential impacts and environmental consequences associated with the construction of a new Base Fire Station at the Youngstown Air Reserve Station (YARS) in Vienna, Ohio. The new Base Fire Station proposed location is the current location of Building 415, which will be demolished (Attachment 1, Figures 1-1 and 2-1). The EA will evaluate the potential environmental consequences of the Proposed Action and alternatives in accordance with the provisions of *Code of Federal Regulations* (CFR) Title 32, Section 1507.3 (Council on Environmental Quality's NEPA implementing regulations). Impacts to cultural resources and historic properties from federal projects are regulated through legislation, including NEPA and Section 106 of the NHPA.

2. The purpose of this memorandum is to seek Section 106 compliance for this federal project. The 910th Airlift Wing Support Group, Civil Engineering office requests consultation as required under Section 101(d)(6)(B) of the NHPA. This memorandum initiates the Section 106 process, describes the Area of Potential Effects (APE), identifies historic properties, and assesses whether any adverse effects would result from the Proposed Action in accordance with the provisions of 32 CFR Part 800, which is administered by the Advisory Council on Historic Preservation. Additionally, at the state level, cultural resources are governed by Ohio Revised Code, Sections 149:51–149:54.

3. *Project Description.* The Proposed Action is to construct a new modern 24,500 square foot, single story Base Fire Station at the eastern corner of Vandenburg Road and Arnold Road on the

northeastern side of the YARS flight line, at the current location of Building 415 (Attachment 1, Figure 2-1).

a. Building 415 will be demolished along with the roadway extension from Arnold Drive and the parking lot to make room for the new facility (Attachment 1, Figure 2-2). After construction, fire support operations will be moved from their current location in Building 402 to the new Station. The APE is the 1.82 acres Building 415 site, on the north side of the flight line, and the existing parking areas.

b. The new building, paved parking area, sidewalks, area lighting, utilities, site landscaping, and paved access roads would be constructed. As part of the construction, three lay down areas are planned (Attachment 1, Figure 2-4). The 0.225-acre parking lot for Building 415 is included in the 1.82-acre project area of disturbance. The other two areas are 0.128 acres of the parking lot across Vandenburg Road from the project site, and 0.138 acres of the parking lot across Arnold Road from the Project site.

c. The APE takes into account all areas where horizontal changes, ground disturbance, and construction activities are likely to occur from the Proposed Action. No vertical changes are anticipated from the Proposed Action; therefore, no changes within the viewshed will likely occur.

d. The 910 Fire Department mission requires specialized vehicles and equipment that is not compatible with the current Fire Station facility. The Fire Department must always be 100 percent mission capable. The current 23,698 sq. ft Fire Station, B402, is too small, poorly configured, and requires substantial restoration and modernization updates to meet functional requirements.

3. *Cultural Resources Background.* The Proposed Action will occur in a location that has been heavily disturbed by runway, building, and infrastructure construction and maintenance. No prior records indicate that cultural resources previously existed within the project area.

a. In January 2017, YARS completed a Cultural Resources Contingency Plan (CRCP) to assist facility personnel in managing the discovery of any unidentified cultural resource on the base property. The CRCP references four previous cultural resources investigations that have occurred within the base. None of these previous surveys identified cultural resources within the installation boundaries.

b. Literature reviews for previous projects at YARS (i.e, Assault Landing Zone Widening, Construction of New Entry Complex) did not identify resources located on YARS. The CRCP outlines the responsibilities and appropriate actions for base personnel and contractors when buried materials are discovered during excavation activities, such as notification of the National Park Service, the Federal Historic Preservation Officer, and the Ohio Historic Preservation Office.

c. The Plan also notes that archaeological and built-environment surveys were previously conducted within YARS and that no historic properties were identified.

4. *Identification of Historic Properties.* No archaeological sites were identified within YARS as a result of the CRCP and other surveys. None of the previously recorded archaeological sites or

architectural resources are within the footprint of the Fire Station project APE.

5. *Conclusions and Recommendations.* Previous literature reviews conducted for previous construction projects at YARS identified no known archaeological sites within YARS, including the proposed Fire Station project APE. Consequently, the potential for unknown archaeological sites within the project footprint is low.

a. The project will be limited to the 2.1 acre of disturbance associated with the Fire Station construction and the nearby laydown areas. The project occurs in a location that was heavily disturbed during construction of Building 415 and its associated infrastructure. As a result, any cultural resources that might have existed within the project APE have likely been disturbed and no longer maintain integrity of location and/or association; therefore, they would be ineligible for inclusion in the NRHP.

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DEPARTMENT OF THE AIR FORCE  
AIR FORCE RESERVE COMMAND

18 December 2024

MEMORANDUM FOR DISTRIBUTION

ATTENTION: Tom Jonathan, Chief  
Tuscarora Nation  
5226 Walmore Road  
Lewistown, NY 14092  
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[tuscnationhouse@gmail.com](mailto:tuscnationhouse@gmail.com)

FROM: 910 AW/CC  
3976 King Graves Road Unit 37  
Vienna OH 44473-5912

SUBJECT: Section 106 Coordination for New Base Fire Station Project at Youngstown Air Reserve Station, Ohio

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MICHAEL MALONEY, Colonel, USAF  
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2. Cultural Resources Contingency Plan



DEPARTMENT OF THE AIR FORCE  
AIR FORCE RESERVE COMMAND

18 December 2024

MEMORANDUM FOR DISTRIBUTION

ATTENTION: Bryan Printup  
Tuscarora Nation  
5226 Walmore Road  
Lewistown, NY 14092  
(716) 264-6011  
[bprintup@hetf.org](mailto:bprintup@hetf.org)

FROM: 910 AW/CC  
3976 King Graves Road Unit 37  
Vienna OH 44473-5912

SUBJECT: Section 106 Coordination for New Base Fire Station Project at Youngstown Air Reserve Station, Ohio

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2. Cultural Resources Contingency Plan



DEPARTMENT OF THE AIR FORCE  
AIR FORCE RESERVE COMMAND

18 December 2024

MEMORANDUM FOR DISTRIBUTION

ATTENTION: Billy Friend, Chief  
Wyandotte Nation  
64700 East Highway 60  
Wyandotte, OK 74370  
(918) 678-2297  
[bfriend@wyandotte-nation.org](mailto:bfriend@wyandotte-nation.org)

FROM: 910 AW/CC  
3976 King Graves Road Unit 37  
Vienna OH 44473-5912

SUBJECT: Section 106 Coordination for New Base Fire Station Project at Youngstown Air Reserve Station, Ohio

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AIR FORCE RESERVE COMMAND

18 December 2024

MEMORANDUM FOR DISTRIBUTION

ATTENTION: Sherri Clemons, THPO  
Wyandotte Nation  
8 Turtle Drive  
Wyandotte, OK 74370  
(918) 678-6344  
[sclemons@wyandotte-nation.org](mailto:sclemons@wyandotte-nation.org)

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3976 King Graves Road Unit 37  
Vienna OH 44473-5912

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3. *Project Description.* The Proposed Action is to construct a new modern 24,500 square foot, single story Base Fire Station at the eastern corner of Vandenburg Road and Arnold Road on the

northeastern side of the YARS flight line, at the current location of Building 415 (Attachment 1, Figure 2-1).

a. Building 415 will be demolished along with the roadway extension from Arnold Drive and the parking lot to make room for the new facility (Attachment 1, Figure 2-2). After construction, fire support operations will be moved from their current location in Building 402 to the new Station. The APE is the 1.82 acres Building 415 site, on the north side of the flight line, and the existing parking areas.

b. The new building, paved parking area, sidewalks, area lighting, utilities, site landscaping, and paved access roads would be constructed. As part of the construction, three lay down areas are planned (Attachment 1, Figure 2-4). The 0.225-acre parking lot for Building 415 is included in the 1.82-acre project area of disturbance. The other two areas are 0.128 acres of the parking lot across Vandenburg Road from the project site, and 0.138 acres of the parking lot across Arnold Road from the Project site.

c. The APE takes into account all areas where horizontal changes, ground disturbance, and construction activities are likely to occur from the Proposed Action. No vertical changes are anticipated from the Proposed Action; therefore, no changes within the viewshed will likely occur.

d. The 910 Fire Department mission requires specialized vehicles and equipment that is not compatible with the current Fire Station facility. The Fire Department must always be 100 percent mission capable. The current 23,698 sq. ft Fire Station, B402, is too small, poorly configured, and requires substantial restoration and modernization updates to meet functional requirements.

3. *Cultural Resources Background.* The Proposed Action will occur in a location that has been heavily disturbed by runway, building, and infrastructure construction and maintenance. No prior records indicate that cultural resources previously existed within the project area.

a. In January 2017, YARS completed a Cultural Resources Contingency Plan (CRCP) to assist facility personnel in managing the discovery of any unidentified cultural resource on the base property. The CRCP references four previous cultural resources investigations that have occurred within the base. None of these previous surveys identified cultural resources within the installation boundaries.

b. Literature reviews for previous projects at YARS (i.e, Assault Landing Zone Widening, Construction of New Entry Complex) did not identify resources located on YARS. The CRCP outlines the responsibilities and appropriate actions for base personnel and contractors when buried materials are discovered during excavation activities, such as notification of the National Park Service, the Federal Historic Preservation Officer, and the Ohio Historic Preservation Office.

c. The Plan also notes that archaeological and built-environment surveys were previously conducted within YARS and that no historic properties were identified.

4. *Identification of Historic Properties.* No archaeological sites were identified within YARS as a result of the CRCP and other surveys. None of the previously recorded archaeological sites or

architectural resources are within the footprint of the Fire Station project APE.

5. *Conclusions and Recommendations.* Previous literature reviews conducted for previous construction projects at YARS identified no known archaeological sites within YARS, including the proposed Fire Station project APE. Consequently, the potential for unknown archaeological sites within the project footprint is low.

a. The project will be limited to the 2.1 acre of disturbance associated with the Fire Station construction and the nearby laydown areas. The project occurs in a location that was heavily disturbed during construction of Building 415 and its associated infrastructure. As a result, any cultural resources that might have existed within the project APE have likely been disturbed and no longer maintain integrity of location and/or association; therefore, they would be ineligible for inclusion in the NRHP.

b. No previously recorded architectural resources are located within the project APE and the vertical height of the new building would be similar to the existing building. Therefore, no historic properties will be affected, and no further identification or evaluation of archaeological or architectural resources is recommended.

c. If previously undiscovered cultural resources are encountered during construction, the stipulations and mitigation measures in the Plan would be implemented, and appropriate actions and notifications would occur.

6. We look forward to your response to this request and working with you as a consulting party on this project. Following 36 CFR Part 800.4(a)(4), we ask for your assistance in identifying traditional cultural properties, sacred sites, or places that have historic, religious, or cultural significance to you in the project area. We respectfully request that you provide a reply within 30 days of receipt of this letter. Written comments should be submitted by mail to 910 MSG/CEV, Attention: Andrew Albrecht, 3976 King Graves Road Unit 37, Vienna, OH 44473, or by email to brady.mccann.1@us.af.mil. Please include "Base Fire Station" in the subject line. If you have any questions, contact Andrew Albrecht at (330) 609-1837.

MALONEY.MICHAEL  
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MICHAEL MALONEY, Colonel, USAF  
Commander

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MALONEY.MICHAEL.SEAN.1143  
717344  
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2 Attachments:

1. Draft Description of Proposed Action and Alternatives.
2. Cultural Resources Contingency Plan

# Attachment 1

## 1. Introduction

This environmental assessment (EA) was developed to evaluate the impacts of constructing a new Base Fire Station at the Youngstown Air Reserve Station (YARS) in Vienna, Ohio. The new Base Fire Station would be constructed in the current location of Building 415, which would be demolished.

This EA was prepared to evaluate the potential environmental consequences of the Proposed Action and alternatives, in accordance with provisions of Title 32, *Code of Federal Regulations* (CFR), Part 989, and 40 CFR Parts 1500 through 1508 (Council on Environmental Quality [CEQ]'s National Environmental Policy Act [NEPA] implementing regulations).

### 1.1 Background

YARS occupies 321 acres of land in Trumbull County, Ohio, approximately 12 miles north of the City of Youngstown, Ohio and within Vienna Township (Figure 1-1). State Route (SR) 193, which leads into Youngstown, borders the east side of the installation. King Graves Road is to the north and SR 11 is approximately 0.75-mile to the west. The Youngstown-Warren Regional Airport borders the installation to the south and shares its runway with YARS.

YARS is home to the 910<sup>th</sup> Airlift Wing (910 AW) of the U.S. Air Force Reserve Command (AFRC). The 910 AW operates and maintains nine Lockheed C-130 transport and cargo aircraft. The wartime mission of the 910 AW is to provide tactical airlift support, including low-level infiltration, where aircrews deliver personnel and materials by airdrop and air-land techniques. The 910 AW is also responsible for operating and maintaining the U.S. Department of Defense (DoD)'s only large-area, fixed-wing aerial spray capability. This spray capability is used to control disease-carrying insects, pest insects, and undesirable vegetation, and to disperse oil spills in large bodies of water. Eight of the nine C-130 aircraft have been modified to transport the modular aerial spray system. During peacetime, the 910 AW is tasked with training and equipping reservists and assigned personnel to maintain readiness.

The 910 AW operates the installation and furnishes services and support to military personnel, civilian staff, family members, and the surrounding community. The major tenant organizations hosted by the 910 AW are the Navy Operational Support Center and Detachment 3, Maintenance Company, Combat Logistics Battalion 453 of the U.S. Marine Corps (U.S. Air Force [USAF], 2018).

The 910<sup>th</sup> Fire Department (910 FD) is comprised of civilian and military reservists, whose mission is to protect the flight line and base assets supporting the 910 AW. The current base Fire Station (Building 402) is a dual service fire station (ARS and Civilian) that provides fire support for the entire airport.

Building 402, the current home of the 910<sup>th</sup> AW Fire Department. The current Base Fire Station is located in Building 402 built in 1986. The original 11,386 sq. ft. building has been modified/added to four times (1,400 sq. ft. added in July 1990, 960 sq. ft. added in September 1994, 8,150 sq. ft. added in March 2008, and 1,800 sq. ft. added in September 2011). These modifications were made to update and improve the facility. Even with the building additions the Fire Station has a number of functional complications, including the following:

- Due to the lack of storage, the Fire Department uses bays in a facility over 700 feet away from their station to house the hazmat truck, fire extinguisher maintenance, confined space equipment, and hose drying/storage all attributing to facility disjointed operations,
- Bunker gear is not properly stored. It is stored in the open bay with no isolated climate control/ventilation.
- Bays do not meet the new aircraft rescue and firefighting (ARFF) vehicle size requirements.
- The training room is undersized and is being further downsized to accommodate new communications server requirements.



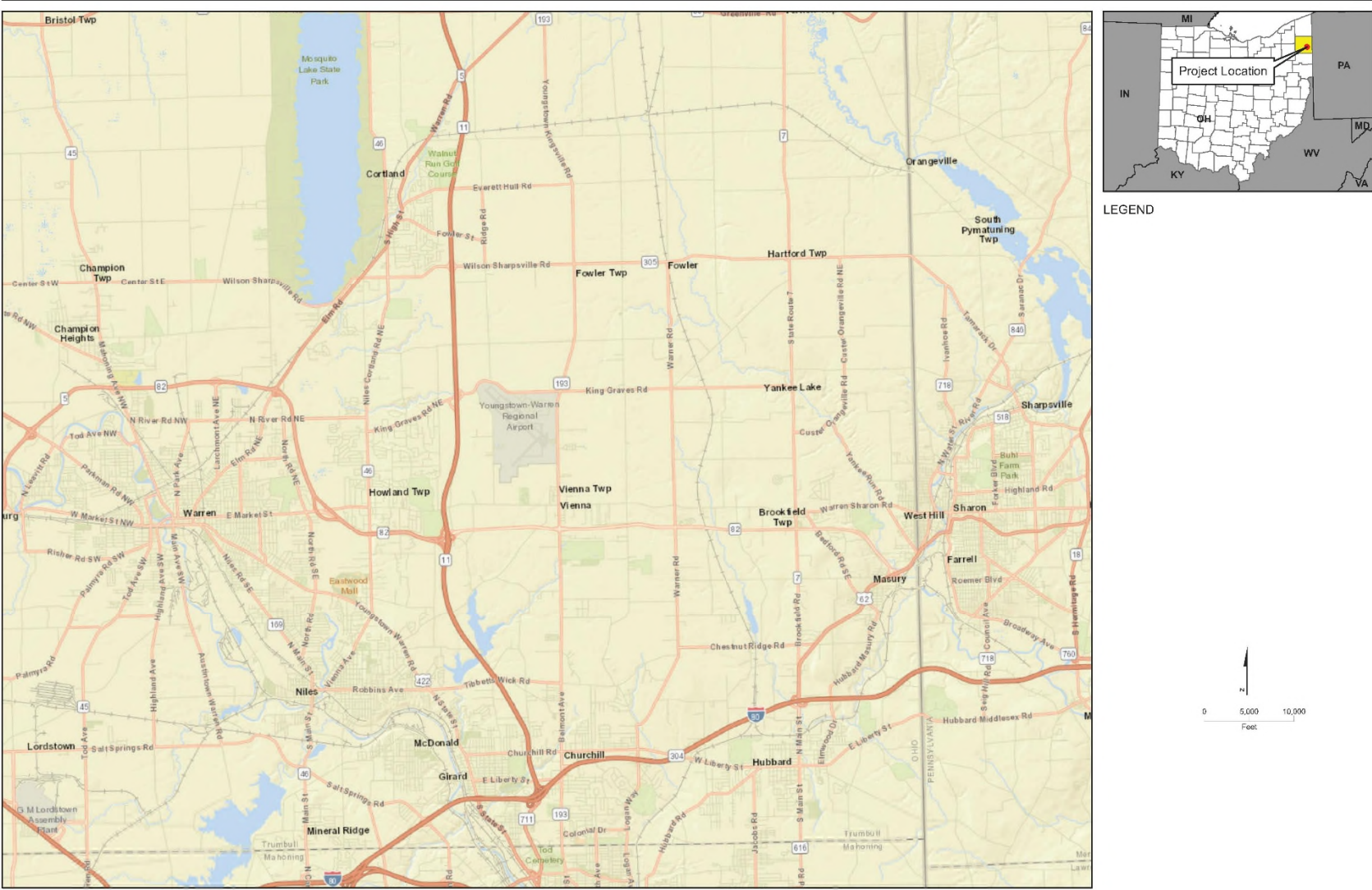


Figure 1-1 Youngstown Air Reserve Station

- Bunk rooms are located on the base side of the facility but were constructed as a two-story addition with no restrooms/showers, so shift personnel must go downstairs and through the gym to access restrooms/showers.

## 1.2 Purpose and Need

The 910 FD mission requires particular vehicles and equipment that is not compatible with the current Fire Station facility. The Fire Department must be 100 percent mission capable at all times. The current 23,698 sq. ft Fire Station, B402, is too small, poorly configured, and requires substantial restoration and modernization updates to meet current functional requirements. The facility size does not accommodate Reserve Squadron members during Unit Training Activities. Should a disaster occur, the Fire Department may not be able to respond at an acceptable speed with the appropriate equipment and vehicles due to the current dispersed location of stored equipment and assigned response vehicles. Without a consolidated, fully functional facility for personnel and equipment, firefighters and first responders have an unnecessarily difficult time correctly responding to certain emergencies.

The purpose of the proposed action is to construct a headquarters composite fire station to protect flight line and main base assets supporting the 910 AW. The purpose is further defined by providing a complete and usable facility with all required supporting infrastructure and control systems collocated and compliant with current Air Force standards and requirements. An additional goal is to maintain or reduce the response time of fire fighting personnel and equipment to the flight line.

## 1.3 Relevant Plans, Laws, and Regulations

A decision on whether to proceed with the Proposed Action depends on numerous factors, including mission requirements, regulatory requirements, and environmental considerations. In addressing environmental considerations, AFRC and YARS are guided by relevant statutes (and their regulations for implementation) and Executive Orders (EOs) that establish standards and provide guidance on environmental and natural resources management and planning.

## 1.4 Summary of Key Environmental Compliance Requirements

### 1.4.1 National Environmental Policy Act

NEPA (42 *United States Code* [U.S.C.] Sections 4321 through 4347) is a federal statute requiring the identification and analysis of potential environmental impacts associated with proposed federal actions before those actions are taken. The intent of NEPA is to help decision makers make well-informed decisions, based on understandings of the potential environmental consequences, and take actions to protect, restore, or enhance the environment. NEPA established the CEQ, which was charged with developing and implementing regulations and ensuring federal agency compliance with NEPA. The CEQ regulations mandate that all federal agencies use a prescribed structured approach to environmental impact analyses. This approach also requires federal agencies to use an interdisciplinary and systematic approach in their decision-making processes. The approach evaluates potential environmental consequences associated with a proposed action and considers alternative courses of action.

The process for implementing NEPA is codified in 40 CFR Parts 1500 through 1508, *Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act*. The CEQ was established to implement and oversee federal policy in this process. The CEQ regulations specify that an EA must be prepared to provide evidence and analysis for determining whether to prepare a finding of no significant impact (FONSI), or whether the preparation of an environmental impact statement (EIS) is necessary. The EA can aid in an agency's compliance with NEPA when an EIS is unnecessary and facilitate the preparation of an EIS when one is required.

Air Force Policy Directive (AFPD) 32-70, *Environmental Quality*, states that the USAF will comply with applicable federal, state, and local environmental laws and regulations, including NEPA. The USAF's

implementing regulation for NEPA is its Environmental Impact Analysis Process (EIAP), 32 CFR Part 989, as amended.

#### **1.4.2 Integration of Other Environmental Statutes and Regulations**

To comply with NEPA, the planning and decision-making process for actions proposed by federal agencies involves a study of other relevant environmental statutes and regulations. The NEPA process, however, does not replace procedural or substantive requirements of other environmental statutes and regulations. It addresses them collectively in the form of an EA or EIS, which enables the decision maker to have a comprehensive view of major environmental issues and requirements associated with a proposed action. According to CEQ regulations, the requirements of NEPA can be integrated “with other planning and environmental review procedures required by law or by agency practice so that all such procedures run concurrently rather than consecutively” (40 CFR §1500.2 [c]).

Applicable federal statutes include the Clean Water Act (CWA), Clean Air Act (CAA), Coastal Zone Management Act, Fish and Wildlife Coordination Act of 1958, Endangered Species Act (ESA), National Historic Preservation Act (NHPA), Safe Drinking Water Act, Resource Conservation and Recovery Act, Migratory Bird Treaty Act of 1918 (MBTA), Migratory Bird Conservation Act, and the Water Resource Development Act. The NEPA analysis also considers compliance with EOs related to protection of wetlands, environmental justice, and management of floodplains and invasive species.

The CAA establishes federal policy to protect and enhance the quality of air resources to protect human health and the environment. The CAA requires that adequate steps be implemented to control the release of air pollutants and prevent significant deterioration of air quality. The Ohio Environmental Protection Agency (OEPA) has authority for compliance with the CAA.

The CWA of 1977 (33 U.S.C. §1344) and the Water Quality Act of 1987 (33 U.S.C. §1251, as amended) establish federal policy to restore and maintain the chemical, physical, and biological integrity of the nation’s waters and, where attainable, to achieve a level of water quality that provides for the protection and propagation of fish, shellfish, wildlife, and recreation in and on the water. OEPA has authority for compliance with the CWA. OEPA regulations require that nonpoint source stormwater discharges related to the Proposed Action or alternatives comply with the requirements of a National Pollutant Discharge Elimination System permit, including a stormwater pollution prevention plan detailing site-specific best management practices (BMPs). Section 404 of the CWA requires specific permitting for dredging and/or filling of wetlands. This portion of the Act is administered by the U.S. Army Corps of Engineers (USACE) with U.S. Environmental Protection Agency (EPA) oversight. Section 401 of the CWA requires certification of water quality for Section 404 discharges. OEPA administers the Section 401 program. In addition to CWA requirements, USAF actions must comply with EO 11990, “Protection of Wetlands,” and EO 11988, “Floodplain Management.” When one or both of the above EOs apply, a finding of no practicable alternative (FONPA) must be completed if it is determined that there is no practicable alternative to implementing an action that would impact the wetland or floodplain. The FONPA finding is based on the NEPA analysis and documented in the NEPA decision document.

The ESA of 1973 (16 U.S.C. §1531) requires that federal agencies, in consultation with the U.S. Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service, use their authority to assist in carrying out federal programs for the conservation of threatened or endangered species. These agencies also ensure that any project that is funded, authorized, or constructed by the federal government is not likely to jeopardize the continued existence of such threatened or endangered species, or result in the destruction or adverse modification of their habitat. Animals with a state designation of endangered, threatened, or of special concern are granted legal protection by the State of Ohio (Ohio Revised Code §1531.25). The USFWS was consulted regarding the potential for the Preferred Alternative (Alternative 1) to affect protected species or their habitats, and concurred with the USAF’s determination that the project, as proposed, is not likely to adversely affect any federally listed species. The Ohio Department of Natural Resources (ODNR) requested a copy of the draft final EA for review.

Actions that could affect cultural resources are regulated under Section 106 of the NHPA of 1966 and the Advisory Council on Historic Preservation Regulations for compliance with Section 106, codified as

36 CFR 800. These regulations require that the effects of federal actions on cultural resources be considered and minimized. The State Historic Preservation Office (SHPO) regulates the preservation of cultural resources in Ohio and was consulted regarding potential cultural resources that could be affected by the Preferred Alternative (Alternative 1). In a letter dated April 3, 2019, the SHPO determined that the undertaking would not affect properties listed or eligible for listing on the National Register of Historic Places (NRHP). Additionally, 14 federally recognized tribes that have ancestral ties to lands in northeastern Ohio were consulted, in accordance with Ohio SHPO's recommendation, under Section 106. These tribes are the Delaware Nation, Delaware Tribe of Indians, Miami Tribe of Oklahoma, Ottawa Tribe of Oklahoma, Wyandotte Nation, Cayuga Nation, Oneida Nation of New York, Oneida Nation of Wisconsin, Onondaga Nation, St. Regis Mohawk Tribe, Seneca Nation of Indians, Seneca-Cayuga Nation, Tonawanda Seneca Nation, and Tuscarora Nation.

### **1.4.3 Interagency Coordination and Public Involvement**

NEPA ensures that environmental information is made available to the public during the decision-making process and prior to actions being taken. The premise of NEPA is that the quality of federal decisions will be enhanced if the proponents provide information on their actions to state and local governments and the public and involve these entities in the planning process. The Intergovernmental Coordination Act and EO 12372, "Intergovernmental Review of Federal Programs," require federal agencies to cooperate with and consider state and local views in implementing a federal proposal.

The SHPO, USFWS, OEPA, ODNR, EPA, Western Reserve Port Authority, Vienna Township, Trumbull County, Natural Resources Conservation Service (NRCS), and 14 federally recognized tribes were contacted during development of this EA to identify if they have issues relevant to the Proposed Action. Information provided has been incorporated into the EA. Copies of coordination and consultation letters are presented in Appendix A.

A notice of the availability of the draft final EA will be published was published to initiate the 30-day public review period for the draft final EA.

## **2. Description of Proposed Action and Alternatives**

### **2.1 Proposed Action**

The Proposed Action is to construct a new modern Base Fire Station at the Youngstown Air Reserve Station, Ohio. The new Base Fire Station would be sited at the eastern corner of Vandenburg Road and Arnold Road on the northeastern side of the flight line, where Building 415 LRS Deployment Center is located (Figure 2-1). Building 415 would be demolished along with the roadway extension from Arnold Drive and the parking lot to make room for the new facility (Figure 2-2). After construction, fire support operations would be moved from their current location in Building 402 to the new Station.

The proposed new Station would be an approximately 24,500 square foot square foot, single story building that addresses functional space adjacencies and preferred workflow of the department. The apparatus bays, four (4) drive through bays and four (4) back-in bays, would be appropriately sized for fire engines, crash trucks and other FD assigned vehicles (Figure 2-3). The planned building occupancy for the facility will provide space for 24 dorm rooms and the supporting approved living accommodations. The dorms, training room, offices and dispatch areas would all be co-located within the new building.

This proposed action also includes providing a paved parking area, sidewalks, area lighting, utilities, site landscaping, and paved access roads to support new facility. The proposed project footprint would be approximately 1.82-acre acres in size.

As part of the construction, three lay down areas are planned (Figure 2-4). The 0.225-acre parking lot for Building 415 is included in the 1.82-acre project area of disturbance. The other two areas are 0.128 acres



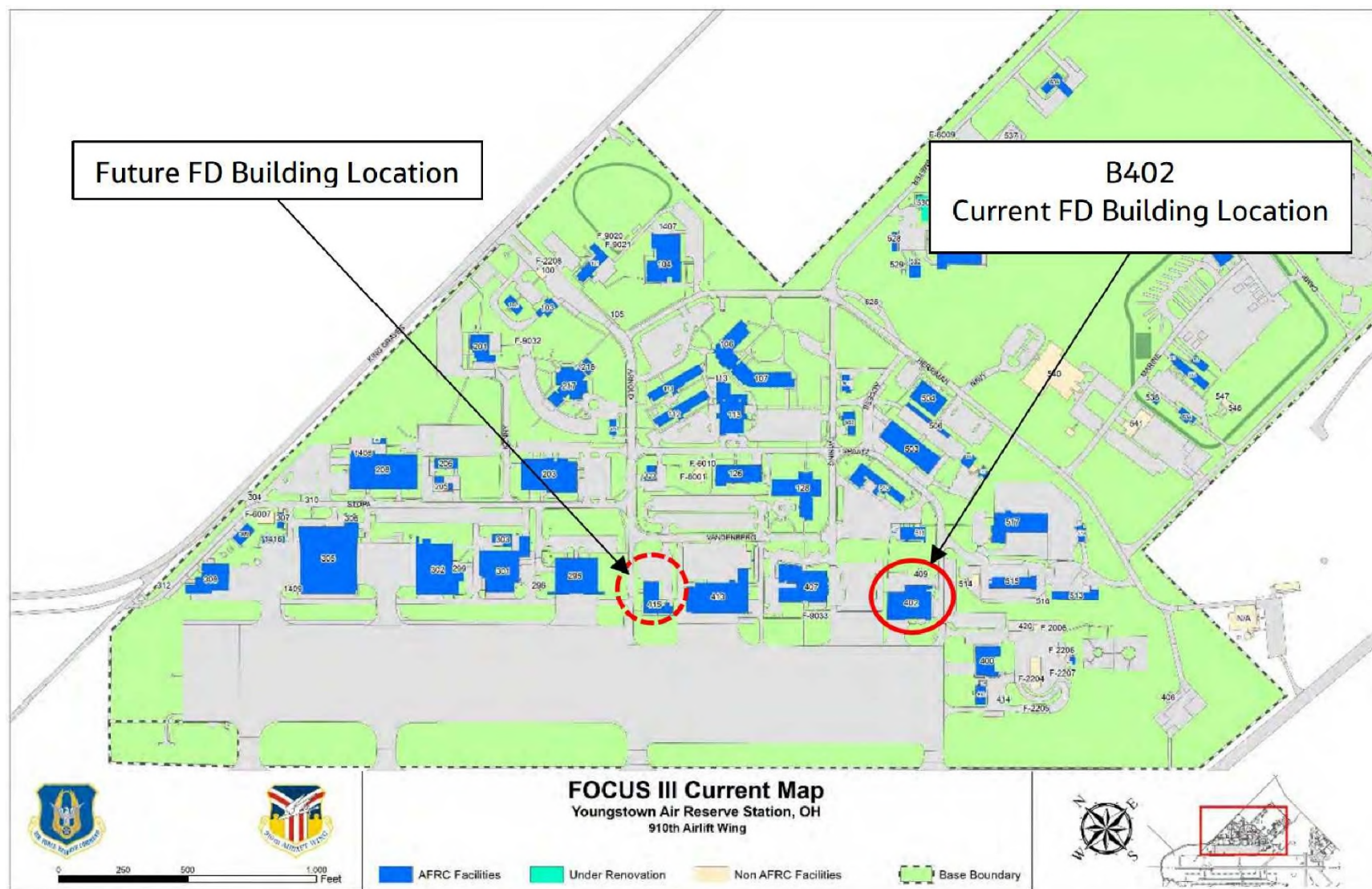


Figure 2-1. Location of Current and Proposed Base Fire Stations



Figure 2-2. Proposed Project Site



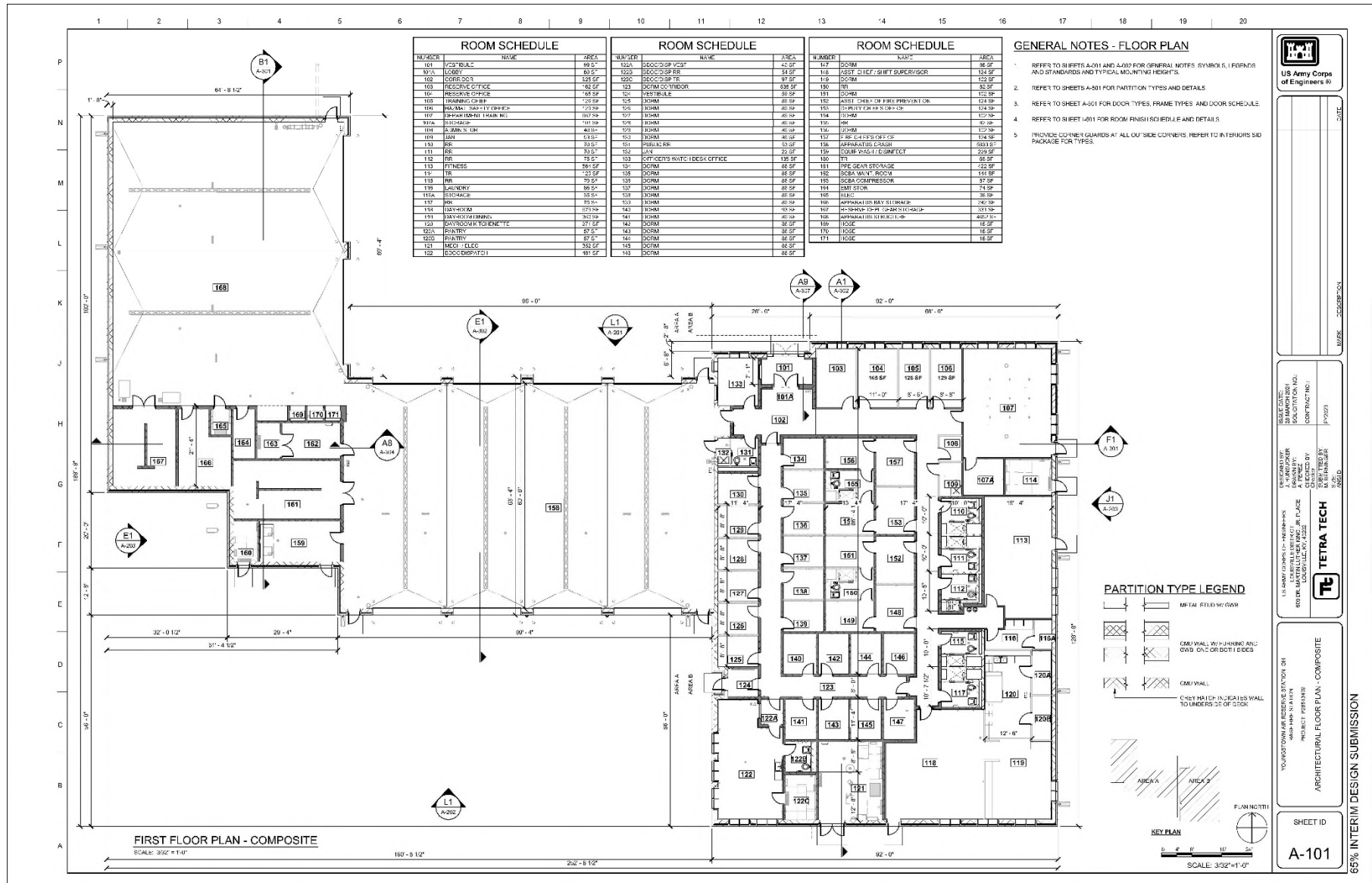


Figure 2-3. Proposed Fire Station Floor Plan.

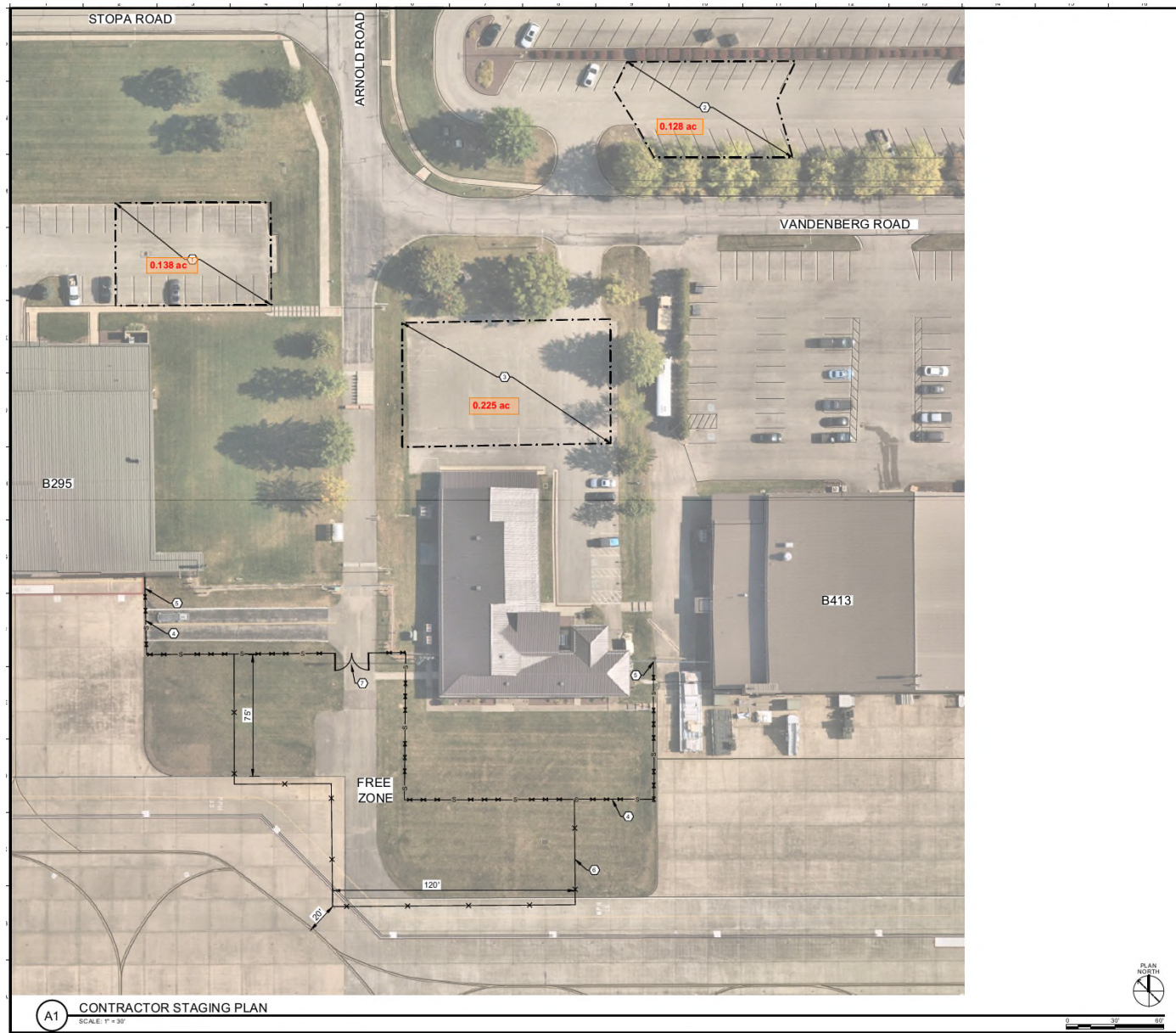


Figure 2-4. Proposed Laydown Areas.

of the parking lot across Vandenburg Road from the project site, and 0.138 acres of the parking lot across Arnold Road from the Project site.

The new site location for the Fire Department is centrally located within the Youngstown Air Reserve Station (ARS) base, and the location provides convenient access to/from both the Airfield and Base for quick emergency response.

The new building and surrounding site components in the proposed concept plan will satisfy the unit's site requirements and adhere to the mandated standoff distances as required by U.S. Department of Defense (DoD) antiterrorism/force protection (AT/FP) policy.

The new Station would be compliant with installation structural and architectural standards (standing seam/brick façade) and all supporting systems to include all structural, HVAC, plumbing, fire suppression and detection, AT/FP, security, electrical, communications/PA, interior finishes, etc.

After the New Base Fire Station is complete and operations have been transferred from Building 402, Building 402 would be repurposed. The plans for reuse of Building 402, any renovation, and the ultimate occupancy are not ripe for NEPA evaluation at this point. Subsequent, NEPA evaluation of the reuse of Building 402 will be necessary.

## **2.2 Alternatives**

CEQ regulations require that all reasonable alternatives be evaluated under NEPA. Alternatives may be eliminated from detailed analysis in a NEPA document based on their infeasibility and operational constraints, technical constraints, or substantially greater environmental impacts relative to other alternatives under consideration. For this EA, only the Preferred Alternative (Alternative 1) and the No Action Alternative were analyzed in detail.

### **2.2.1 Alternatives Considered in Detail**

#### **2.2.1.1 Alternative 1 – Preferred Alternative**

Alternative 1 – The new Base Fire Station would be located at the current site of Building 415, a 1.82 acres site, on the north side of the flight line. Building 415 and the existing parking areas would be demolished. The proposed new approximately 24,500 square foot square foot, single story Station would include four (4) drive through bays and four (4) back-in bays, 24 dorm rooms with supporting approved living accommodations, and training room, offices and dispatch areas. New paved parking area, sidewalks, area lighting, utilities, site landscaping, and paved access roads would also be constructed.

#### **2.2.1.2 No Action Alternative**

The No Action Alternative represents baseline conditions, which are used for comparison to future conditions that would exist under the Proposed Action. Under the No Action Alternative, the Proposed Action would not be implemented. A new Base Fire Station would not be constructed and the existing Base Fire Station, which does not meet current ARFF and Air Force standards, would continue to operate. The 910 FD would continue to have difficulties responding at an acceptable speed with the appropriate equipment and vehicles due to the current dispersed location of stored equipment and assigned response vehicles.

### **2.2.2 Alternatives Considered but Eliminated from Further Consideration**

Enlarging the current Base Fire Station (B402) was dismissed from further consideration as the ability to provide fire protection services would be decreased during construction and the site did not have enough room for the required number of bays.

239 Alternative sites were considered and dismissed if they were further away from the flight line than the  
240 current Station as the response time for emergencies on the flight line would be increased.

241 Different Designs were considered including a design with only back-to-back bays was dismissed as and  
242 different vehicle access to the site, different parking/pavement configurations, and different locations for  
243 utility connections/corridors and stormwater drainage. Other design consideration would involve  
244 essentially the same footprint and environmental impacts as the Proposed Action. The analysis of the  
245 Proposed Action includes bounding areas to allow for changes in areas of disturbance associated with  
246 access and utilities connections.

# Attachment 2

910<sup>th</sup> Airlift Wing/CEV  
Youngstown Air Reserve Station  
Vienna Ohio

Cultural Resources Contingency Plan  
25 January 2017



**HEADQUARTERS 910 AIRLIFT WING**  
*Air Force Reserve Command*  
**Youngstown Air Reserve Station**  
**3976 King Graves Rd, Unit 37**  
**Vienna, OH 44473-5937**

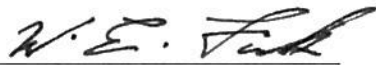


# **CULTURAL RESOURCES CONTINGENCY PLAN**

**25 JANUARY 2017**

PREPARED BY: 910 MSG/CEV

APPROVAL:

  
WILLIAM E. FINK  
Environmental Engineer

25 January 2017  
DATE



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### APPENDIX

Appendix A - Distribution List

### RECORD OF CHANGES

All changes posted to this plan will be recorded on this page and filed at the end of the plan.

| <u>CHANGE</u> | <u>DATE OF CHANGE</u> | <u>DATE POSTED</u> | <u>PERSON POSTING CHANGE</u> |
|---------------|-----------------------|--------------------|------------------------------|
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### RECORD OF REVIEW

| <u>DATE</u> | <u>REVIEWED BY</u> | <u>ORGANIZATION</u> | <u>REMARKS</u>        |
|-------------|--------------------|---------------------|-----------------------|
| 15 MAY 2008 | John Tarantine     | 910 MSG/CEV         | Revised Plan Document |
| 15 SEP 2009 | Max Shifflet       | 910 MSG/CEV         | Plan Review           |
| 29 SEP 2010 | Max Shifflet       | 910 MSG/CEV         | Plan Review           |
| 25 JAN 2017 | William Fink       | 910 MSG/CEV         | Plan Review           |
|             |                    |                     |                       |
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## CHAPTER 1

### 1.0 INTRODUCTION

1.1 Executive Summary: The Cultural Resources Contingency Plan (CRCP) has been developed to assist base personnel in handling the discovery of an unidentified cultural resources on the base property. While it is not likely that a cultural resource will be discovered on base, it is important that base personnel and contractors take the appropriate actions in the event that a potential cultural resource is discovered. This will help to preserve cultural resources such as artifacts, archeological sites, and other historic findings.

1.2 Background: Four surveys have been conducted which relate to cultural resources. On 13 APR 77, Mr. William Brenner with Eastgate Development and Transportation Agency, performed a brief historical inventory of the base property. This survey revealed that there were no buildings, structures or sites of historical significance on base. In NOV 95, Resource Applications, Inc. performed a Phase I historic buildings survey of the base property. This survey identified no resources or activities that would require properties to be included on the National Register of Historic Places. On 15 APR 89, Mr. James Murphy who is a state certified archeologist performed an updated cultural resources survey. He reviewed archeological maps at the Ohio Historical Society which revealed no known archeological sites on or near the base. The Ohio Historical Inventory Files were also reviewed and no structures on base were listed. In NOV 95, Resource Applications, Inc. conducted a Phase I archaeological survey of the base property. No archaeological sites, prehistoric or historic, were identified during the survey.

1.3 Definition: A Cultural Resource, related to this plan, is defined as any historic, archeological, or Native American property of interest such as artifacts or human remains

1.4 References: The following is a list of laws related to cultural resources:

- 1.4.1 National Historic Preservation Act (NHPA)
- 1.4.2 Native American Graves Protection and Repatriation Act (NAGPRA)
- 1.4.3 Archeological Resource Protection Act (ARPA)
- 1.4.5 American Indian Religious Freedom Act (AIRFA)
- 1.4.6 AFI 32-7065 Cultural Resources Management

1.5 Responsibilities: The following organizations have responsibilities under the CRCP.

1.5.1 Base Civil Engineer (BCE): The BCE will ensure that construction activities are monitored and that any potential cultural item which is found is not disturbed. The BCE will make the site off-limits and preserve the finding until a determination of the significance of the finding can be made.

1.5.2 Environmental Engineer (CEV): The Environmental Engineer will report any finding of a potential cultural item. This office will also coordinate the mitigation of the finding, if required.

1.5.3 Base Contracting (LGC): The Base Contracting Office will ensure that each contractor involved in excavation on base is aware of the requirements in Section 2.1 and will immediately notify the Environmental Engineer's office if a contractor discovers a potential cultural resource.

## CHAPTER 2

### 2.0 PROCEDURES

2.1 Protective Measures: Should a potential cultural resource be discovered on base, the following steps should be taken.

2.1.1 If the resource was discovered during excavation, immediately stop the excavation to prevent any further damage to the resource.

2.1.2 Base personnel will contact the Environmental Engineering Office (CEV) at ext. 1316 or 1557 to report the finding. Contractors will immediately notify the Contracting Officer, who will notify the Environmental Engineer.

2.1.2 Take appropriate actions to make the site off-limits to restrict access of unauthorized personnel who could damage or remove the resource.

2.2 Reporting Requirements:

2.2.1 After inspecting the site, the Environmental Engineer will contact the Departmental Consulting Archeologist, Archeology Assistance Division, National Park Service, Washington D.C. 20013-7127, to determine the significance of the resource.

2.2.2 The Environmental Engineer will also notify the Federal Historic Preservation Officer representative through the MAJCOM.

2.2.3 The Environmental Engineer will also notify the Ohio Historic Preservation Office, 567 East Hudson Street, Columbus, Ohio 43211-1030.

2.3 Mitigation Measures: The appropriate mitigation measures will be determined in coordination with the National Park Service. These mitigation measures can include limiting the project scope, repairing the property, or canceling, redesigning, or relocating a project but will depend on the significance and location of the resource.

## **APPENDIX A**

### **DISTRIBUTION LIST**

| <u>ORGANIZATION</u>       | <u>OFFICE<br/>SYMBOL</u> |
|---------------------------|--------------------------|
| Civil Engineering         | CEA                      |
| Environmental Engineering | CEV                      |
| Base Contracting          | LGC                      |
| Base Plans Office         | XP                       |



DEPARTMENT OF THE AIR FORCE  
AIR FORCE RESERVE COMMAND

18 December 2024

MEMORANDUM OR LETTER FOR DISTRIBUTION

FROM: 910 AW/CC  
3976 King Graves Road Unit 37  
Vienna OH 44473-5912

SUBJECT: Preparation of an Environmental Assessment for Base Fire Station at Youngstown Air Reserve Station, Ohio

1. The Air Force Reserve Command and Youngstown Air Reserve Station (YARS) are preparing an Environmental Assessment (EA) in accordance with the National Environmental Policy Act of 1969. The EA will analyze the potential impacts and environmental consequences associated with the construction of a new Base Fire Station at YARS. The EA will evaluate the construction of a new Base Fire Station that would be constructed in the current location of Building 415, which would be demolished. The current Base Fire Station, Building 402, was not designed as a fire station. The building has been modified in a piecemeal fashion to support the Fire Department. Despite best efforts to adapt the facility to the fire department's mission, these modifications resulted in an inefficient and dysfunctional facility. Attachment 1 includes a draft description of the proposed action and the alternatives including general location map and the approximate project area.

2. This memorandum is a part of the scoping process for the Base Fire Station EA. The purpose is to gather input on issues and concerns to address and analyze in the EA. We respectfully request your review and comments in accordance with Executive Order 12372, "Intergovernmental Review of Federal Programs." Please provide written comments or information regarding the Proposed Action at your earliest convenience, but no later than 30 days from the receipt of this memorandum. If there are additional agencies you think should review and comment on the Proposed Action, please provide us with the appropriate contact information so that we may include them in our scoping efforts.

3. Written comments should be submitted to: 910 AW Public Affairs, Attention; Andrew Albrecht, 3976 King Graves Road Unit 12, Vienna, OH 44473-5912, or sent by email to [910aw.pa@us.af.mil](mailto:910aw.pa@us.af.mil). Please include a subject line of "Base Fire Station EA." If you have any questions, please contact Andrew Albrecht at (330) 609-1837. Thank you for your assistance.

MALONEY.MICHAEL  
L.SEAN.1143717344  
MICHAEL S. MALONEY, Colonel, USAF  
Commander

Digitally signed by  
MALONEY.MICHAEL.SEAN.114371  
7344  
Date: 2024.12.18 15:45:16 -05'00'

Attachment  
Draft Description of Proposed Action and Alternatives



# **Youngstown Air Reserve Station Base Fire Station Environmental Assessment Interagency and Intergovernmental Coordination List**

## **Federal Agency Contacts**

Michael S. Regan, Regional Administrator  
U.S. Environmental Protection Agency, Region 5  
77 W. Jackson Boulevard  
Chicago, Illinois 60604  
(202) 564-4700

## **State and Local Contacts**

Anne M. Vogel, Director  
Ohio Environmental Protection Agency  
P.O. Box 1049  
Columbus, Ohio 43216-1049  
(614) 644-2782

Mark Posey, Zoning Inspector  
Vienna Township  
P.O. Box 593  
Vienna, Ohio 44473  
(330) 394-2319

Michael Haddle, Trustee  
Vienna Township  
P.O. Box 593  
Vienna, Ohio 44473  
(330) 394-2319

Phil Pegg, Trustee  
Vienna Township  
P.O. Box 593  
Vienna, Ohio 44473  
(330) 394-2319

Richard Dascenzo, Jr., Trustee  
Vienna Township  
P.O. Box 593  
Vienna, Ohio 44473  
(330) 394-2319

Julie Green, Director  
Trumbull County Planning Commission  
185 East Market Street NE, Suite A  
2nd Floor  
Warren, Ohio 44481  
(330) 675-2480

Anthony Trevena, Executive Director  
Western Reserve Port Authority  
100 E. Federal Street, Suite 422  
Youngstown, OH 44503  
(234) 228-9696

Afrodite Altieri  
Security & Compliance Coordinator  
Youngstown-Warren Regional Airport  
Western Reserve Port Authority  
1453 Youngstown-Kingsville Road NE  
Vienna, OH 44473  
(330) 856-1537

Anita Lutz  
Federal Aviation Administration,  
Air Traffic Manager  
Youngstown Air Traffic Control Tower  
3976 King Graves Road  
Vienna, OH 44473  
(330) 856-4806, Ext 3001

## **Appendix B – Notices of Availability of Draft EA**

## NOTICE OF 30-DAY PERIOD FOR PUBLIC COMMENT

The U.S. Air Force has prepared an environmental assessment (EA) to analyze impacts that could result from constructing and operating a new Base Fire Station at the Youngstown Air Reserve Station (YARS) in Vienna, OH. The EA and draft Finding of No Significant Impact are available for 30 days of public review and comment at the Cortland Branch and the Howland Branch libraries, and on the internet at <https://www.youngstown.afrc.af.mil/About/Public-Notice>.

Written comments will be considered for 30 days after the publication of this notice. Comments should be directed to: 910 AW Public Affairs, Attention: Andrew Albrecht, 3976 King Graves Road, Unit 12, Vienna, OH 44473; or by email at: [910aw.pa@us.af.mil](mailto:910aw.pa@us.af.mil).

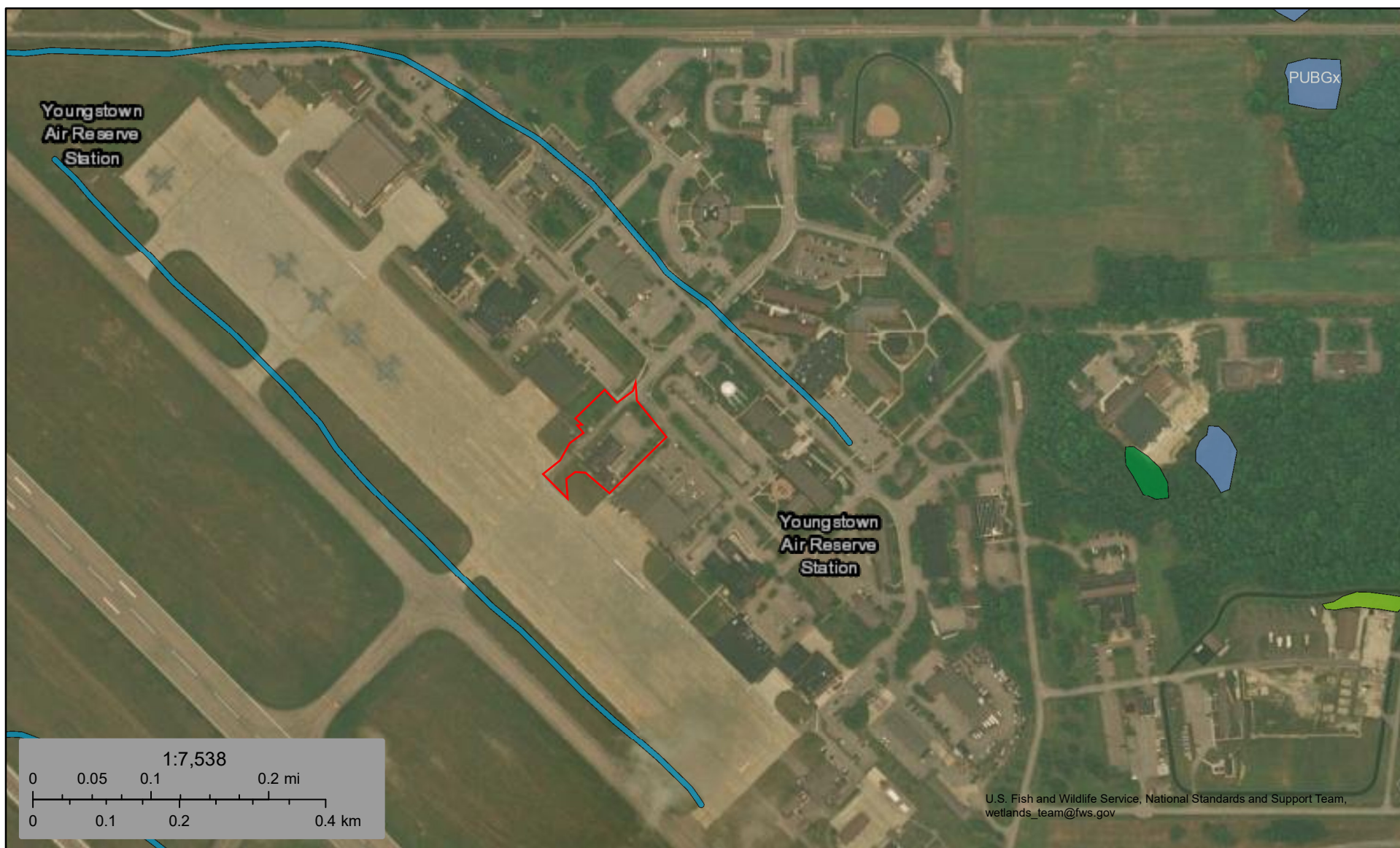
## **Appendix C – Soils**



U.S. Fish and Wildlife Service

# National Wetlands Inventory

## Wetlands



October 28, 2024

### Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland

- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond

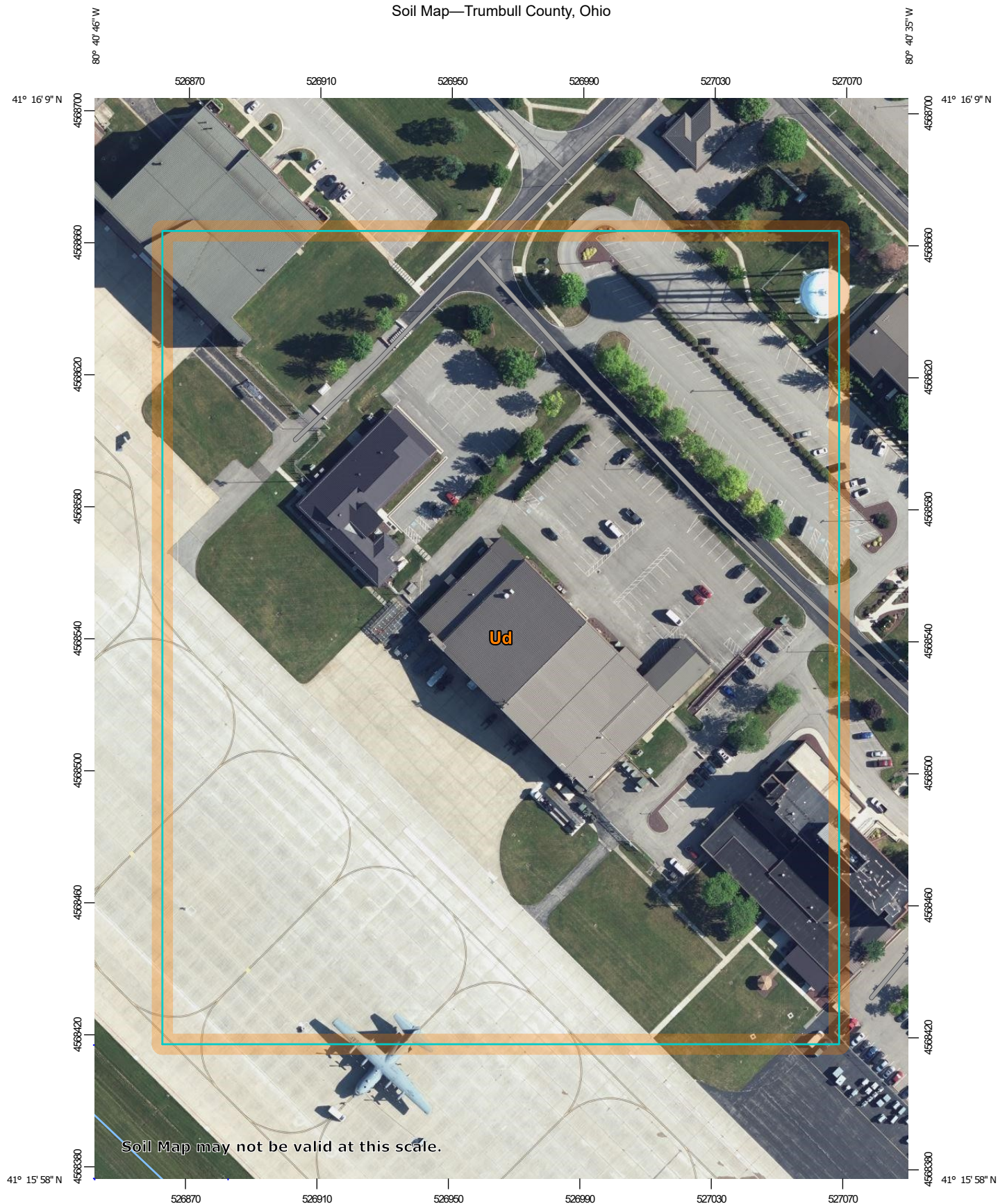
- Lake
- Other
- Riverine

Project

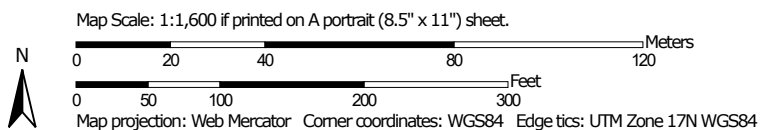
This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.



# Soil Map—Trumbull County, Ohio



Soil Map may not be valid at this scale.



**Natural Resources  
Conservation Service**

Web Soil Survey  
National Cooperative Soil Survey

10/28/2024  
Page 1 of 3




## MAP LEGEND

### Area of Interest (AOI)

 Area of Interest (AOI)

### Soils

 Soil Map Unit Polygons

 Soil Map Unit Lines

 Soil Map Unit Points

### Special Point Features



Blowout



Borrow Pit



Clay Spot



Closed Depression



Gravel Pit



Gravelly Spot



Landfill



Lava Flow



Marsh or swamp



Mine or Quarry



Miscellaneous Water



Perennial Water



Rock Outcrop



Saline Spot



Sandy Spot



Severely Eroded Spot



Sinkhole



Slide or Slip



Sodic Spot



Spoil Area



Stony Spot



Very Stony Spot



Wet Spot



Other



Special Line Features

### Water Features



Streams and Canals

### Transportation



Rails



Interstate Highways



US Routes



Major Roads



Local Roads

### Background



Aerial Photography

## MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:15,800.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service

Web Soil Survey URL:

Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Trumbull County, Ohio

Survey Area Data: Version 22, Aug 29, 2024

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jul 4, 2020—Aug 9, 2020

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

| Map Unit Symbol             | Map Unit Name     | Acres in AOI | Percent of AOI |
|-----------------------------|-------------------|--------------|----------------|
| Ud                          | Udorthents, loamy | 12.6         | 100.0%         |
| Totals for Area of Interest |                   | 12.6         | 100.0%         |

## Trumbull County, Ohio

### Ud—Udorthents, loamy

#### Map Unit Setting

*National map unit symbol:* 9mlp

*Elevation:* 800 to 2,000 feet

*Mean annual precipitation:* 28 to 40 inches

*Mean annual air temperature:* 46 to 54 degrees F

*Frost-free period:* 170 to 200 days

*Farmland classification:* Not prime farmland

#### Map Unit Composition

*Udorthents and similar soils:* 100 percent

*Estimates are based on observations, descriptions, and transects of the mapunit.*

#### Description of Udorthents

##### Properties and qualities

*Depth to restrictive feature:* More than 80 inches

*Drainage class:* Well drained

*Depth to water table:* More than 80 inches

*Frequency of flooding:* None

*Frequency of ponding:* None

##### Interpretive groups

*Land capability classification (irrigated):* None specified

*Land capability classification (nonirrigated):* 6s

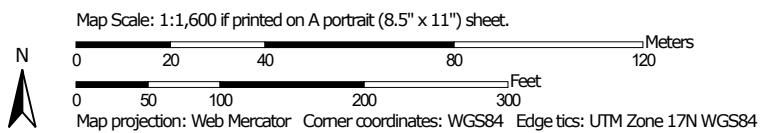
*Hydric soil rating:* No

## Data Source Information

Soil Survey Area: Trumbull County, Ohio


Survey Area Data: Version 22, Aug 29, 2024

Farmland Classification—Trumbull County, Ohio











## MAP LEGEND








### Area of Interest (AOI)






 Area of Interest (AOI)








### Soils



#### Soil Rating Polygons

-  Not prime farmland
-  All areas are prime farmland
-  Prime farmland if drained
-  Prime farmland if protected from flooding or not frequently flooded during the growing season
-  Prime farmland if irrigated
-  Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season
-  Prime farmland if irrigated and drained
-  Prime farmland if irrigated and either protected from flooding or not frequently flooded during the growing season









-  Prime farmland if subsoiled, completely removing the root inhibiting soil layer
-  Prime farmland if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60
-  Prime farmland if irrigated and reclaimed of excess salts and sodium
-  Farmland of statewide importance
-  Farmland of statewide importance, if drained
-  Farmland of statewide importance, if protected from flooding or not frequently flooded during the growing season
-  Farmland of statewide importance, if irrigated

-  Farmland of statewide importance, if drained and either protected from flooding or not frequently flooded during the growing season
-  Farmland of statewide importance, if irrigated and drained
-  Farmland of statewide importance, if irrigated and either protected from flooding or not frequently flooded during the growing season
-  Farmland of statewide importance, if subsoiled, completely removing the root inhibiting soil layer
-  Farmland of statewide importance, if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60

-  Farmland of statewide importance, if irrigated and reclaimed of excess salts and sodium
-  Farmland of statewide importance, if drained or either protected from flooding or not frequently flooded during the growing season
-  Farmland of statewide importance, if warm enough, and either drained or either protected from flooding or not frequently flooded during the growing season
-  Farmland of statewide importance, if warm enough
-  Farmland of statewide importance, if thawed
-  Farmland of local importance
-  Farmland of local importance, if irrigated

-  Farmland of unique importance
-  Not rated or not available

### Soil Rating Lines

-  Not prime farmland
-  All areas are prime farmland
-  Prime farmland if drained
-  Prime farmland if protected from flooding or not frequently flooded during the growing season
-  Prime farmland if irrigated
-  Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season
-  Prime farmland if irrigated and drained
-  Prime farmland if irrigated and either protected from flooding or not frequently flooded during the growing season



# Farmland Classification—Trumbull County, Ohio

|  |  |  |   |  |  |                           |  |  |  |
|--|--|--|---|--|--|---------------------------|--|--|--|
|  | Prime farmland if subsoiled, completely removing the root inhibiting soil layer                                  |  | Farmland of statewide importance, if drained and either protected from flooding or not frequently flooded during the growing season   |  | Farmland of statewide importance, if irrigated and reclaimed of excess salts and sodium  |                           | Farmland of unique importance  |  | Prime farmland if subsoiled, completely removing the root inhibiting soil layer                                  |
|  | Prime farmland if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60      |  | Farmland of statewide importance, if irrigated and drained  |  | Farmland of statewide importance, if drained or either protected from flooding or not frequently flooded during the growing season                         | <b>Soil Rating Points</b> |  |  | Prime farmland if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60      |
|  | Prime farmland if irrigated and reclaimed of excess salts and sodium   |  | Farmland of statewide importance, if irrigated and either protected from flooding or not frequently flooded during the growing season |  | Farmland of statewide importance, if warm enough, and either drained or either protected from flooding or not frequently flooded during the growing season |                           | Not prime farmland   |  | Prime farmland if irrigated and reclaimed of excess salts and sodium   |
|  | Farmland of statewide importance   |  | Farmland of statewide importance, if subsoiled, completely removing the root inhibiting soil layer                                    |  | Farmland of statewide importance, if thawed  |                           | Prime farmland if protected from flooding or not frequently flooded during the growing season                    |  | Farmland of statewide importance   |
|  | Farmland of statewide importance, if drained   |  | Farmland of statewide importance, if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60        |  | Farmland of local importance   |                           | Prime farmland if irrigated  |  | Farmland of statewide importance, if drained   |
|  | Farmland of statewide importance, if protected from flooding or not frequently flooded during the growing season |  |   |  | Farmland of local importance, if irrigated   |                           | Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season |  | Farmland of statewide importance, if protected from flooding or not frequently flooded during the growing season |
|  | Farmland of statewide importance, if irrigated   |  |   |  |  |                           | Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season |  | Farmland of statewide importance, if irrigated   |



# Farmland Classification—Trumbull County, Ohio



## Farmland Classification

| Map unit symbol             | Map unit name     | Rating             | Acres in AOI | Percent of AOI |
|-----------------------------|-------------------|--------------------|--------------|----------------|
| Ud                          | Udorthents, loamy | Not prime farmland | 12.6         | 100.0%         |
| Totals for Area of Interest |                   |                    | 12.6         | 100.0%         |

## Description

Farmland classification identifies map units as prime farmland, farmland of statewide importance, farmland of local importance, or unique farmland. It identifies the location and extent of the soils that are best suited to food, feed, fiber, forage, and oilseed crops. NRCS policy and procedures on prime and unique farmlands are published in the "Federal Register," Vol. 43, No. 21, January 31, 1978.

## Rating Options

*Aggregation Method:* No Aggregation Necessary

*Tie-break Rule:* Lower

## **Appendix D – Sensitive Species**



## United States Department of the Interior

### FISH AND WILDLIFE SERVICE

Ohio Ecological Services Field Office

4625 Morse Road, Suite 104

Columbus, OH 43230-8355

Phone: (614) 416-8993 Fax: (614) 416-8994



In Reply Refer To:

11/06/2024 19:48:54 UTC

Project Code: 2025-0015972

Project Name: New Youngstown AFS Base Fire Station

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2) (c)). For projects other than major construction activities, the Service suggests that a biological

evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.pdf>

**Migratory Birds:** In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts, see <https://www.fws.gov/program/migratory-bird-permit/what-we-do>.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures, see <https://www.fws.gov/library/collections/threats-birds>.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit <https://www.fws.gov/partner/council-conservation-migratory-birds>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

## OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

**Ohio Ecological Services Field Office**

4625 Morse Road, Suite 104

Columbus, OH 43230-8355

(614) 416-8993



## PROJECT SUMMARY

Project Code: 2025-0015972

Project Name: New Youngstown AFS Base Fire Station

Project Type: Military Operations

Project Description: This environmental assessment (EA) was developed to evaluate the impacts of constructing a new Base Fire Station at the Youngstown Air Reserve Station (YARS) in Vienna, Ohio. The new Base Fire Station would be constructed in the current location of Building 415, which would be demolished.

Project Location:

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@41.2683661,-80.67845942269665,14z>



Counties: Trumbull County, Ohio

## ENDANGERED SPECIES ACT SPECIES

There is a total of 3 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries<sup>1</sup>, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

- 
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

## MAMMALS

| NAME   | STATUS     |
|--|------------|
| Indiana Bat <i>Myotis sodalis</i><br>There is <b>final</b> critical habitat for this species. Your location does not overlap the critical habitat.<br>Species profile: <a href="https://ecos.fws.gov/ecp/species/5949">https://ecos.fws.gov/ecp/species/5949</a> | Endangered |

## REPTILES

| NAME  | STATUS     |
|---|------------|
| Eastern Massasauga (=rattlesnake) <i>Sistrurus catenatus</i><br>No critical habitat has been designated for this species.<br>Species profile: <a href="https://ecos.fws.gov/ecp/species/2202">https://ecos.fws.gov/ecp/species/2202</a> | Threatened |

## INSECTS

| NAME   | STATUS    |
|--|-----------|
| Monarch Butterfly <i>Danaus plexippus</i><br>No critical habitat has been designated for this species.<br>Species profile: <a href="https://ecos.fws.gov/ecp/species/9743">https://ecos.fws.gov/ecp/species/9743</a> | Candidate |

## CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

## **IPAC USER CONTACT INFORMATION**

Agency: Tetra Tech  
Name: Shelby McDowell  
Address: 2301 Lucien Way #120  
City: Maitland  
State: FL  
Zip: 32751  
Email: shelby.mcdowell@tetrattech.com  
Phone: 4096591563



# IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

## Location

Trumbull County, Ohio



## Local office

Ohio Ecological Services Field Office

☎ (614) 416-8993

📠 (614) 416-8994



4625 Morse Road, Suite 104  
Columbus, OH 43230-8355

NOT FOR CONSULTATION

# Endangered species

**This resource list is for informational purposes only and does not constitute an analysis of project level impacts.**

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species<sup>1</sup> and their critical habitats are managed by the [Ecological Services Program](#) of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries<sup>2</sup>).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact [NOAA Fisheries](#) for [species under their jurisdiction](#).

- 
1. Species listed under the Endangered Species Act are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the [listing status page](#) for more information. IPaC only shows species that are regulated by USFWS (see FAQ).

2. [NOAA Fisheries](https://www.noaa.gov/fisheries), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

## Mammals

| NAME  | STATUS     |
|---|------------|
| Indiana Bat <i>Myotis sodalis</i><br>Wherever found<br>There is <b>final</b> critical habitat for this species. Your location does not overlap the critical habitat.<br><a href="https://ecos.fws.gov/ecp/species/5949">https://ecos.fws.gov/ecp/species/5949</a> | Endangered |

## Reptiles

| NAME   | STATUS     |
|--|------------|
| Eastern Massasauga (=rattlesnake) <i>Sistrurus catenatus</i><br>Wherever found<br>No critical habitat has been designated for this species.<br><a href="https://ecos.fws.gov/ecp/species/2202">https://ecos.fws.gov/ecp/species/2202</a> | Threatened |

## Insects

| NAME  | STATUS    |
|---|-----------|
| Monarch Butterfly <i>Danaus plexippus</i><br>Wherever found<br>No critical habitat has been designated for this species.<br><a href="https://ecos.fws.gov/ecp/species/9743">https://ecos.fws.gov/ecp/species/9743</a> | Candidate |

## Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

There are no critical habitats at this location.

You are still required to determine if your project(s) may have effects on all above listed species.

# Bald & Golden Eagles

Bald and golden eagles are protected under the Bald and Golden Eagle Protection Act<sup>1</sup> and the Migratory Bird Treaty Act<sup>2</sup>.

Any person or organization who plans or conducts activities that may result in impacts to bald or golden eagles, or their habitats<sup>3</sup>, should follow appropriate regulations and consider implementing appropriate conservation measures, as described in the links below.

Specifically, please review the ["Supplemental Information on Migratory Birds and Eagles"](#).

Additional information can be found using the following links:

- Eagle Management <https://www.fws.gov/program/eagle-management>
- Measures for avoiding and minimizing impacts to birds  
<https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds>
- Nationwide conservation measures for birds  
<https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf>
- Supplemental Information for Migratory Birds and Eagles in IPaC  
<https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action>

There are likely bald eagles present in your project area. For additional information on bald eagles, refer to [Bald Eagle Nesting and Sensitivity to Human Activity](#)

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the PROBABILITY OF PRESENCE SUMMARY below to see when these birds are most likely to be present and breeding in your project area.

| NAME  | BREEDING SEASON        |
|---|------------------------|
| <b>Bald Eagle</b> <i>Haliaeetus leucocephalus</i><br>This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.<br><a href="https://ecos.fws.gov/ecp/species/1626">https://ecos.fws.gov/ecp/species/1626</a> | Breeds Dec 1 to Aug 31 |

## Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read

["Supplemental Information on Migratory Birds and Eagles"](#), specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

### Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is  $0.25/0.25 = 1$ ; at week 20 it is  $0.05/0.25 = 0.2$ .
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

### Breeding Season (■)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

### Survey Effort (I)

Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

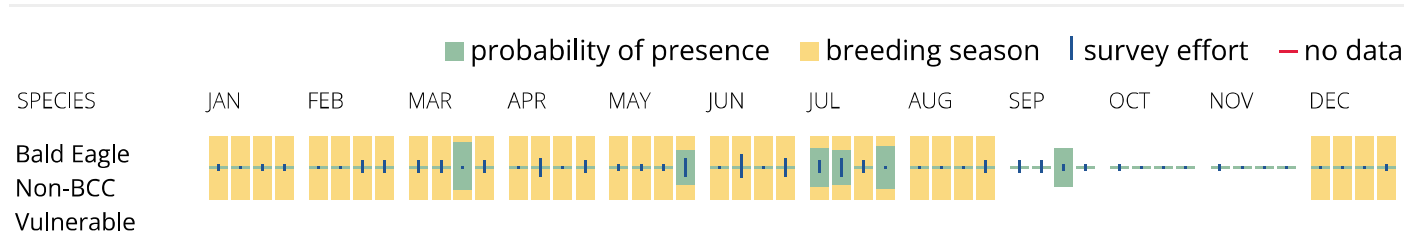
### No Data (—)

A week is marked as having no data if there were no survey events for that week.

### Survey Timeframe



Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



### What does IPaC use to generate the potential presence of bald and golden eagles in my specified location?

The potential for eagle presence is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply). To see a list of all birds potentially present in your project area, please visit the [Rapid Avian Information Locator \(RAIL\) Tool](#).

### What does IPaC use to generate the probability of presence graphs of bald and golden eagles in my specified location?

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [Rapid Avian Information Locator \(RAIL\) Tool](#).

### What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the [Eagle Act](#) should such impacts occur. Please contact your local Fish and Wildlife Service Field Office if you have questions.

## Migratory birds



Certain birds are protected under the Migratory Bird Treaty Act<sup>1</sup> and the Bald and Golden Eagle Protection Act<sup>2</sup>.

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats<sup>3</sup> should follow appropriate regulations and consider implementing appropriate conservation measures, as described in the links below. Specifically, please review the "[Supplemental Information on Migratory Birds and Eagles](#)".

1. The [Migratory Birds Treaty Act](#) of 1918.
2. The [Bald and Golden Eagle Protection Act](#) of 1940.

Additional information can be found using the following links:

- Eagle Management <https://www.fws.gov/program/eagle-management>
- Measures for avoiding and minimizing impacts to birds  
<https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds>
- Nationwide conservation measures for birds <https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf>
- Supplemental Information for Migratory Birds and Eagles in IPaC  
<https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action>

The birds listed below are birds of particular concern either because they occur on the [USFWS Birds of Conservation Concern](#) (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ [below](#). This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the [E-bird data mapping tool](#) (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found [below](#).

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the PROBABILITY OF PRESENCE SUMMARY below to see when these birds are most likely to be present and breeding in your project area.

NAME

BREEDING SEASON

---

**Bald Eagle** *Haliaeetus leucocephalus*

Breeds Dec 1 to Aug 31

This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.

<https://ecos.fws.gov/ecp/species/1626>

**Belted Kingfisher** *Megasceryle alcyon*

Breeds Mar 15 to Jul 25

This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA

**Blue-winged Warbler** *Vermivora cyanoptera*

Breeds May 1 to Jun 30

This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA

**Chimney Swift** *Chaetura pelagica*

Breeds Mar 15 to Aug 25

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

**Eastern Meadowlark** *Sturnella magna*

Breeds Apr 25 to Aug 31

This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA

**Evening Grosbeak** *Coccothraustes vespertinus*

Breeds May 15 to Aug 10

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

**Red-headed Woodpecker** *Melanerpes erythrocephalus*

Breeds May 10 to Sep 10

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

**Rose-breasted Grosbeak** *Pheucticus ludovicianus*

Breeds May 15 to Jul 31

This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA

**Wood Thrush** *Hylocichla mustelina*

Breeds May 10 to Aug 31

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

# Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read ["Supplemental Information on Migratory Birds and Eagles"](#), specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

## Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is  $0.25/0.25 = 1$ ; at week 20 it is  $0.05/0.25 = 0.2$ .
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

## Breeding Season (■)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

## Survey Effort (I)

Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

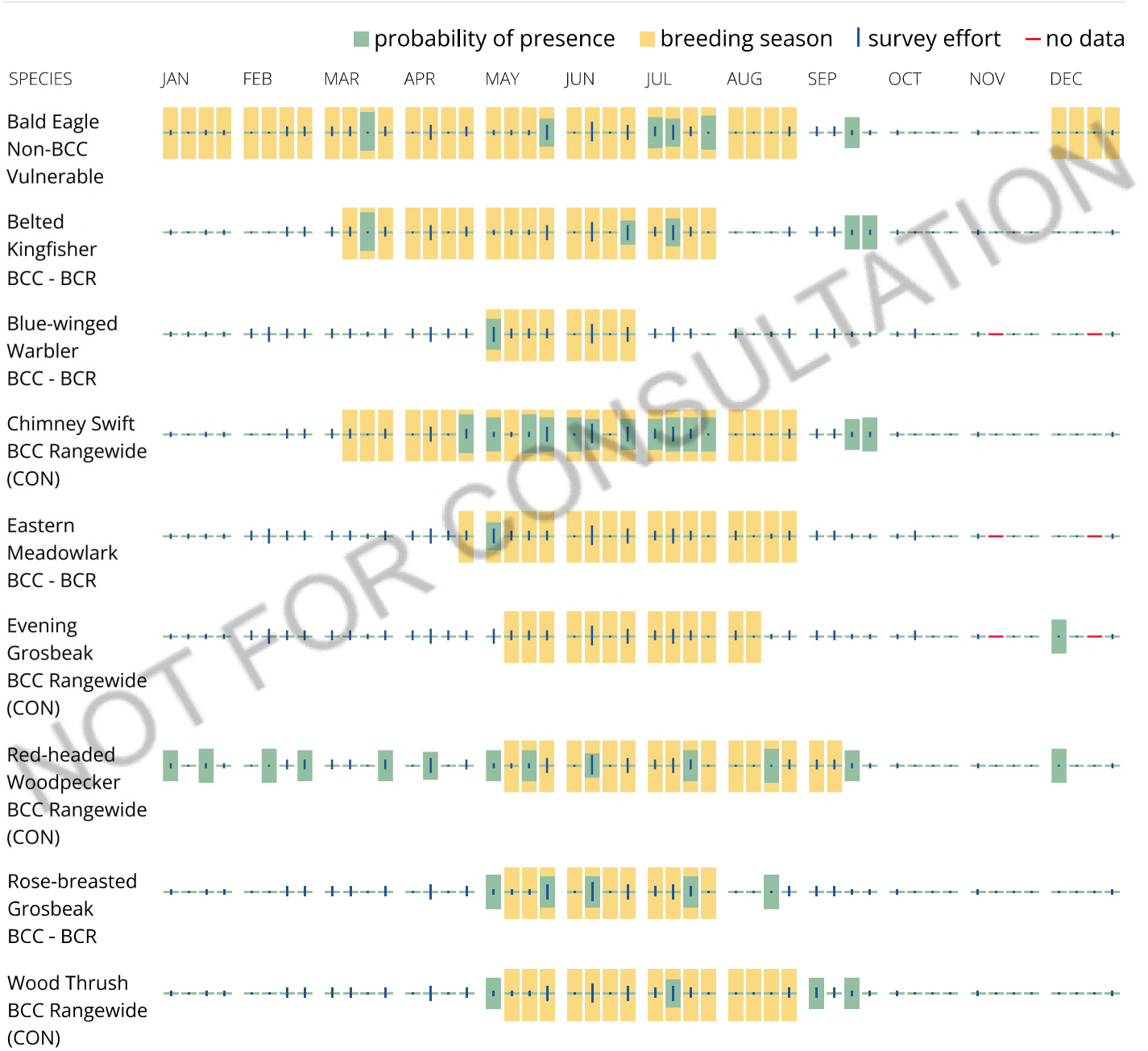
To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (-)

A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

[Nationwide Conservation Measures](#) describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the



locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. [Additional measures](#) or [permits](#) may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

### **What does IPaC use to generate the list of migratory birds that potentially occur in my specified location?**

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [Rapid Avian Information Locator \(RAIL\) Tool](#).

### **What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?**

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

### **How do I know if a bird is breeding, wintering or migrating in my area?**

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may query your location using the [RAIL Tool](#) and look at the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

### **What are the levels of concern for migratory birds?**

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are [Birds of Conservation Concern](#) (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and

3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Eagle Act](#) requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

### **Details about birds that are potentially affected by offshore projects**

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the [Diving Bird Study](#) and the [nanotag studies](#) or contact [Caleb Spiegel](#) or [Pam Loring](#).

### **What if I have eagles on my list?**

If your project has the potential to disturb or kill eagles, you may need to [obtain a permit](#) to avoid violating the Eagle Act should such impacts occur.

### **Proper Interpretation and Use of Your Migratory Bird Report**

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.



# Facilities

## National Wildlife Refuge lands

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

There are no refuge lands at this location.

## Fish hatcheries

There are no fish hatcheries at this location.

## Wetlands in the National Wetlands Inventory (NWI)

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

This location did not intersect any wetlands mapped by NWI.

**NOTE:** This initial screening does **not** replace an on-site delineation to determine whether wetlands occur. Additional information on the NWI data is provided below.

### Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

### **Data exclusions**

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tubercid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

### **Data precautions**

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate Federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.



# Trumbull County State Listed Animal Species

| Common Name           | Scientific Name                   | Group     | State Status       | Federal Status |
|-----------------------|-----------------------------------|-----------|--------------------|----------------|
| Four-toed Salamander  | <i>Hemidactylium scutatum</i>     | Amphibian | Species of Concern |                |
| Henslow's Sparrow     | <i>Ammodramus henslowii</i>       | Bird      | Species of Concern |                |
| Sandhill Crane        | <i>Antigone canadensis</i>        | Bird      | Threatened         |                |
| Upland Sandpiper      | <i>Bartramia longicauda</i>       | Bird      | Endangered         |                |
| American Bittern      | <i>Botaurus lentiginosus</i>      | Bird      | Endangered         |                |
| Northern Harrier      | <i>Circus hudsonius</i>           | Bird      | Endangered         |                |
| Sedge Wren            | <i>Cistothorus platensis</i>      | Bird      | Species of Concern |                |
| Trumpeter Swan        | <i>Cygnus buccinator</i>          | Bird      | Threatened         |                |
| Bobolink              | <i>Dolichonyx oryzivorus</i>      | Bird      | Species of Concern |                |
| Wilson's Snipe        | <i>Gallinago delicata</i>         | Bird      | Special Interest   |                |
| Least Bittern         | <i>Ixobrychus exilis</i>          | Bird      | Threatened         |                |
| Red-headed Woodpecker | <i>Melanerpes erythrocephalus</i> | Bird      | Species of Concern |                |
| Prothonotary Warbler  | <i>Protonotaria citrea</i>        | Bird      | Species of Concern |                |
| Virginia Rail         | <i>Rallus limicola</i>            | Bird      | Species of Concern |                |



Data from the Ohio Natural Heritage Database

Species reported extant in county since 1980

6/23/2023



Absence of a species on this list does not indicate absence from the county. The information contained in this list does not represent coordination with ODNR or fulfill NEPA or other federal/state requirements. All federally and/or state listed bat species have ranges that encompass the entire state and are not included on county lists. For further information on current listed species, please use the following link:

[State Listed Species | Ohio Department of Natural Resources \(ohiodnr.gov\)](https://ohiodnr.gov/state-listed-species)

| Common Name                  | Scientific Name              | Group     | State Status       | Federal Status |
|------------------------------|------------------------------|-----------|--------------------|----------------|
| Cerulean Warbler             | <i>Setophaga cerulea</i>     | Bird      | Species of Concern |                |
| West Virginia white          | <i>Pieris virginiensis</i>   | Butterfly | Species of Concern |                |
| Aphrodite Fritillary         | <i>Speyeria aphrodite</i>    | Butterfly | Endangered         |                |
| Northern Clearwater Crayfish | <i>Faxonius propinquus</i>   | Crayfish  | Species of Concern |                |
| Marsh Bluet                  | <i>Enallagma ebrium</i>      | Damselfly | Endangered         |                |
| Sphagnum Sprite              | <i>Nehalennia gracilis</i>   | Damselfly | Species of Concern |                |
| Black-tipped Darner          | <i>Aeshna tuberculifera</i>  | Dragonfly | Species of Concern |                |
| Slender Baskettail           | <i>Epitheca costalis</i>     | Dragonfly | Endangered         |                |
| Northern Brook Lamprey       | <i>Ichthyomyzon fossor</i>   | Fish      | Endangered         |                |
| Mountain Brook Lamprey       | <i>Ichthyomyzon greeleyi</i> | Fish      | Endangered         |                |
| Porcupine                    | <i>Erethizon dorsatum</i>    | Mammal    | Extitpated         |                |
| Ermine                       | <i>Mustela erminea</i>       | Mammal    | Species of Concern |                |
| Creek Heelsplitter           | <i>Lasmigona compressa</i>   | Mollusk   | Species of Concern |                |
| Black Sandshell              | <i>Ligumia recta</i>         | Mollusk   | Species of Concern |                |
| Round Hickorynut             | <i>Obovaria subrotunda</i>   | Mollusk   | Threatened         |                |
| Round Pigtoe                 | <i>Pleurobema sintoxia</i>   | Mollusk   | Species of Concern |                |



Data from the Ohio Natural Heritage Database  
Species reported extant in county since 1980  
6/23/2023



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[State Listed Species | Ohio Department of Natural Resources \(ohiodnr.gov\)](https://ohiodnr.gov/state-listed-species)

| Common Name               | Scientific Name                  | Group   | State Status       | Federal Status |
|---------------------------|----------------------------------|---------|--------------------|----------------|
| Kidneyshell               | <i>Ptychobranhus fasciolaris</i> | Mollusk | Species of Concern |                |
| Salamander Mussel         | <i>Simpsonaias ambigua</i>       | Mollusk | Threatened         |                |
| Rainbow                   | <i>Villosa iris</i>              | Mollusk | Species of Concern |                |
| Spotted Turtle            | <i>Clemmys guttata</i>           | Reptile | Threatened         |                |
| Eastern Massasauga        | <i>Sistrurus catenatus</i>       | Reptile | Endangered         | Threatened     |
| Short-headed Garter Snake | <i>Thamnophis brachystoma</i>    | Reptile | Species of Concern |                |



Data from the Ohio Natural Heritage Database  
Species reported extant in county since 1980  
6/23/2023



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[State Listed Species | Ohio Department of Natural Resources \(ohiodnr.gov\)](https://ohiodnr.gov)



# Trumbull County State Listed Plant Species

| Common Name           | Scientific Name              | Last Observed | Category       | State Status | Federal Status |
|-----------------------|------------------------------|---------------|----------------|--------------|----------------|
| Yellow False Indigo   | <i>Baptisia tinctoria</i>    | 2019          | Vascular Plant | P            |                |
| Brownish Sedge        | <i>Carex brunnescens</i>     | 2016          | Vascular Plant | T            |                |
| Field Sedge           | <i>Carex conoidea</i>        | 2019          | Vascular Plant | T            |                |
| Necklace Sedge        | <i>Carex projecta</i>        | 1997          | Vascular Plant | E            |                |
| Straw Sedge           | <i>Carex straminea</i>       | 2014          | Vascular Plant | P            |                |
| Speckled Wood-lily    | <i>Clintonia umbellulata</i> | 1987          | Vascular Plant | E            |                |
| Simple Willow-herb    | <i>Epilobium strictum</i>    | 1987          | Vascular Plant | E            |                |
| Woodland Horsetail    | <i>Equisetum sylvaticum</i>  | 2016          | Vascular Plant | P            |                |
| Pumpkin Ash           | <i>Fraxinus profunda</i>     | 2022          | Vascular Plant | P            |                |
| Closed Gentian        | <i>Gentiana clausa</i>       | 1986          | Vascular Plant | U            |                |
| Water Avens           | <i>Geum rivale</i>           | 1998          | Vascular Plant | P            |                |
| Engelmann's Quillwort | <i>Isoetes engelmannii</i>   | 1987          | Vascular Plant | T            |                |

Data from the Ohio Natural Heritage Database  
Species reported extant in county since 1980  
6/22/2023

Status:  
X = Extirpated  
E = Endangered  
T = Threatened  
P = Potentially Threatened  
U = Undetermined



Absence of a species on this list does not indicate absence from the county. The information contained in this list does not represent coordination with ODNR or fulfill NEPA or other federal/state requirements.

| Common Name              | Scientific Name               | Last Observed | Category       | State Status | Federal Status |
|--------------------------|-------------------------------|---------------|----------------|--------------|----------------|
| Forked Rush              | <i>Juncus dichotomus</i>      | 2021          | Vascular Plant | E            |                |
| Yellow Vetchling         | <i>Lathyrus ochroleucus</i>   | 1984          | Vascular Plant | E            |                |
| Southern Woodrush        | <i>Luzula bulbosa</i>         | 2010          | Vascular Plant | P            |                |
| One-coned Club-moss      | <i>Lycopodium lagopus</i>     | 1995          | Vascular Plant | X            |                |
| Grove Sandwort           | <i>Moehringia lateriflora</i> | 1998          | Vascular Plant | P            |                |
| Coarse Smartweed         | <i>Persicaria robustior</i>   | 2008          | Vascular Plant | T            |                |
| Spotted Pondweed         | <i>Potamogeton pulcher</i>    | 1992          | Vascular Plant | E            |                |
| Beaman's Dewberry        | <i>Rubus beamanii</i>         | 2017          | Vascular Plant | E            |                |
| Fuller's Bristleberry    | <i>Rubus fulleri</i>          | 2015          | Vascular Plant | E            |                |
| Wheeler's Bristleberry   | <i>Rubus wheeleri</i>         | 2017          | Vascular Plant | U            |                |
| Keeled Bur-reed          | <i>Sparganium androcladum</i> | 2011          | Vascular Plant | T            |                |
| Walter's St. John's-wort | <i>Triadenum walteri</i>      | 2009          | Vascular Plant | T            |                |
| Tower Mustard            | <i>Turritis glabra</i>        | 1992          | Vascular Plant | P            |                |

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| Common Name             | Scientific Name                               | Last Observed | Category          | State Status | Federal Status |
|-------------------------|---|---------------|-------------------|--------------|----------------|
| Velvet-leaved Blueberry | <i>Vaccinium myrtilloides</i>                 | 1995          | Vascular Plant    | X            |                |
| Hobblebush              | <i>Viburnum lantanoides</i>                   | 1989          | Vascular Plant    | T            |                |
| Highbush-cranberry      | <i>Viburnum opulus</i> var. <i>americanum</i> | 1995          | Vascular Plant    | E            |                |
| Bug-on-a-stick          | <i>Buxbaumia aphylla</i>                      | 2003          | Nonvascular Plant | T            |                |

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Absence of a species on this list does not indicate absence from the county. The information contained in this list does not represent coordination with ODNR or fulfill NEPA or other federal/state requirements.

## **Appendix E – Sensitive Species Habitat**

**Table E-1. State-Listed Species in Trumbull County, Ohio**

| Common Name                  | Scientific Name              | State Status       | Preferred Habitat   | Habitat Present in Project Area? |
|------------------------------|------------------------------|--------------------|---|----------------------------------|
| <b>Arthropods</b>            |                              |                    |   |                                  |
| West Virginia white          | <i>Pieris virginiensis</i>   | Species of Concern | Typical habitats are mesic hardwood or hardwood-northern conifer-mixed forests on rich soils. It also can occur in hardwood swamps. Colonies do not occur in any kind of open habitat and adults do not readily leave the forests or cross powerlines, unshaded roads etc. (NatureServe 2024)   | No                               |
| Aphrodite Fritillary         | <i>Speyeria aphrodite</i>    | Endangered         | Tallgrass prairie, brushland, meadows, pastures and a variety of edges and open woodlands. (NatureServe 2024)   | No                               |
| Northern Clearwater Crayfish | <i>Faxonius propinquus</i>   | Species of Concern | Generally inhabits the rapid parts of streams with rock/gravel substrate; prefers cool, unpolluted water. In Indiana, it is positively associated with streams with medium flow and large gravel-cobble substrates, lack of fine sediment and macrophyte growth, in wooded riparian areas (Burskey and Simon, 2010). (NatureServe 2024) | No                               |
| Marsh Bluet                  | <i>Enallagma ebrium</i>      | Endangered         | lakes, ponds and reservoirs; marshes; rivers and streams; swamps; temporary water supplies (Illinois DNR 2024)  | No                               |
| Sphagnum Sprite              | <i>Nehalennia gracilis</i>   | Species of Concern | lakes, ponds and reservoirs; marshes; rivers and streams; swamps (Illinois DNR 2024)  | No                               |
| Black-tipped Darner          | <i>Aeshna tuberculifera</i>  | Species of Concern | lakes, ponds and reservoirs (Illinois DNR 2024)   | No                               |
| Slender Baskettail           | <i>Epithea costalis</i>      | Endangered         | lakes, ponds and reservoirs; marshes; rivers and streams; swamps (Illinois DNR 2024)  | No                               |
| <b>Birds</b>                 |                              |                    |   |                                  |
| Henslow's Sparrow            | <i>Ammodramus henslowii</i>  | Species of Concern | In migration and winter also occurs in grassy areas adjacent to pine woods or second-growth woods. No detailed descriptions or studies of the habitat requirements of the winter range are available. (NatureServe 2024)  | No                               |
| Upland sandpiper             | <i>Bartramia longicauda</i>  | Endangered         | Low, grassy fields such as around airports; fallow fields and ungrazed meadows; hayfields and pastures (ODNR 2008)  | Yes                              |
| American bittern             | <i>Botaurus lentiginosus</i> | Endangered         | Dense marsh vegetation (ODNR 2008)  | No                               |
| Northern harrier             | <i>Circus cyaneus</i>        | Endangered         | Large grasslands; hayfields, pastures, successional fields, and reclaimed strip mine grasslands (ODNR 2008)   | No                               |
| Trumpeter swan               | <i>Cygnus buccinator</i>     | Threatened         | Large marshes (ODNR 2008)   | No                               |

**Table E-1. State-Listed Species in Trumbull County, Ohio**

|                       |                                   |                    |  |     |
|-----------------------|-----------------------------------|--------------------|--|-----|
| Sandhill crane        | <i>Grus canadensis</i>            | Threatened         | Large marshes and wetland complexes; migrants often rest on shores and mudflats of lakes and in agricultural fields (ODNR 2008)  | No  |
| Wilson's Snipe        | <i>Gallinago delicata</i>         | Special Interest   | ALL SEASONS: Wet grassy or marshy areas from tundra to temperate lowlands and hilly regions. NON-BREEDING: wet meadows, flooded fields, bogs, swamps, moorlands, and marshy banks of rivers and lakes. BREEDING: Nests in tussock of vegetation in or at edge of marsh, wet meadow, or bog. (NatureServe 2024) | No  |
| Red-headed Woodpecker | <i>Melanerpes erythrocephalus</i> | Species of Concern | Open woods with oaks and hickories (ODNR 2013)   | No  |
| Prothonotary Warbler  | <i>Protonotaria citrea</i>        | Species of Concern | Wooded swamps and forests along slow-flowing streams (ODNR 2008)   | No  |
| Virginia Rail         | <i>Rallus limicola</i>            | Species of Concern | Densely vegetated marshes, occasionally buttonbush swamps and other wetlands (ODNR 2008)   | No  |
| Least bittern         | <i>Ixobrychus exilis</i>          | Threatened         | Dense emergent marshes, particularly where there are thick cattail stands (ODNR 2008)  | No  |
| Sedge wren            | <i>Cistothorus platensis</i>      | Species of Concern | Large sedge meadows and damp grassy fields; sometimes hayfields (ODNR 2008)  | Yes |
| Bobolink              | <i>Dolichonyx oryzivorus</i>      | Species of Concern | Hayfields, with lots of legumes; grass meadows (ODNR 2013)   | No  |
| Cerulean Warbler      | <i>Setophaga cerulea</i>          | Species of Concern | Most nest in upland hickory-oak forests, some in mature riparian woodlands; require large unbroken woodlands (ODNR 2007)   | No  |

| Common Name            | Scientific Name              | State Status       | Preferred Habitat  | Habitat Present in Project Area? |
|------------------------|------------------------------|--------------------|--|----------------------------------|
| <b>Fish</b>            |                              |                    |  |                                  |
| North brook lamprey    | <i>Ichthyomyzon fossor</i>   | Endangered         | Clean, clear gravel riffles and runs of small rivers (NatureServe 2024)  | No                               |
| Mountain brook lamprey | <i>Ichthyomyzon greeleyi</i> | Endangered         | Clean, clear, gentle- or high-gradient creeks (1-23 meters wide, 30-60 centimeters deep) with substrates generally of sand, pebbles, and small stones (NatureServe 2024) | No                               |
| <b>Mammals</b>         |                              |                    |  |                                  |
| Ermine                 | <i>Mustela erminea</i>       | Species of Concern | Open woodlands, brushy areas, grasslands, wetlands, and farmlands (ODNR 2016)  | No                               |

| Common Name        | Scientific Name            | State Status       | Preferred Habitat  | Habitat Present in Project Area? |
|--------------------|----------------------------|--------------------|--|----------------------------------|
| <b>Mollusks</b>    |                            |                    |  |                                  |
| Black sandshell    | <i>Ligumia recta</i>       | Threatened         | Medium to large rivers with strong current and substrates of coarse sand and gravel with cobbles (NatureServe 2024)      | No                               |
| Creek heelsplitter | <i>Lasmigona compressa</i> | Species of Concern | Principally in rivers and streams, even very small creeks, and is rare in lakes; gravel, sand, or mud (NatureServe 2024) | No                               |



**Table E-1. State-Listed Species in Trumbull County, Ohio**

|                                  |                                   |                    |  |    |
|----------------------------------|-----------------------------------|--------------------|--|----|
| Round pigtoe                     | <i>Pleurobema sintoxia</i>        | Species of Concern | Medium to large rivers in mixed mud, sand, and gravel (NatureServe 2024)   | No |
| Salamander mussel                | <i>Simpsonaias ambigua</i>        | Species of Concern | Sand or silt under large, flat stones in areas of a swift current in medium to large rivers and lakes (NatureServe 2024)   | No |
| Round Hickorynut                 | <i>Obovaria subrotunda</i>        | Threatened         | This species is found in small streams to large rivers, and lakes, with sand, gravel, and cobble substrates and moderate flow (NatureServe 2024)   | No |
| Kidneyshell                      | <i>Ptychobranchus fasciolaris</i> | Species of Concern | This species is found in streams to medium rivers as well as lakes with a preference for riffle areas and substrates of firmly-packed coarse gravel and sand and moderate to swift flows (NatureServe 2024)  | No |
| Rainbow                          | <i>Villosa iris</i>               | Species of Concern | This species is found in streams to big rivers in pools, riffles, and shallow areas with sand, gravel, or rocky bottoms (NatureServe 2024)   | No |
| <b>Reptiles &amp; Amphibians</b> |                                   |                    |  |    |
| Eastern massasauga               | <i>Sistrurus catenatus</i>        | Endangered         | Bogs, swamps, and wet prairies (ODNR 2018b)  | No |
| Spotted turtle                   | <i>Clemmys guttata</i>            | Threatened         | Shallow, sluggish waters of wet prairies and meadows, fens, bogs, marshes, small streams, ditches, and pond edges (ODNR 2018b)   | No |
| Four-toed salamander             | <i>Hemidactylium scutatum</i>     | Species of Concern | Boggy woodland ponds and swamps (ODNR 2012a)   | No |
| Short-headed Garter Snake        | <i>Thamnophis brachystoma</i>     | Species of Concern | Habitats include old fields, meadows, pastures, forest edges, and other open herbaceous fields, often in areas close to water or wetlands; this snake scarcely penetrates wooded areas; it can be found active or basking on the ground or in stone piles or under debris (NatureServe 2024) | No |
| <b>Plants</b>                    |                                   |                    |  |    |
| Speckled wood-lily               | <i>Clintonia umbellulata</i>      | Endangered         | Rich cove hardwood forests (Flora of North America 1993)   | No |
| Necklace sedge                   | <i>Carex projecta</i>             | Endangered         | Stream banks, moist depressions in mixed and deciduous forests, moist to wet grasslands, meadows, thickets, shores, ditches (Flora of North America 1993)  | No |
| Simple Willow-herb               | <i>Epilobium strictum</i>         | Endangered         | Wet, semi-open to open situations: swamps, bogs, mossy thickets, sedge marshes, and wet meadows (ODNR 2020)  | No |
| Engelmann's Quillwort            | <i>Isoetes engelmannii</i>        | Endangered         | Emergent or in shallow water of lakes, ponds, streams, and ditches (Flora of North America 1993)   | No |
| Spotted pondweed                 | <i>Potamogeton pulcher</i>        | Endangered         | Stagnant to slow-flowing waters of streams, lakes, ponds, and small rivers (Flora of North America 1993)   | No |
| Forked Rush                      | <i>Juncus dichotomus</i>          | Endangered         | Ditches, shores, clearings, and other typically open areas, usually in sandy, well-drained (but frequently wet) soil (Flora of North America 1993)   | No |

**Table E-1. State-Listed Species in Trumbull County, Ohio**

|                          |                               |                        |   |    |
|--------------------------|-------------------------------|------------------------|---|----|
| Yellow vetchling         | <i>Lathyrus ochroleucus</i>   | Endangered             | Dry upland woods, thickets, wooded slopes, and rocky banks (ODNR 2020)  | No |
| Beaman's Dewberry        | <i>Rubus beamanii</i>         | Endangered             | Low (but not generally wet) thin woodlands. Has been collected from gullies and from sandstone bluffs. (NatureServe 2024)   | No |
| Fuller's Bristleberry    | <i>Rubus fulleri</i>          | Endangered             | <i>Rubus fulleri</i> is found almost exclusively on sand plains in the central and east-central counties (Anoka Sandplain Subsection) (Wovcha et al. 1995 opens in a new browser tab), typically in habitats called swales or wet meadows (PDF). These are shallow wetlands sustained by a high water table and have a ground layer of sedges, broad-leaved herbaceous plants, and often scattered shrubs. Adjacent uplands may also be suitable, if there is direct sunlight and little competition (Smith 2008). (Minnesota DNR 2018) | No |
| Highbush-cranberry       | <i>Viburnum trilobum</i>      | Endangered             | Moist soil in openings in lowland forests, at the margins of wetlands, and in mixed shrub swamps, or openings in hardwood swamps or tamarack swamps (Minnesota Department of Natural Resources 2011)  | No |
| Bug-on-a-stick           | <i>Buxbaumia aphylla</i>      | Threatened             | Decaying wood, humus, sometimes shallow acid soil and soil depressions on rock outcrops, mainly in well-illuminated to somewhat shaded sites (Flora of North America 1993)  | No |
| Brownish Sedge           | <i>Carex brunnescens</i>      | Threatened             | Damp, temporarily dry areas, thin-peated mires, thickets, woodlands, heaths, rocky slopes (Flora of North America 1993)   | No |
| Coarse Smartweed         | <i>Persicaria robustior</i>   | Threatened             | Peaty shores, often in water on coastal plain or near coast (Flora of North America 1993)   | No |
| Field Sedge              | <i>Carex conoidea</i>         | Threatened             | Moist meadows and prairies, shores of lakes, ponds, and rivers, usually in acidic sands or loams (Flora of North America 1993)  | No |
| Keeled bur- reed         | <i>Sparganium androcladum</i> | Threatened             | Shores and shallow, quiet, circumneutral waters (Flora of North America 1993)   | No |
| Walter's St. John's-wort | <i>Triadenum walteri</i>      | Threatened             | Swampy or marshy ground in woods, pond or lake margins, on fallen logs (Flora of North America 1993)  | No |
| Hobblebush               | <i>Viburnum alnifolium</i>    | Threatened             | Woods near swamps, stream banks, dense shaded hemlock woods and ravines (ODNR 2020)   | No |
| Yellow False Indigo      | <i>Baptisia tinctoria</i>     | Potentially Threatened | Grows in dry, open woods and clearings (Foster and Duke 1990), barrens, savannas, upward in mountains to balds, various disturbed and ruderal sites (Isely 1990), longleaf pine sandhills, pine flatwoods, xeric oak and pine woodlands, ridges, woodland edges, cobblebars, and roadbanks (Weakley and Southeastern Flora Team 2023), at 2 to 1440 meters elevation (SEINet 2023). It also grows in xeric forests and relatively open pine oak woods where fires are part of the natural disturbance regime (pers. com. G. Kauffman,   | No |

**Table E-1. State-Listed Species in Trumbull County, Ohio**

|                    |                               |                        |   |     |
|--------------------|-------------------------------|------------------------|---|-----|
|                    |                               |                        | November 2000). (NatureServe 2024)  |     |
| Straw Sedge        | <i>Carex straminea</i>        | Potentially Threatened | Freshwater marshes, shores, and swales, wet woods, in sandy or peaty, acidic soils (Flora of North America 1993)                            | No  |
| Woodland Horsetail | <i>Equisetum sylvaticum</i>   | Potentially Threatened | Moist forests (Flora of North America 1993)   | No  |
| Pumpkin Ash        | <i>Fraxinus profunda</i>      | Potentially Threatened | Low woods, floodplains, swamps, and bottomlands. (NatureServe 2024)   | No  |
| Water Avens        | <i>Geum rivale</i>            | Potentially Threatened | Swamps, fens, bogs, wet meadows, along streams and lakes, moist rich woods, in circumneutral to alkaline soil (Flora of North America 1993) | No  |
| Southern Woodrush  | <i>Luzula bulbosa</i>         | Potentially Threatened | Dry situations in woods and fields 50–600 m (Flora of North America 1993)   | No  |
| Grove Sandwort     | <i>Moehringia lateriflora</i> | Potentially Threatened | Moist or dry woodlands, meadows, gravelly shores (Flora of North America 1993)  | No  |
| Tower Mustard      | <i>Turritis glabra</i>        | Potentially Threatened | Forest margins, fields, roadsides, stream banks, disturbed sites, mountain slopes, woods, meadows (Flora of North America 1993)             | Yes |

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