Finding of No Significant Impact

Environmental Assessment for Youngstown-Warren Regional Airport Runway 5/23 Retrofit for C-17 Assault Landing Zone Training

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* (CFR) Title 40, Parts 1500 through 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 modifying the existing Runway 5/23 at Youngstown-Warren Regional Airport in Vienna, Ohio, to accommodate C-17 training. The *Environmental Assessment for Youngstown-Warren Regional Airport Runway 5/23 Retrofit for C-17 Assault Landing Zone Training* is incorporated by reference and is attached to this Finding of No Significant Impact (FONSI). The Federal Aviation Administration (FAA) is a Cooperating Agency for the EA.

Purpose and Need

The purpose of the Proposed Action is to provide the 911th Air Wing (911 AW) stationed at Pittsburgh Air Reserve Station (PARS) and other Airlift Wings in the Northeast Region with a location suitable for conducting its annual training operations within a more reasonable distance than under the current training situation, which requires flying from Pittsburgh, Pennsylvania, to Lakehurst Maxfield Field, New Jersey, and North Auxiliary Field, South Carolina. The Proposed Action is needed to provide appropriate visual aids for daytime operations and lights for nighttime operations for the 911 AW to be able to use the runway for C-17 assault landing zone (ALZ) training.

Description of the Proposed Action

The 911 AW is proposing to use Runway 5/23 at Youngstown-Warren Regional Airport for required C-17 ALZ training operations, called sorties. This use would serve as an interim solution until modifications proposed for the Youngstown Air Reserve Station (YARS) ALZ are completed in approximately 5 years. The 911 AW, in conjunction with other Airlift Wings in the Northeast Region, anticipates flying on average up to 14 sorties per week, with up to eight sorties conducted during the daytime and six during the nighttime. Up to six patterns per sortie are projected. Each pattern counts as two operations, one operation for the departure and another operation for the arrival, and the initial arrival and last departure account for two more operations, resulting in 14 operations per sortie. Therefore, 14 weekly sorties account for 196 weekly operations, with 112 occurring during the day and 84 occurring at nighttime. Typically, operations conducted during night hours do not extend beyond 11:00 p.m.

For Runway 5/23 to be useable for C-17 operations, the runway would need to be modified to meet the C-17 ALZ training dimensions for daytime ALZ training and the lighting requirements for nighttime ALZ training.

Alternatives

CEQ regulations require that a reasonable range of 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 Proposed Action under Alternative 1 and the No Action Alternative were analyzed. No other alternatives were identified as feasible for meeting the 911 AW's C-17 ALZ training needs.

Alternatives Considered in Detail

Alternative 1

Under Alternative 1, Runway 5/23 would be painted in accordance with C-17 ALZ training dimensions to be used for daytime ALZ training. The painted markings would create a simulated ALZ on the existing runway and would be a minimum of 90 feet by 3,500 feet and a maximum of 100 feet by 5,000 feet. The modifications would be performed by the Western Reserve Port Authority (WRPA), which owns the runway. Additionally, the runway would need temporary lighting to be used for nighttime ALZ training. To provide temporary lighting, airport personnel would place the lighting on the runway before each training operation begins and remove it after the training operation ends. The 911 AW estimates that nighttime lighting would be requested up to 2 times per week by request from the 911 AW to the WRPA. No permanent modifications to the runway structure would be made under Alternative 1.

Existing YARS nighttime training with the C-130 would continue on the YARS ALZ.

No Action Alternative

Under the No Action Alternative, no modifications would be made to Runway 5/23 at Youngstown-Warren Regional Airport and the 911 AW would continue to conduct its annual ALZ training requirements at Lakehurst Maxfield Field, New Jersey, and North Auxiliary Field, South Carolina, requiring over 312 hours of transit time each year until the YARS ALZ modifications are complete.

Existing YARS nighttime training with the C-130 would continue on the YARS ALZ.

Alternatives Considered but Eliminated

Reduction of the paved area of Runway 5/23 to accommodate C-17 ALZ training dimensions is not feasible because WRPA would lose FAA funding if the runway's size were physically reduced. A hybrid training scenario in which daytime ALZ training would continue to occur at Lakehurst Maxfield Field and North Auxiliary Field and nighttime ALZ training would occur at Runway 5/23 via an Intergovernmental Support Agreement between PARS and WRPA is not feasible because it does not meet the need of the Proposed Action, given that the 911 AW would continue to operate at additional expense with a loss of valuable training time. The 911 AW also considered using the John Murtha Johnstown-Cambria County Airport in Pennsylvania; however, the airport's firefighting capabilities do not meet the requirements for C-17 aircraft operations.

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. There would be no-to-negligible impacts for all resources except for noise and air quality, which would be minor. Under Alternative 1, best management practices would be implemented during the painting of markings on the runway and the deployment of temporary lighting to reduce potential impacts on air quality. These control measures could include keeping paint containers closed when not actively in use and minimizing vehicle idling times.

Public Review and Comment

The EA and draft FONSI were made available to the public for review and comment for a period of 30 days. The public notice was published in the *Tribune Chronicle* and *Vindicator* newspapers. Copies of the EA and the draft FONSI were placed at the Cortland Public Library at 578 Lakeview Drive, Cortland, Ohio 44410, and the Howland Public Library at 9095 E. Market Street, Warren, Ohio 44484. The EA and draft FONSI were also made available online at https://www.youngstown.afrc.af.mil/About/Public-Notice. At the same time, a link to the EA and draft FONSI was provided to the Vienna Township, Western Reserve Port Authority, FAA, Friends of the Mahoning River, and a community member at their request.

Comments were received from the FAA requesting to be a Cooperating Agency and to have an extension of 30 days to provide further comments. An extension was granted, and the FAA provided comments on the EA and noise modeling analysis. The comments requested the inclusion of additional details to explain the increase in flight operations and the agreements in place to support the military training. The Final EA and this FONSI were revised to incorporate the details based on FAA comments.

No other agency or public comments were received.

NEPA Determination

Based on my review of the information and analysis presented in the attached EA conducted in accordance with the requirements of NEPA, CEQ regulations, implementing regulations set forth in 32 CFR 989 (*Environmental Impact Analysis Process*), as amended, and review of the agency comments submitted during the 30-day public comment period, I conclude that implementing the Proposed Action will not have a significant impact on the natural or human environment, that preparation of an environmental impact statement is not necessary, and that a FONSI is appropriate.

Approved by:

BAILEY.BRYAN.MARK.1153210299 Digitally signed by BAILEY.BRYAN.MARK.1153210299 Date: 2022.10.21 11:07:17 -04'00'

BRYAN M. BAILEY, Colonel, USAF Date
Commander

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Final

Environmental Assessment for Youngstown-Warren Regional Airport Runway 5/23 Retrofit for C-17 Assault Landing Zone Training

Fiscal Year 2021 Environmental (National Environmental Policy Act) Compliance Support at Youngstown Air Reserve Station for Headquarters Air Force Reserve Command at Robins Air Force Base, Georgia

Contract No. W91278-21-D-0055
Task Order No. W9127821F0497

Prepared for

U.S. Army Corps of Engineers, Mobile District
and
Air Force Reserve Command

September 2022

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Cover Sheet

Responsible Agency: Air Force Reserve Command (AFRC), Pittsburgh Air Reserve Station (PARS). The Federal Aviation Administration (FAA) is a Cooperating Agency for the Environmental Assessment.

Proposed Action: The 911th Airlift Wing (911 AW), stationed at PARS, proposes to use Runway 5/23 at the Youngstown-Warren Regional Airport for required C-17 assault landing zone (ALZ) training operations as an interim solution until modifications to the Youngstown Air Reserve Station ALZ are completed. The 911 AW, in conjunction with other Airlift Wings in the Northeast Region, anticipates flying on average up to 14 sorties per week, with up to eight sorties conducted during the daytime and six during the nighttime. Up to six patterns per sortie are projected. Each pattern counts as two operations, one operation for the departure and another operation for the arrival, and the initial arrival and last departure account for two more operations, resulting in a total of 14 operations per sortie. Therefore, 14 weekly sorties account for 196 weekly operations, with 112 occurring during the day and 84 occurring at nighttime. Typically operations conducted during night hours do not extend beyond 11:00 p.m.

Point of Contact: SMSgt Bob Barko Jr., 910 AW Public Affairs, 3976 King Graves Road Unit 12, Vienna, OH 44473-5912, (330) 609-1718, 910aw.pa@us.af.mil.

Report Designation: Final Environmental Assessment (EA)

Abstract: The U.S. Air Force has prepared this EA to evaluate the impacts of modifying Runway 5/23 at the Youngstown-Warren Regional Airport in Vienna, Ohio. The EA analyzes the implementation of the Proposed Action under Alternative 1. Under Alternative 1, marking and lighting modifications to Runway 5/23 would occur.

The EA also analyzes a No Action Alternative, which represents baseline conditions 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. Existing C-17 ALZ training operations would continue at the current locations.

This EA addresses the direct and indirect effects on the natural, social, economic, and physical environments resulting from the assessed alternatives. The information in this EA will help PARS determine whether the Proposed Action would have any significant impacts on the environment, which would require an Environmental Impact Statement and a Record of Decision, or no significant impacts, which would result in a Finding of No Significant Impact (FONSI). The EA also addresses the compliance of the Proposed Action with applicable environmental statutes, such as the Endangered Species Act of 1973 (*United States Code* [U.S.C.] Title 16, Sections 1531 *et seq.*), as amended, and the National Historic Preservation Act of 1966 (54 U.S.C. Sections 300101 *et seq.*), as amended.

The EA and draft FONSI were made available for a public comment period of 30 days. Comments were received from the FAA and are incorporated into this Final EA. No other agency or public comments were received.

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Executive Summary

Introduction

This Environmental Assessment (EA) was developed to evaluate the impacts of modifying the existing Runway 5/23 at Youngstown-Warren Regional Airport to accommodate C-17 assault landing zone (ALZ) training. This EA evaluates the potential environmental consequences of the Proposed Action and alternatives in accordance with the provisions of the *Code of Federal Regulations* (CFR) Title 32, Part 989, and 40 CFR Section 1507.3, which are the Council on Environmental Quality's National Environmental Policy Act (NEPA) implementing regulations, and Air Force Instruction 32-1015, *Integrated Installation Planning*, which also integrates the environmental impact analysis process. The Federal Aviation Administration is a Cooperating Agency for this EA.

Purpose and Need

The purpose of the Proposed Action is to provide the 911th Air Wing (911 AW) stationed at Pittsburgh Air Reserve Station (PARS) and other U.S. Air Force (USAF) Airlift Wings in the Northeast Region with a location suitable for conducting its annual C-17 ALZ training operations within a more reasonable distance than under the current training situation. The Proposed Action is needed to provide appropriate visual aids for daytime operations and lights for nighttime operations for the 911 AW to be able to use the runway for C-17 ALZ training.

Proposed Action and Alternatives

Proposed Action

The 911 AW is proposing to use Runway 5/23 at Youngstown-Warren Regional Airport for required C-17 ALZ training operations, called sorties. This use would serve as an interim solution until modifications to the Youngstown Air Reserve Station (YARS) ALZ are completed in approximately 5 years. The 911 AW, in conjunction with other USAF Airlift Wings in the Northeast Region, proposes flying on average up to 14 sorties per week at the ALZ at YARS, with up to eight sorties conducted during the daytime and six during the nighttime. Up to six patterns per sortie are projected. Each pattern counts as two operations, one operation for the departure and another operation for the arrival, and the initial arrival and last departure account for two more operations, resulting in a total of 14 operations per sortie. Therefore, 14 weekly sorties account for 196 weekly operations, with 112 occurring during the day and 84 occurring at nighttime. Typically operations conducted during night hours do not extend beyond 11:00 p.m.

In order for Runway 5/23 to be useable for C-17 ALZ training operations, the runway would need to be modified to meet the C-17 ALZ training dimensions for daytime ALZ training and the lighting requirements for nighttime ALZ training.

Alternatives Considered in Detail

Alternative 1

Under Alternative 1, Runway 5/23 would be painted in accordance with C-17 ALZ training dimensions to be used for daytime ALZ training. The painted markings would create a simulated ALZ on the existing runway and would be a minimum of 90 feet by 3,500 feet and a maximum of 100 feet by 5,000 feet. The modifications would be performed by the Western Reserve Port Authority (WRPA), which owns the runway. Additionally, the runway would need temporary lighting to be used for nighttime ALZ training. The temporary lighting would require airport personnel to place the lighting at the beginning of each training operation and remove it after the training operation is completed. The 911 AW estimates that nighttime lighting would be requested up to 2 times per week by request from the 911 AW to the WRPA. No permanent modifications to the runway structure would be made under Alternative 1. An

Intergovernmental Support Agreement is in place between PARS and WRPA to support the painting of an ALZ on Runway 5/23 and to provide the required lighting. PARS would request that the marking and temporary lighting remain available to provide an alternate location for use when the YARS ALZ is closed for maintenance. PARS will obtain a waiver for training on Runway 5/23, because the ALZ paved surface is larger than that specified for C-17 ALZ training.

No Action Alternative

Under the No Action Alternative, no modifications would be made to Runway 5/23 at Youngstown-Warren Regional Airport and the 911 AW would continue to conduct its annual ALZ training requirements at Lakehurst Maxfield Field, New Jersey, and North Auxiliary Field, South Carolina, requiring over 312 hours of transit time each year until the YARS ALZ modifications are complete.

Alternatives Considered but Eliminated

Reduction of the paved area of Runway 5/23 to accommodate C-17 ALZ training dimensions is not feasible because WRPA would lose Federal Aviation Administration funding if the runway's size were physically reduced. A hybrid training scenario in which daytime ALZ training would continue to occur at Lakehurst Maxfield Field and North Auxiliary Field and nighttime ALZ training would occur at Runway 5/23 via an Intergovernmental Support Agreement between PARS and WRPA is not feasible because it does not meet the need of the Proposed Action, given that the 911 AW would continue to operate at additional expense with a loss of valuable training time. The 911 AW also considered using the John Murtha Johnstown-Cambria County Airport in Pennsylvania; however, the airport's firefighting capabilities do not meet the requirements for C-17 aircraft operations.

Summary of Environmental Consequences

This 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. Table ES-1 summarizes the impacts of the Proposed Action under Alternative 1 and No Action Alternative. An explanation of the impact terminology used in Table ES-1 is provided in Section 3, *Affected Environment and Environmental Consequences*.

Table ES-1. Summary of Environmental Impacts for the Proposed Action and the No Action Alternative
Environmental Assessment for Youngstown-Warren Regional Airport Runway 5/23 Retrofit for C-17 ALZ Training

Impact Category	Proposed Action under Alternative 1 Degree of Impact			No Action Alternative Degree of Impact			EA Section Where Details are Discussed
	Significant	Insignificant	No Impact	Significant	Insignificant	No Impact	
Geologic Resources, Topography, and Soil			X			X	Section 3.1.1
Water Resources			X			X	Section 3.1.2
Floodplains			X			X	Section 3.1.3
Wetlands			X			X	Section 3.1.4
Coastal Resources			X			X	Section 3.1.5
Biological Resources			X			X	Section 3.1.6

Impact Category	Proposed Action under Alternative 1 Degree of Impact			No Action Alternative Degree of Impact			EA Section Where Details are Discussed
	Significant	Insignificant	No Impact	Significant	Insignificant	No Impact	
Cultural Resources			X			X	Section 3.1.7
Land Use			X			X	Section 3.1.8
Utilities and Infrastructure			X			X	Section 3.1.9
Traffic and Transportation			X			X	Section 3.1.10
Socioeconomic Resources			X			X	Section 3.1.11
Environmental Justice			X			X	Section 3.1.12
Protection of Children			X			X	Section 3.1.13
Aesthetics and Visual Resources		X				X	Section 3.1.14
Air Space			X			X	Section 3.1.15
Air Quality		X				X	Section 3.2.1
Noise		X				X	Section 3.2.2
Hazardous Materials and Hazardous Waste		X				X	Section 3.2.3
Safety and Occupational Health		X				X	Section 3.2.4

Summary of Proposed Measures to Avoid or Minimize Impacts

Best management practices would be implemented during the painting of markings on the runway and the deployment of temporary lighting to reduce potential impacts on air quality. These control measures could include keeping paint containers closed when not actively in use and minimizing vehicle idling times.

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Acronyms and Abbreviations

°F	Degree(s) Fahrenheit
μg/m^3	Microgram(s) per Cubic Meter
910 AW	910th Airlift Wing
911 AW	911th Airlift Wing
AEDT	Aviation Environmental Design Tool
AFFF	Aqueous Film-Forming Foam
AFRC	Air Force Reserve Command
ALZ	Assault Landing Zone
ATCT	Air Traffic Control Tower
BASH	Bird/Wildlife Aircraft Strike Hazard
BMP	Best Management Practice
CAA	Clean Air Act
CEQ	Council on Environmental Quality
CFR	*Code of Federal Regulations*
CO	Carbon Monoxide
CO_2e	Carbon Dioxide Equivalent
CWA	Clean Water Act
dB	Decibel(s)
DNL	Day-Night Average Sound Level
EA	Environmental Assessment
EIAP	Environmental Impact Analysis Process
EIS	Environmental Impact Statement
EO	Executive Order
EPA	U.S. Environmental Protection Agency
ESA	Endangered Species Act
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Agency
FONSI	Finding of No Significant Impact
FTA	Fire Training Area
GHG	Greenhouse Gas
IPaC	Information, Planning, and Conservation
LOA	Letter of Agreement
MBTA	Migratory Bird Treaty Act
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NO_2	Nitrogen Dioxide

NSR	New Source Review
O_3	Ozone
ODNR	Ohio Department of Natural Resources
PAPI	Precision Approach Path Indicator
PARS	Pittsburgh Air Reserve Station
PFAS	Per- and Polyfluoroalkyl Substances
PFBS	Perfluorobutane Sulfonate
PFOA	Perfluorooctnoic Acid
PFOS	Perfluoroctane Sulfonate
PM_{10}	Particulate Matter Less Than or Equal to 10 Micrometers in Diameter
$PM_{2.5}$	Particulate Matter Less Than or Equal to 2.5 Micrometers in Diameter
ppm	Part(s) per Million
SO_2	Sulfur Dioxide
U.S.C.	*United States Code*
USAF	U.S. Air Force
USCB	U.S. Census Bureau
USFWS	U.S. Fish and Wildlife Service
WRPA	Western Reserve Port Authority
YARS	Youngstown Air Reserve Station

1. Introduction

This Environmental Assessment (EA) was developed to evaluate the impacts of modifying the existing Runway 5/23 at Youngstown-Warren Regional Airport to accommodate C-17 assault landing zone (ALZ) training. This EA evaluates the potential environmental consequences of the Proposed Action and alternatives in accordance with the provisions of the *Code of Federal Regulations* (CFR) Title 32, Part 989, and 40 CFR Section 1507.3, which are the Council on Environmental Quality's (CEQ's) National Environmental Policy Act (NEPA) implementing regulations, and Air Force Instruction 32-1015, *Integrated Installation Planning*, which also integrates the environmental impact analysis process (EIAP). The Federal Aviation Administration (FAA) is a Cooperating Agency for this EA.

1.1 Background

Pittsburgh Air Reserve Station (PARS) is an Air Force Reserve installation located at the Pittsburgh International Airport in Allegheny County, about 16 miles west of Pittsburgh, Pennsylvania (Figure 1-1). A joint-use agreement allows the 911th Airlift Wing (911 AW) to use the Pittsburgh International Airport airfield. The 911 AW operates C-17 aircraft under the requirement to conduct at least 156 ALZ training operations annually. This training is conducted currently at either Lakehurst Maxfield, New Jersey, or North Auxiliary Field, South Carolina. Both locations are over an hour in flight time in each direction, costing an average of $5,051,280 in operation costs annually.

Youngstown Air Reserve Station (YARS) is an Air Force Reserve installation in Youngstown, Ohio, approximately 70 miles northwest of PARS (Figure 1-1). YARS shares a runway with the Youngstown-Warren Regional Airport, which is located along the installation's southern border. YARS is home to the 910th Airlift Wing (910 AW), which operates C-130 transport and cargo aircraft.

The proximity of the two installations presents an opportunity for PARS to accomplish its annual training requirements without having to travel 800 to 1,200 miles roundtrip for each training operation. As such, it represents a potential cost-saving opportunity for the Air Force Reserve by reducing the travel costs associated with training by approximately 85 percent. Alternately, some of the reduced travel time could be converted to increased training.

1.2 Purpose and Need

The purpose of the Proposed Action is to provide the 911 AW with a location suitable for conducting its annual ALZ training operations within a more reasonable distance than under the current training situation. The Proposed Action is needed to provide appropriate visual aids for daytime operations and lights for nighttime operations for the 911 AW to be able to use the runway for C-17 ALZ training.

The 2018 Air Force Energy Analysis Task Force identified a deficit of suitable ALZs for C-17 operations in the Northeast and Midwest. This finding presented an opportunity for nearby YARS to increase the installation's military value for the Youngstown-Warren Regional Airport. A military construction project to widen the existing C-130 landing zone at YARS is planned but will not be completed and ready to support training operations for at least 5 years. Modifications to existing Runway 5/23 at the Youngstown-Warren Regional Airport provides an interim solution that would allow the 911 AW to conduct ALZ training operations until the military construction project is completed.

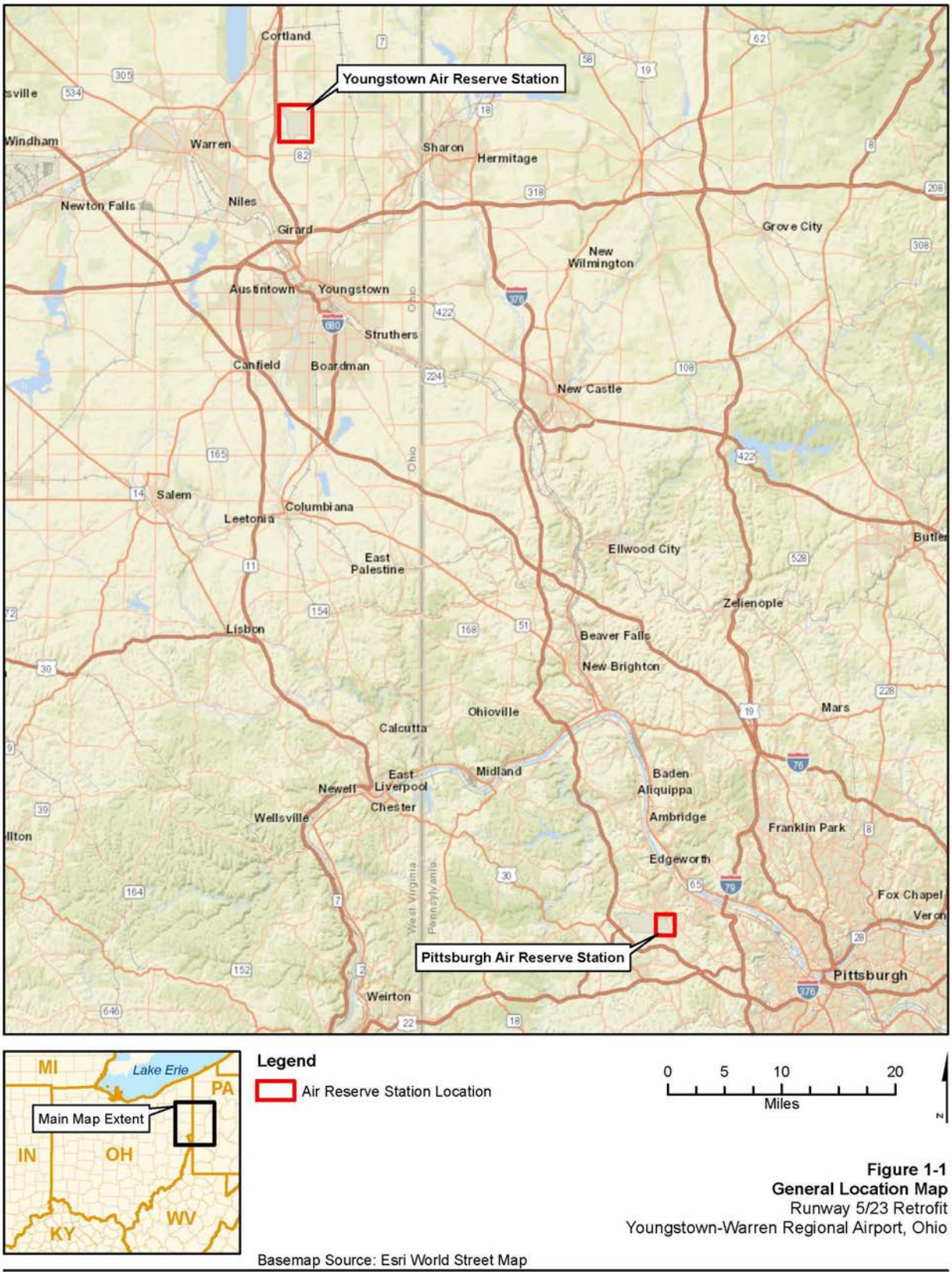


Figure 1-1
General Location Map
Runway 5/23 Retrofit
Youngstown-Warren Regional Airport, Ohio

Basemap Source: Esri World Street Map

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, PARS is guided by relevant statutes and corresponding regulations for implementation as well as 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 is a federal statute requiring the identification and analysis of potential environmental impacts associated with proposed federal actions before those actions are taken (*United States Code* [U.S.C.] Title 42, Sections 4321 through 4347). The intent of NEPA is to help decision makers make well-informed decisions based on an understanding of the potential environmental consequences and take actions to protect, restore, and enhance the environment.

The process for implementing NEPA is codified in 40 CFR Section 1507.3, "Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act." 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 an Environmental Impact Statement (EIS). The EA can aid in an agency's compliance with NEPA if an EIS is unnecessary and facilitate preparation of an EIS if one is required.

The U.S. Air Force (USAF) complies with subsidiary regulations, when applicable.

1.4.2 Integration of Other Environmental Statutes and Regulations

To comply with NEPA, the planning and decision-making processes for actions proposed by federal agencies must include a study of other relevant environmental statutes and regulations. 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 Section 1500.2(c)).

Applicable federal statutes include the following:

- Clean Water Act of 1977 (CWA; 33 U.S.C. Section 1344)
- Clean Air Act (CAA; 42 U.S.C. Section 7401)
- Endangered Species Act of 1973 (ESA; 16 U.S.C. Section 1531)
- National Historic Preservation Act of 1966 (54 U.S.C. Sections 302101–302108)
- Safe Drinking Water Act (42 U.S.C. Sections 300f *et seq*.)
- Resource Conservation and Recovery Act of 1976 (42 U.S.C. Section 6901)
- Migratory Bird Treaty Act (MBTA; 16 U.S.C. Sections 701 *et seq.*)
- Migratory Bird Conservation Act (16 U.S.C. Sections 715–715d, 715e, 715f–715r)
- Bald and Golden Eagle Protection Act of 1940 (16 U.S.C. Sections 668-668c)
- Water Resource Development Act

In addition, the NEPA analysis considers compliance with EOs related to the protection of wetlands (EO 11990), environmental justice (EO 12898), the protection of children (EO 13045), the management of floodplains (EO 11988), and invasive species (EO 13751).

As stated previously, the USAF's actions must comply with EO 11990 "Protection of Wetlands" and EO 11988, "Floodplain Management." PARS published an early Public Notice in the *Tribune Chronicle* and the *Vindicator* stating that the Proposed Action would not include construction in the 100-year floodplain or wetlands.

1.4.3 Interagency Coordination and Public Involvement

Scoping is an early, open process for developing the breadth of issues to be addressed in the EA and identifying significant concerns related to a Proposed Action. As per the requirements of the Intergovernmental Cooperation Act of 1968 (42 U.S.C. 4231(a)) and EO 12372, "Intergovernmental Review of Federal Programs," federal, state, and local agencies with jurisdiction that could be affected by the Proposed Action were notified during the development of this EA. Appendix A contains the list of agencies consulted during the scoping process and copies of the correspondence, along with a summary of scoping comments received.

The U.S. Fish and Wildlife Service (USFWS) concurred with the USAF's determination that the project is likely to not adversely affect the federally listed Indiana bat and northern long-eared bat because no tree removal would occur during project construction. The Ohio Department of Natural Resources (ODNR) indicated that there are no records of state or federally listed plants or animals within one mile of the project area. ODNR is not aware of any unique ecological sites, geologic features, animal assemblages, scenic rivers, state nature preserves, wildlife areas, parks or forests, national wildlife refuges, or other protected natural areas within the project area. ODNR also identified several state listed species that have the potential to occur within the project area; however, due to type of habitat within the project area and the type of work proposed, ODNR concluded that the project would not affect any of the state listed species.

An early Public Notice was published in the *Tribune Chronicle* and *The Vindicator* newspapers to inform the public of the preparation of this EA and that no impacts to floodplains or wetlands are expected. In addition, a Notice of Availability (NOA) of the EA and draft FONSI was published in the *Tribune Chronicle* and *The Vindicator* to initiate a 30-day public review period for the EA and draft FONSI. Copies of the EA and the draft FONSI were placed at the Cortland Public Library at 578 Lakeview Drive, Cortland, Ohio 44410, and the Howland Public Library at 9095 E. Market Street, Warren, Ohio 44484. The EA and draft FONSI were also made available online at https://www.youngstown.afrc.af.mil/About/Environmental-Commitment/. At the same time, a link to the EA and draft FONSI was provided to the Vienna Township, Western Reserve Port Authority (WRPA), FAA, Friends of the Mahoning River, and a community member at their request. The public notices are provided in Appendix B.

The following entities received an NOA of the EA and draft FONSI:

- Vienna Township
- WRPA
- FAA
- Friends of the Mahoning River

Comments were received from the FAA Detroit Airports District Office requesting to be a Cooperating Agency and to have an extension of 30 days to provide further comments. An extension was granted, and the FAA provided comments on the EA and noise modeling analysis. The comments requested the inclusion of additional details to explain the increase in flight operations and the agreements in place to support the training. The Final EA and FONSI were revised to incorporate the details based on the FAA's comments.

No other public or agency comments were received.

2. Description of Proposed Action and Alternatives

CEQ regulations require that a reasonable range of alternatives be evaluated under NEPA. An alternative may be eliminated from detailed analysis in a NEPA document based on being unfeasible and based on operational constraints, technical constraints, or substantially greater environmental impacts relative to other alternatives under consideration. For this EA, Alternative 1 and a No Action Alternative are analyzed. Figure 2-1 shows the proposed project area.

2.1 Proposed Action

The 911 AW is proposing to use Runway 5/23 at Youngstown-Warren Regional Airport (Figure 2-1) for required C-17 ALZ training operations, called sorties. This use would serve as an interim solution until modifications to the YARS ALZ are completed in approximately 5 years. The 911 AW, in conjunction with other Airlift Wings in the Northeast Region, proposes flying on average up to 14 sorties per week, with up to eight sorties conducted during the daytime and six during the nighttime. Up to six patterns per sortie are projected. Each pattern counts as two operations, one operation for the departure and another operation for the arrival, and the initial arrival and last departure account for two more operations, resulting in a total of 14 operations per sortie. Therefore, 14 weekly sorties account for 196 weekly operations, with 112 occurring during the day and 84 occurring at nighttime. Typically, operations conducted during night hours do not extend beyond 11:00 p.m. PARS has a Letter of Agreement (LOA) with the Youngstown-Warren Regional Airport Air Traffic Control Tower (ATCT) outlining the procedures that support Night Vision Device training for the military aircraft and commercial aircraft that need to use the airport during military training activities.

The near-term training use of Runway 5/23 followed by continued training on the YARS ALZ once the military construction project is complete could save the 911 AW an estimated $37 million over the next 10 years in operational costs and contracting costs, in addition to reducing the transit time from current C-17 ALZ training locations from 312 hours annually to approximately 78 hours annually, a potential savings of 234 hours transit per year.

In order for Runway 5/23 to be useable for C-17 ALZ training operations, the runway would need to be modified to meet the C-17 ALZ training dimensions for daytime ALZ training and the lighting requirements for nighttime ALZ training.

2.2 Alternatives

2.2.1 Alternative 1 – Runway 5/23 Retrofit

Under Alternative 1, Runway 5/23 would be painted in accordance with C-17 ALZ training dimensions to be used for daytime ALZ training. The painted markings would create a simulated ALZ on the existing runway and would be a minimum of 90 feet by 3,500 feet and a maximum of 100 feet by 5,000 feet. The modifications would be performed by the WRPA, which owns the runway. Additionally, the runway would need temporary lighting to be used for nighttime ALZ training. The temporary lighting would require airport personnel to place the lighting at the beginning of each training operation and remove it after the training operation is completed. The 911 AW estimates that nighttime lighting would be requested up to 2 nights per week, for up to 6 sorties, by request from the 911 AW to the WRPA. No permanent modifications to the runway structure would be made under Alternative 1. An Intergovernmental Support Agreement is in place between PARS and WRPA to support the painting of an ALZ on Runway 5/23 and to provide the required lighting. In addition, a Modification to Standards is required and will be filed by the WRPA.

PARS would request that the marking and temporary lighting remain available to provide an alternate location for use when the YARS ALZ is closed for maintenance. PARS will obtain a waiver for training on Runway 5/23, since the ALZ paved surface is larger than that specified for C-17 ALZ training.

2.2.2 No Action Alternative

Under the No Action Alternative, no modifications would be made to Runway 5/23 at Youngstown-Warren Regional Airport and the 911 AW would continue to conduct its annual C-17 ALZ training requirements at Lakehurst Maxfield Field, New Jersey, and North Auxiliary Field, South Carolina, requiring over 312 hours of transit time each year until the YARS ALZ modifications are complete.

Existing YARS nighttime training with the C-130 would continue.

2.2.3 Alternatives Considered but Eliminated from Further Consideration

2.2.3.1 Runway 5/23 Retrofit (Physical Reduction)

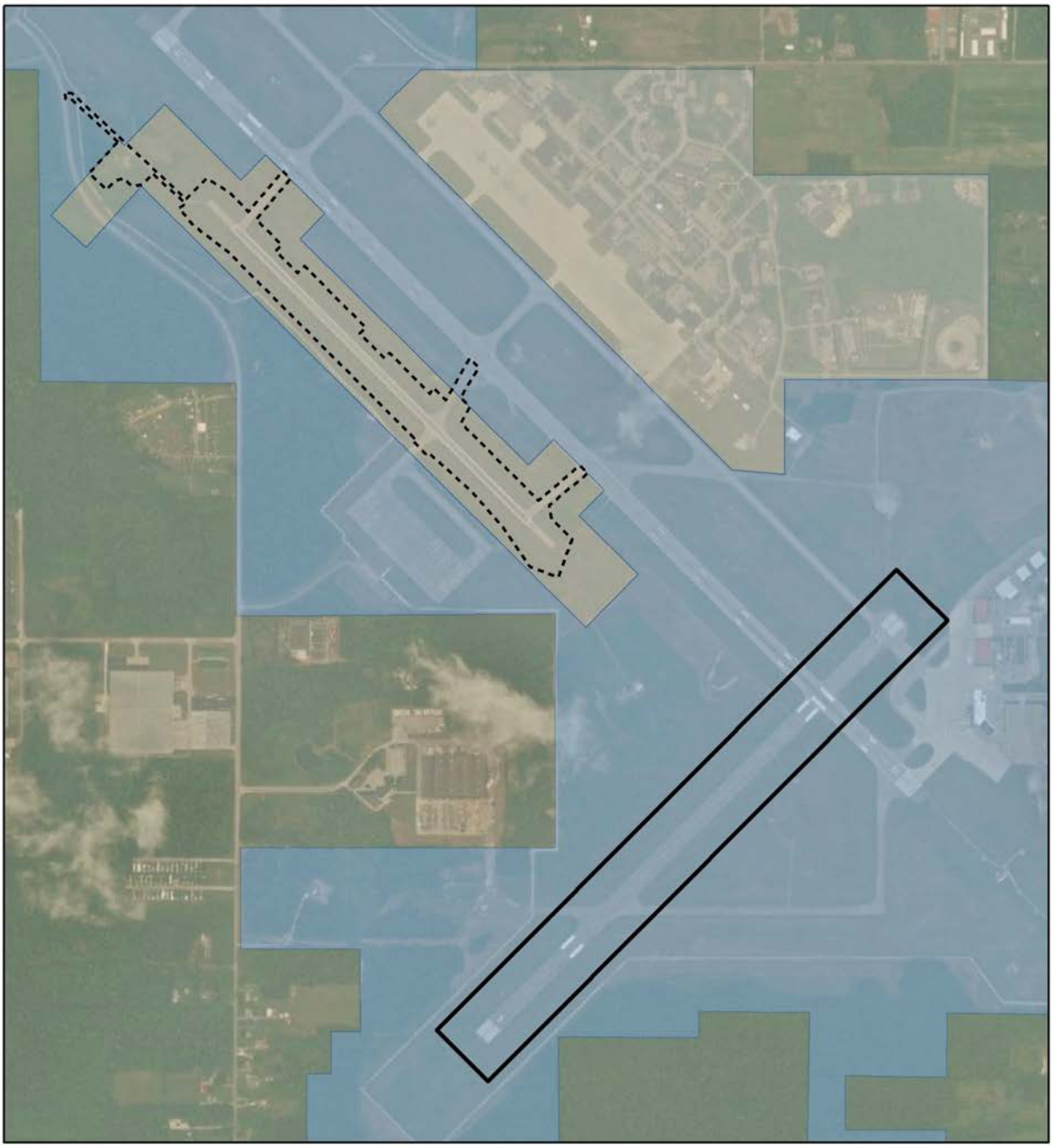
PARS considered an alternative that would physically reduce the paved area of Runway 5/23, which is 5,002-feet long and 150-feet wide, to accommodate C-17 ALZ training dimensions. This alternative would have physically reduced the runway's size by removing 50 feet of paved area from the width and 2 feet from the length to make the runway no larger than 5,000 feet by 100 feet, which is the maximum size for an ALZ to qualify for C-17 ALZ training. In addition, PARS would have marked an ALZ by painting lines along the outermost edges of the resized runway and moving the lights closer to the resized runway. The intent was for the runway to look like an ALZ, though it would have remained an FAA runway and would have continued to operate within FAA constraints. This alternative was determined not to be feasible because the WRPA would lose FAA funding if the runway were physically reduced in size.

2.2.3.2 Hybrid Training Scenario

PARS considered a hybrid training scenario in which PARS and the WRPA at Youngstown-Warren Regional Airport would enter into an Intergovernmental Support Agreement wherein WRPA would provide manpower to set up and remove temporary lighting on Runway 5/23 to facilitate the 911 AW's C-17 military aircraft nighttime ALZ training. The 911 AW would continue to use Lakehurst Maxfield Field and North Auxiliary Field to conduct daytime ALZ training. This alternative was determined not to meet the need of the Proposed Action because it does not substantially reduce the amount of training time spent at Lakehurst Maxfield Field and North Auxiliary Field, requiring the 911 AW to continue operating at additional expense and with a loss of valuable training time.

2.2.3.3 Alternate Location – John Murtha Johnstown-Cambria County Airport

During the early planning stages for the Proposed Action, the 911 AW considered using the John Murtha Johnstown-Cambria County Airport in Pennsylvania; however, the airport's firefighting capabilities do not meet the requirements for C-17 aircraft operations.



Legend

- Proposed Runway 5/23 Project Area (Approximate)
- Proposed Future YARS ALZ Project Area (Approximate)
- Regional Airport Boundary
- Youngstown Air Reserve Station

0 500 1,000 2,000
Feet

N

Figure 2-1
Proposed Project Area (Approximate)
Runway 5/23 Retrofit
Youngstown-Warren Regional Airport, Ohio

Basemap Source: USDA, NAIP

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3. Affected Environment and Consequences

This section describes the existing environmental and socioeconomic conditions at the Youngstown-Warren Regional Airport and YARS that could be affected by implementation of the Proposed Action and No Action Alternative.

This analysis considers both the duration and magnitude of impacts. Duration is described as either short-term or long-term. Short-term effects would occur only with respect to a particular activity for a finite period, such as a year or less, or only during the time required for construction or installation activities, while long-term effects would more likely be persistent and chronic. The magnitude of an impact refers to its severity and takes into account beneficial and adverse impacts. The determination of magnitude factors includes the following:

- Level of community concern associated with potential impacts on human health.
- Whether the action establishes a precedent for further actions with significant effects.
- Level of uncertainty about projected impacts.
- Extent to which the impact may conflict with federal, state, or local environmental protection laws or constrain future activities.

The thresholds of change for the magnitude of impacts are defined as follows:

- No Impact: The action does not cause a change.
- Negligible: The impact is at the lowest level of detection and is discountable or hardly noticeable.
- Minor: The impact is slight but detectable.
- Moderate: The impact is readily apparent.
- Major: The impact is severely adverse or exceptionally beneficial.

Impacts ranging from negligible to moderate would be less than significant, while major impacts would be significant. In the following sections, potential beneficial impacts are discussed separately from potential adverse impacts, and measures to avoid or minimize potential adverse impacts to the environment, including those that would otherwise be significant, are presented.

A direct impact is the result of the Proposed Action and occurs at the same time and place as the action. The most severe environmental degradation may not result from the direct effects of any particular action; instead, they may result from the indirect effects or the combination of effects of multiple, independent actions over time.

Projects planned at the Youngstown-Warren Regional Airport and YARS are summarized in Table 3-1.

Table 3-1. Other Recently Completed, Ongoing, or Planned Projects
Environmental Assessment for Youngstown-Warren Regional Airport Runway 5/23 Retrofit for C-17 ALZ Training

Proponent	Action Location/Description	Timeframe
WRPA	Precision approach path indicator (PAPI) lighting was installed at Runway 5/23 to provide a visual aid to pilots landing at the Youngstown-Warren Regional Airport.	November 2021
WRPA	An overlay of the main runway that consists of removing and replacing the top 3 inches of pavement is planned. Repairs would occur in segments during the nighttime, with the runway reopening each morning. The main runway intersects with Runway 5/23.	2022 or beyond
YARS	Construct a new main gate for the installation along King Graves Road to replace the existing main gate. This gate would serve as the main entry control point for non-commercial traffic. This area is 0.75 mile north of Runway 5/23.	2008–2032

Proponent	Action Location/Description	Timeframe
YARS	Construct an alternate (commercial) gate along Youngstown Kingsville Road. This gate would be the primary entry control point for commercial vehicles and external joint users of the fire training facility, and it would also serve as an alternate gate as needed. This area is 0.5 mile northeast of Runway 5/23.	2028–2032
YARS	Construct a new fire station. The location of the fire station is under consideration; a potential location is within the Industrial-Training District, near the flightline, just west of the Repair Test Facility. This area is 0.33 mile northwest of Runway 5/23.	2028–2032
YARS	Construct a new fire training tower in the existing fire training area, which is located in the Industrial-Training District, 0.5 mile northeast of Runway 5/23.	2028–2032

Source: AFRC, 2021; WRPA, 2021.

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 Proposed Action under Alternative 1. Therefore, these resource areas are not discussed further in the EA.

3.1.1 Geologic Resources, Topography, and Soils

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). Terrain in the Glaciated Appalachian Plateau region is characterized by smoothly rolling hills and broad, flat valleys. The Proposed Action does not involve any ground disturbance; therefore, there would be no impact to underlying geologic formations, topography, or soils.

3.1.2 Water Resources

The markings and temporary lighting would not be conducted near any water resources and no ground disturbance that could contribute to surface water runoff would occur from the Proposed Action. Therefore, there would be no impacts to water resources.

3.1.3 Floodplains

The project area is within an area mapped by the Federal Emergency Management Agency (FEMA) as an “area of minimal flood hazard” (FEMA, 2010). The Proposed Action would result in no impacts on floodplains because the project area is not within a 100-year or 500-year floodplain.

3.1.4 Wetlands

The markings and temporary lighting would not be conducted in or adjacent to wetlands and no ground disturbance will occur under the Proposed Action. Therefore, there will be no impacts to wetlands.

3.1.5 Coastal Resources

According to the Ohio Department of Natural Resources (ODNR) Office of Coastal Management, Trumbull County is not in a coastal management area. Based on the mapping files provided through the ODNR website and coastal management guidance documents, the Youngstown-Warren Regional Airport and YARS are approximately 35 miles from the Lake Erie coastal zone (ODNR, 2022). Therefore, no impacts on coastal resources would result from the Proposed Action.

3.1.6 Biological Resources

USFWS Information, Planning, and Conservation (IPaC) Trust Resource Report prepared for the project indicates four federally listed species with potential to occur in the vicinity of the project area: the Indiana bat (*Myotis sodalis*; endangered); the northern long-eared bat (*Myotis septentrionalis*; threatened); the eastern massasauga rattlesnake (*Sistrurus catenatus*; threatened); and the monarch butterfly (*Danaus plexippus*; candidate). Habitat within the project area does not support these federally listed species. The USAF determined the Proposed Action would have no effect on the monarch butterfly and eastern massasauga rattlesnake and may affect, but is not likely to adversely affect the northern long-eared bat and Indiana bat.

The existing runway includes lighting and markings that may be noticed by wildlife; the markings and temporary lighting proposed under the Proposed Action would not substantially add to artificial nighttime light. In addition, no ground disturbance would occur under the Proposed Action, so no habitat loss would occur. Therefore, there would be negligible impacts to biological resources.

3.1.7 Cultural Resources

The Proposed Action would occur in a location that has been heavily disturbed by runway and infrastructure construction and maintenance. There are no prior records indicating that cultural resources previously existed within the project area and the Proposed Action does not involve ground disturbance. The USAF determined that no historic properties would be affected by the Proposed Action; the Ohio Historic Preservation Office concurred with this finding in a letter dated 8 March 2022. 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.

3.1.8 Land Use

YARS and Youngstown-Warren Regional Airport are in Youngstown, Ohio. YARS is collocated at the Youngstown-Warren Regional Airport, which is along the installation's southern border. YARS and Youngstown-Warren Regional Airport share use of Runway 5/23. No modifications to the existing land use at YARS or Youngstown-Warren Regional Airport would occur under the Proposed Action; therefore, no impacts on land use would result from the Proposed Action.

3.1.9 Utilities and Infrastructure

The Proposed Action would not permanently alter utilities or infrastructure on Runway 5/23. The temporary lighting placed for nighttime operations would be removed with the conclusion of each exercise, and the markings painted on the runway would not alter the physical dimensions of the pavement. No additional utilities are required as part of the Proposed Action.

3.1.10 Traffic and Transportation

The Proposed Action would not alter existing roadways or traffic at the Youngstown-Warren Regional Airport or YARS. Therefore, no impacts on traffic or transportation would result from the Proposed Action.

3.1.11 Socioeconomic Resources

The Proposed Action would have no impact on socioeconomic resources. Existing airport staff would paint the ALZ markings on Runway 5/23 and would place and remove the temporary lighting required for nighttime operations. The Proposed Action would not create new jobs and minimal supplies would be purchased for the project.

3.1.12 Environmental Justice

According to the U.S. Census Bureau's (USCB) 2021 estimates for Trumbull County, 88.4 percent of residents are reported to be "white alone, not Hispanic or Latino," compared with Ohio's 81.7 percent, and the County has a poverty rate of 15.8 percent compared with Ohio's 12.6 percent (USCB, 2021a, 2021b). The Proposed Action would take place on an active runway at an existing airport property. Low-income and minority populations would not be impacted because the Proposed Action would not result in housing relocations, significant changes in employment opportunities, or disproportionate environmental health and safety risks or noise impacts to minority or low-income populations.

3.1.13 Protection of Children

The nearest schools are Currie Elementary School (4 miles northwest) and Mathews High School (1.25 miles southeast). No residences are located within the project area. The nearest residences are located within 0.3 mile east of Runway 5/23 in the Four Seasons Mobile Home Park; 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.

3.1.14 Aesthetics and Visual Resources

The Proposed Action would have negligible impacts on aesthetics and visual resources. The Proposed Action would not result in any obvious modifications to the existing aesthetic or visual landscape at the Youngstown-Warren Regional Airport or YARS. The visual appearance of the new runway paint would be generally consistent with existing runway markings.

3.1.15 Air Space

The Youngstown-Warren Regional Airport and YARS are surrounded by controlled airspace. The "Safe, Efficient Use, and Preservation of the Navigable Airspace" (14 CFR Part 77) establishes standards to protect airspace surrounding airports from natural or artificial obstructions that could constitute a hazard to landing aircraft. The limits of the designated airspace surrounding an airport are determined by the type of landing approach (that is, visual runway, non-precision instrument runway, or precision instrument runway) and minimum visibility standards. A particular airport's instrument approach capabilities are based on airport operational and fleet needs, weather conditions, and environmental factors such as terrain. Several instrument approach procedures are available at Youngstown-Warren Regional Airport during inclement weather.

The Proposed Action 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 above Youngstown-Warren Regional Airport or YARS and the existing airspace designations are compatible with operation of C-17s. Therefore, no impacts to airspace would result from the Proposed Action.

3.2 Resources Considered in Detail

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

3.2.1 Air Quality

3.2.1.1 Affected Environment

Under the authority of the CAA, the U.S. Environmental Protection Agency (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_3), nitrogen dioxide (NO_2), carbon monoxide (CO), sulfur dioxide (SO_2), lead, and particulate matter, which includes respirable particulate matter less than or equal to

10 micrometers in diameter (PM_{10}) and respirable particulate matter less than or equal to 2.5 micrometers in diameter ($PM_{2.5}$). The criteria pollutants are shown in Table 3-2.

Table 3-2. Ambient Air Quality Standards

Environmental Assessment for Youngstown-Warren Regional Airport Runway 5/23 Retrofit for C-17 ALZ Training

Criteria Pollutant	Federal Standard (Averaging Period)[a]	Federal Attainment Status
CO	35 ppm (1 hour)	Attainment
CO	9 ppm (8 hours)	Attainment
NO_2	0.100 ppm (1 hour)	Attainment
NO_2	0.053 ppm (annual arithmetic mean)	Attainment
Ozone	0.070 ppm (8 hours)	Attainment
$PM_{2.5}$	12 $\mu g/m^3$ (annual arithmetic mean)	Attainment
$PM_{2.5}$	35 $\mu g/m^3$ (24 hours)	Attainment
PM_{10}	150 $\mu g/m^3$ (24 hours)	Attainment
SO_2	0.5 ppm (3 hours, secondary standard)	Attainment
SO_2	0.075 ppm (1 hour)	Attainment
Lead	0.15 $\mu g/m^3$ (rolling 3-month average)	Attainment

Source: EPA, 2021a.

[a] 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_{10}, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 $\mu g/m^3$ is equal to or less than 1. For $PM_{2.5}$, 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.

$\mu g/m^3$ = 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 NAAQS is designated in nonattainment for the specific pollutant or pollutants, whereas areas that meet 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 a 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, therefore, the action is determined to conform for the pollutant under study and no further analysis is 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_2, methane, nitrous oxide, hydrofluorocarbons, and perfluorocarbons (EPA, 2021b). Under the EPA Mandatory Reporting Rule, facilities that emit 25,000 metric tons or more per year of carbon dioxide equivalent (CO_2e) emissions

must submit annual reports to EPA. For purposes of the NEPA analysis, the USAF has established a *de minimis* significance threshold of 75,000 tons per year CO_2e (AFCEC, 2016).

Criteria Pollutants. YARS 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 an 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).

3.2.1.2 Environmental Consequences

Alternative 1 – Runway 5/23 Retrofit

Criteria Pollutants. Air quality impacts associated with Alternative 1 were evaluated based on whether emissions would be localized and whether a reasonable potential exists for a violation of an ambient air quality standard or regulatory threshold.

Implementation of the Proposed Action under Alternative 1 at the Youngstown-Warren Regional Airport would result in negligible, short-term, direct, adverse impacts on overall air quality from the painting of markings on the runway and the deployment of temporary lighting. Manually painting and marking the runway would create emissions during the execution of the Proposed Action. Mobile source emissions from vehicular traffic, such as the pickup truck hauling the temporary lighting, also would be generated. It is assumed that the pickup truck would be used for deploying the temporary lighting up to two times per week for 2 hours per deployment, totaling a potential runtime of up to 4 hours per week. It is anticipated that Runway 5/23 would be in use for up to 5 years while the ALZ widening project is under construction. Manual painting activities and minimal usage of a pickup truck are expected to have a negligible impact on air quality. Operationally, Runway 5/23, including the deployment of temporary lighting, is planned to be used up to 1 month per year for aircraft training operations during future maintenance periods of the ALZ.

Implementation of the Proposed Action under Alternative 1 at the Youngstown-Warren Regional Airport would result in insignificant, short-term, direct, adverse impacts on overall air quality from operational activities. Operational activities include increased C-17 aircraft training sorties at the Youngstown-Warren Regional Airport. Increased C-17 aircraft training would take place at Runway 5/23 beginning in the fall of 2022 and continue until the ALZ widening construction is complete (anticipated in the fall of 2027). There would be no change to C-130 aircraft activity. The overall number of flight hours would likely remain unchanged with the shift of training locations from New Jersey and South Carolina because the time saved for commuting would be used for mission training. However, implementation of Alternative 1 would have a beneficial impact on air quality by diverting the portion of C-17 aircraft traffic that currently operates out of Lakehurst Maxfield, New Jersey (a nonattainment area for the 2008 and 2015 ozone NAAQS) to the Youngstown-Warren Regional Airport (in attainment with all NAAQS).

Operational emissions were estimated using the USAF's Air Conformity Applicability Model (Version 5.0.17b). Table 3-3 summarizes projected air emissions from operational activities under Alternative 1. A copy of the conformity analysis summary is provided in Appendix C.

The USAF's *Air Quality Environmental Impact Analysis Process Guide*, Volume II (USAF, 2020) provides guidance on using 250 tons per year as an insignificance indicator in areas that are in attainment of

NAAQS for criteria pollutants. For Alternative 1, 250 tons per year is used as the insignificance indicator for all criteria pollutant emissions because Trumbull County is in attainment with NAAQS.

Table 3-3. Alternative 1 Operational Emissions

Environmental Assessment for Youngstown-Warren Regional Airport Runway 5/23 Retrofit for C-17 ALZ Training

Emission Source	Emissions for 2022 (tons per year)					
	VOC	CO	NO_x	SO_2	PM_{10}	$PM_{2.5}$
Operational (Aircraft) Emissions	0.146	3.72	47.6	2.27	8.64	7.41
Total Emissions	**0.146**	**3.72**	**47.6**	**2.27**	**8.64**	**7.41**
de minimis levels (tons per year)[a]	--	--	--	--	--	--
Insignificance Indicator (tons per year)	250	250	250	250	250	250
Threshold Exceeded for Any Activity?	No	No	No	No	No	No
Emission Source	**Emissions for 2023 (tons per year)**					
	VOC	**CO**	**NO_x**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Operational (Aircraft) Emissions	0.713	18.3	239	11.3	42.5	36.4
Total Emissions	**0.713**	**18.3**	**239**	**11.3**	**42.5**	**36.4**
de minimis levels (tons per year)[a]	--	--	--	--	--	--
Insignificance Indicator (tons per year)	250	250	250	250	250	250
Thresholds Exceeded for Any Activity?	No	No	No	No	No	No
Emission Source	**Emissions for 2024 (tons per year)**					
	VOC	**CO**	**NO_x**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Operational (Aircraft) Emissions	0.713	18.3	239	11.3	42.5	36.4
Total Emissions	**0.713**	**18.3**	**239**	**11.3**	**42.5**	**36.4**
de minimis levels (tons per year)[a]	--	--	--	--	--	--
Insignificance Indicator (tons per year)	250	250	250	250	250	250
Thresholds Exceeded for Any Activity?	No	No	No	No	No	No
Emission Source	**Emissions for 2025 (tons per year)**					
	VOC	**CO**	**NO_x**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Operational (Aircraft) Emissions	0.713	18.3	239	11.3	42.5	36.4
Total Emissions	**0.713**	**18.3**	**239**	**11.3**	**42.5**	**36.4**
de minimis levels (tons per year)[a]	--	--	--	--	--	--
Insignificance Indicator (tons per year)	250	250	250	250	250	250
Thresholds Exceeded for Any Activity?	No	No	No	No	No	No
Emission Source	**Emissions for 2026 (tons per year)**					
	VOC	**CO**	**NO_x**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Operational (Aircraft) Emissions	0.713	18.3	239	11.3	42.5	36.4
Total Emissions	**0.713**	**18.3**	**239**	**11.3**	**42.5**	**36.4**
de minimis levels (tons per year)[a]	--	--	--	--	--	--
Insignificance Indicator (tons per year)	250	250	250	250	250	250
Thresholds Exceeded for Any Activity?	No	No	No	No	No	No

Emission Source	Emissions for 2027 (tons per year)					
	VOC	CO	NO_x	SO_2	PM_{10}	$PM_{2.5}$
Operational (Aircraft) Emissions	0.535	13.7	179	8.5	31.8	27.3
Total Emissions	**0.535**	**13.7**	**179**	**8.5**	**31.8**	**27.3**
de minimis levels (tons per year)[a]	--	--	--	--	--	--
Insignificance Indicator (tons per year)	250	250	250	250	250	250
Thresholds Exceeded for Any Activity?	No	No	No	No	No	No

Source: Record of Conformity Analysis (Appendix C)

[a] *de minimis* levels are based on 40 CFR Section 93.153.

Based on the qualitative emission estimates, the emissions from painting, mobile source, and operational activities associated with the Proposed Action would be well below USAF's insignificance indicator for all criteria pollutants. Therefore, Alternative 1 would not be subject to Prevention of Significant Deterioration or NSR requirements. The qualitative analysis indicates that the emissions would be below the *de minimis* thresholds under EPA's General Conformity Rules. A Record of Conformity Analysis would be used to document that the proposed project is exempt from general conformity requirements. Appendix C contains the Record of Conformity Analysis.

Best management practices (BMPs) would be implemented during the painting of markings on the runway and the deployment of temporary lighting to reduce potential effects on air quality. These control measures could include keeping paint containers closed when not actively in use and minimizing vehicle idling times. The Proposed Action under Alternative 1 would have no significant impact on air quality.

Climate Change and GHGs. Alternative 1 would result in a short-term, insignificant increase in GHG emissions from painting activities and mobile source emissions. Based on the equipment being used and the relatively short duration of use, GHG emissions resulting from Alternative 1 painting of markings on the runway would be well below the USAF *de minimis* threshold of 75,000 tons per year (AFCEC, 2016). Estimated peak GHG emissions resulting from Alternative 1 operational activities (aircraft) would be 34,173 tons CO_2e per year in 2023 through 2026. The overall number of flight hours would likely remain unchanged with the shift of training from New Jersey and South Carolina because the time saved for commuting would be used for mission training. Therefore, short-term, minor, adverse impacts on climate change as a result of operations-related GHG emissions at the Youngstown-Warren Regional Airport would be expected from the implementation of Alternative 1. No indirect impacts would be anticipated.

The changing climate is not anticipated to impact future operations at the new facilities or cause an increase in the impacts associated with Alternative 1. The Youngstown-Warren Regional Airport is not located in a coastal region or along a tidally influenced river reach. Therefore, sea level rise from climate change would not impact Alternative 1. The Proposed Action under Alternative 1 would have no significant impact on climate change.

Air quality impacts associated with other recently completed, ongoing, or planned projects would add indirectly to adverse air quality impacts from Alternative 1. Impacts would be minor and temporary.

Implementation of the Proposed Action under Alternative 1 could result in negligible, cumulative effects on air quality. GHG emissions from the Proposed Action 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 retrofitting activities, no increase in fugitive dust emissions, and no changes to or from climate change. Therefore, no impacts to air quality would occur. The No Action Alternative would not contribute to cumulative effects.

3.2.2 Noise

Blue Ridge Research and Consulting, LLC conducted a noise study for the project and generated Day-Night Average Sound Level (DNL) contours using NoiseMap for all military aircraft and the Aviation Environmental Design Tool (AEDT) for civil aircraft.

According to FAA Order 1050.1F Desk Reference, for proposed airport development and other actions in the immediate vicinity of an airport, the AEDT is used to provide noise exposure contours at the generated DNL 65, 70, and 75 decibels (dBA) levels. For the comparisons analyzed, the analysis identified noise increases of DNL 1.5 dBA or more over noise sensitive areas exposed to noise at or above the DNL 65 dBA noise exposure level or that would be exposed at or above the DNL 65 dBA level due to a 1.5 dBA or greater increase compared to the No Action Alternative for the same timeframe.

For actions in the immediate vicinity of an airport, the following information must be disclosed for each modeled scenario that is analyzed:

- Number of residences or people residing within each noise contour where aircraft noise exposure is at or above DNL 65 dBA and the net increase or decrease in the number of people or residences exposed to that level of noise.

- Location and number of noise sensitive uses in addition to residences, such as schools, hospitals, parks, and recreation areas, exposed to DNL 65 dBA or greater.

- Identification of noise sensitive areas within the DNL 60 dBA contour that are exposed to aircraft noise at or above DNL 60 dBA but below DNL 65 dBA and that are projected to experience a noise increase of DNL 3 dBA or more, only when DNL 1.5 dBA increases are documented within the DNL 65 dBA contour.

- Discussion of the noise impact on noise sensitive areas within the DNL 65 dBA contour.

- Maps and other means to depict land uses within the noise study area. The addition of flight tracks is helpful.

3.2.2.1 Affected Environment

The Youngstown-Warren Regional Airport is an active commercial and military airport. Adjacent to Runway 5/23, the YARS ALZ is used for C-130 daytime training and an average of 12 nighttime sorties are conducted per week. Typically, this C-130 nighttime training occurs Monday through Thursday and ends by 2230 hours during most months of the year, although the ending time during summer months (June, July, and August) tends to be 2300 hours because the sun sets later in the day.

Figure 3-1 shows a comparison of the DNL 65-to-80 dBA contours (in black) under the No Action Alternative with the DNL 65-to-80 dBA contours (in blue) under Alternative 1 Runway 5/23 Retrofit. Table 3-4 shows the area encompassed for each noise exposure contours for the two scenarios.

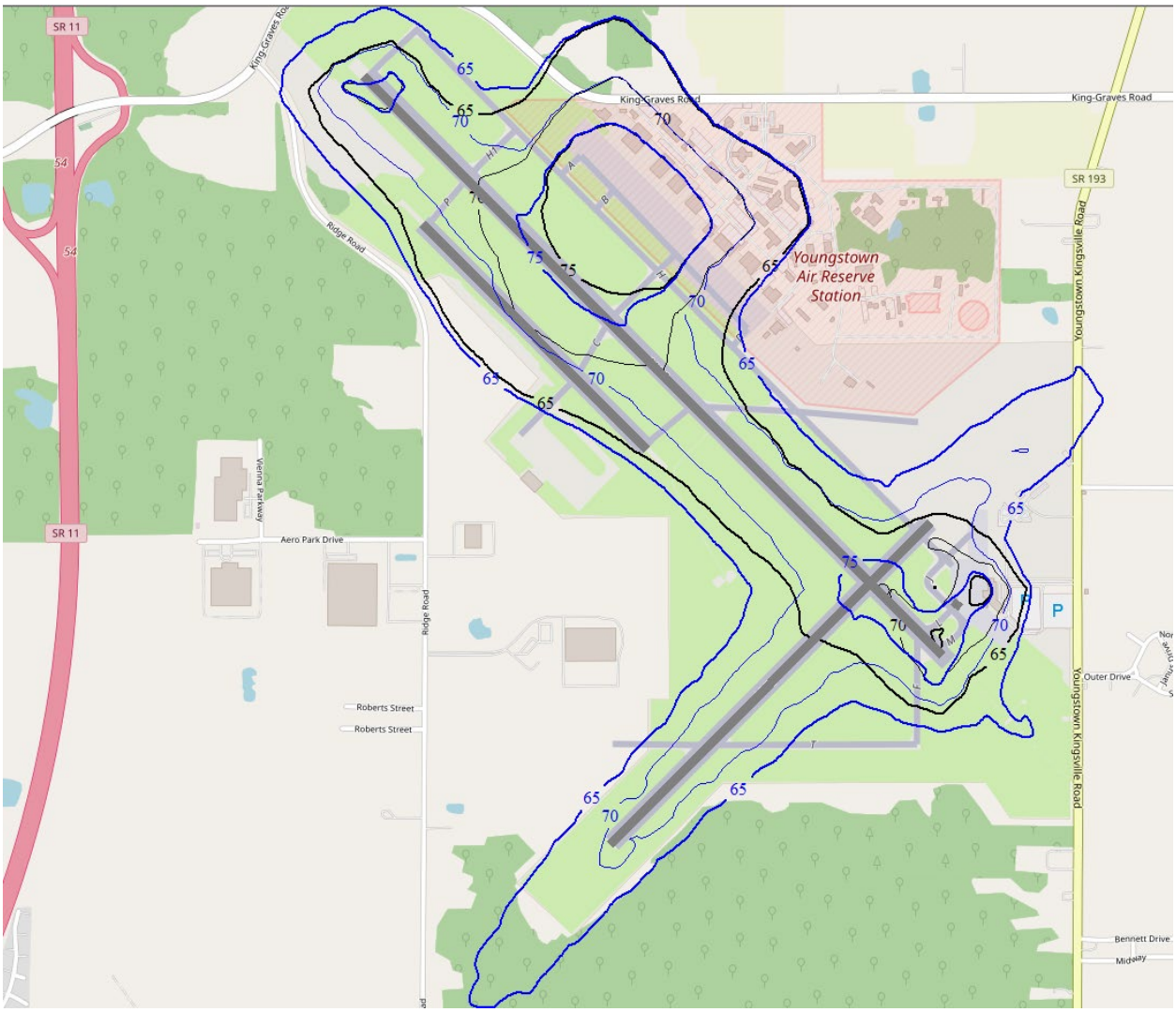

Figure 3-1. Comparison of DNL 65-to-80 dBA Contours under No Action Alternative (in Black) with Alternative 1 Runway 05/23 Retrofit (in Blue)

Table 3-4. Alternative 1 Noise Exposure Impact Area (Acres)

Environmental Assessment for Youngstown-Warren Regional Airport Runway 5/23 Retrofit for C-17 ALZ Training

Noise Contours	Impact Area (acres) DNL 65 dBA	Impact Area (acres) DNL 70 dBA	Impact Area (acres) DNL 75 dBA	Impact Area (acres) DNL 80 dBA
No Action Alternative	468	162	57	18
Alternative 1 Runway 05/23 Retrofit	738	375	95	18
Change	*+270*	*+213*	*+38*	*+0*

3.2.2.2 Environmental Consequences

Alternative 1 – Runway 5/23 Retrofit

The Runway 5/23 Retrofit includes 738 acres within the DNL 65 dBA contour, which is 270 acres larger than the noise exposure contour for the No Action Alternative. The increase in size reflects the increase in the C-17 operations using Runway 5/23 and departing on Runway 14/32. The largest changes in noise levels occur along the final approach to Runway 5 because of an increase in C-17 operations using this runway.

Similar to the No Action Alternative, three residences are located within, or at the edge of, the DNL 65 dBA contour for Alternative 1 (Figure 3-2). These residences are north of King Graves Road. No other noise sensitive sites such as churches, golf courses, park, hospitals, or schools are located within the DNL 65 dBA contour for Alternative 1.

Most of the additional land within the DNL 65 dBA contour for Alternative 1 is owned by WRPA or the USAF. The remaining land in the immediate vicinity of the airport property is undeveloped. A small sliver (0.3 acre) of undeveloped land is owned by the Crown Hill Burial Park and will be included in the DNL 65 dBA contour for Alternative 1. The undeveloped land is south of the Runway 5 threshold, at the edge of the airport property and vehicle service road, and is part of a larger parcel.

The noise level increase at each of the three residences is listed in Table 3-5.

Table 3-5. Alternative 1 Noise Level Increase (dBA)

Environmental Assessment for Youngstown-Warren Regional Airport Runway 5/23 Retrofit for C-17 ALZ Training

Residence	Noise Level (dBA) for No Action Alternative	Noise Level (dBA) for Alternative 1	Noise Level (dBA) Difference	Noise Level (dBA) FAA Significance Threshold
Residence R1	65.8	65.9	+0.1	+1.5
Residence R2	68.4	68.5	+0.1	+1.5
Residence R3	64.6	64.7	+0.1	+1.5

Figure 3-2
Noise Contours and Residences
Runway 5/23 Retrofit
Youngstown-Warren Regional Airport, Ohio

Data Sources: ESRI Basemap (03/2022), Blue Ridge Research and Consulting, LLC

According to FAA Order 1050.1F Desk Reference, individual, isolated, residential structures may be considered compatible within the DNL 65 dBA noise contour where the primary use of land is agricultural and adequate noise attenuation is provided.

Exhibit 4-1 of FAA Order 1050.1F provides the FAA's significance threshold for noise. The action would increase noise by DNL 1.5 dBA or more for a noise sensitive area that is exposed to noise at or above the DNL 65 dBA noise exposure level or that will be exposed at or above the DNL 65 dBA level due to an increase of DNL 1.5 dBA or greater compared to the No Action Alternative for the same timeframe.

None of the residences meet the FAA significance threshold because the difference between the No Action Alternative and Alternative 1 is well below the 1.5 dBA threshold. Alternative 1 provides an interim solution that would allow the 911 AW to conduct training operations until modifications to the YARS ALZ are completed. The increase in noise at the three residences would result in minor, long-term, direct, adverse effects on these residences. Additionally, Alternative 1 would not result in disproportionate noise impacts to low income or minority populations. Existing YARS nighttime training with the C-130 would continue on the YARS ALZ.

Temporary construction noise from the minimal use of a pickup truck during the painting activities would result in negligible, short-term, direct, adverse impacts. Construction noise would remain on airport property as the work would be completed on the runway. The closest residential area, known as the Four Seasons Mobile Home Park, is approximately 0.5 mile from Runway 5/23; it is not anticipated that construction noise will be detectable.

No Action Alternative

No new construction or development activities are proposed under the No Action Alternative. There are two residences within the DNL 65 dBA contour for No Action Alternative and one residence at the edge of the DNL 65 dBA contour. These residences are north of the airport, along King Graves Road. No other noise sensitive sites such as churches, golf courses, park, hospitals, or schools are within the DNL 65 dBA contour.

Existing YARS nighttime training with the C-130 would continue on the YARS ALZ.

3.2.3 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.

3.2.3.1 Affected Environment

The USAF historically used aqueous film-forming foam (AFFF) containing perfluorooctnoic acid (PFOA), perfluoroctane sulfonate (PFOS), and/or perfluorobutane sulfonate (PFBS) in fire training exercises and to extinguish fires (USACE and AFCEC, 2018). There is no record of releases of AFFF from firefighting at Runway 5/23 (USACE and AFCEC, 2018).

Based on operational histories, three locations have been identified at YARS where potential releases of AFFF may have occurred: (1) the Former Fire Training Area (FTA), (2) the Current FTA, and (3) Building 402 Current Fire Station. These locations were recommended for a site investigation to determine the potential for off-base contamination of groundwater, surface water, soil, and/or sediments (USACE, 2020). The northern portion of Runway 5/23 was included in this off-base investigation area for potential PFOA, PFOS, and PFBS contamination (USACE, 2020). The investigation concluded that all off-base samples contained concentrations of per- and polyfluoroalkyl substances (PFAS) that were either non-detectable or less than half the health advisory limit designated by EPA (USACE, 2020).

When necessary, aircrafts are de-iced on a de-icing pad that is parallel to the ALZ on the north end of the existing apron by using propylene glycol. Wastewater from aircraft de-icing operations flows into trench drains around the de-icing pad that collect de-icing fluids in a sand filter. Afterwards, the wastewater is pumped through a sewer line to a de-icing fluid holding tank. Fluids flow from the de-icing fluid holding tank into underground storage tanks adjacent to Building 309 near the northwestern boundary of YARS. Subsequently, the fluids flow to YARS' Industrial Wastewater Pre-Treatment Plant in Building 309 for processing prior to discharge into the municipal stormwater system. Runway 5/23 is de-iced using Cryotech E36® liquid runway de-icer.

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. YARS also maintains an Integrated Pest Management Plan that identifies the responsibilities and procedures for managing pesticides at YARS.

3.2.3.2 Environmental Consequences

Alternative 1 – Runway 5/23 Retrofit

No construction or modifications are proposed to Runway 5/23 that would generate hazardous waste, solid waste, or construction debris. In accordance with USAF regulations, the paint used to mark the runway would be free of asbestos and lead. No changes are proposed to current de-icing procedures and aircraft that would travel to Runway 5/23 for training exercises would not require de-icing. No indirect impacts from the use or generation of hazardous materials and solid waste are expected as a result of Alternative 1. The Proposed Action under Alternative 1 would not contribute to cumulative impacts from the use or generation of hazardous materials or solid waste.

No Action Alternative

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

3.2.4 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 and protecting the safety, health, and welfare of people engaged in work or employment.

3.2.4.1 Affected Environment

Numerous health and emergency service providers are in the area surrounding the Youngstown-Warren Regional Airport and 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 located at St. Joseph Warren Hospital and Trumbull Regional Medical Center, approximately 9 and 10 miles southwest, respectively.

The 910th Civil Engineer Fire Department provides emergency medical services, hazardous materials incident response, and fire protection service to YARS and Youngstown-Warren Regional Airport and 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 (BASH) Program with the Youngstown-Warren Regional Airport. This program implements measures to minimize the hazards caused by the interaction of birds and wildlife with aircraft.

An LOA is in place with the Youngstown-Warren Regional Airport ATCT to outline procedures for military and commercial aircraft use of the airport. During nighttime training, the Youngstown-Warren Regional Airport ATCT can turn on the appropriate runway and taxiway lights for commercial aircraft, while keeping Runway 5/23 lighting off for military use.

3.2.4.2 Environmental Consequences

Alternative 1 – Runway 5/23 Retrofit

Alternative 1 would not impact the availability, capabilities, or capacity of emergency services available on YARS or neighboring communities. Alternative 1 would have short-term, negligible, direct, adverse impacts on worker safety and occupational health during the painting of markings on the runway. No vegetation or tree removal would occur under Alternative 1, so there would be no habitat modification to contribute to the existing BASH risk. However, the BASH risk would increase slightly due to the increased number of flights, though the increase is expected to be less than significant. Alternative 1 would have negligible, short-term, direct, adverse impacts on aircraft safety during military use of Runway 5/23 because the Youngstown-Warren Regional Airport ATCT would monitor aircraft traffic and turn on lights for commercial aircraft during military nighttime training. No indirect impacts to safety and occupational health would result from Alternative 1.

When combined with other ongoing, planned, or reasonably foreseeable future projects, the Proposed Action under Alternative 1 would not contribute to short-term cumulative impacts related to construction worker safety or occupational health because the impacts experienced would be limited to the individual construction zones.

No Action Alternative

Implementation of the No Action Alternative would not result in a change of current conditions. Therefore, no impacts on occupational health would occur.

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4. Findings and Conclusions

4.1 Findings

No significant environmental or socioeconomic impacts from the Proposed Action under Alternative 1 have been identified. Table 4-1 provides a summary of the consequences of the Proposed Action under Alternative 1 and the No Action Alternative. The following sections provide a summary of the anticipated impacts of each alternative.

4.1.1 Consequences of the Proposed Action

Implementation of the Proposed Action under Alternative 1 would result in negligible to minor, adverse impacts to aesthetics and visual resources, air quality, noise, hazardous materials and hazardous waste, and safety and occupational health. While these impacts would be less than significant, they will be further reduced by implementing BMPs during the painting of markings on the runway and the deployment of temporary lighting to reduce potential impacts on air quality. These control measures could include keeping paint containers closed when not actively in use and minimizing vehicle idling times. Applicable construction permits would be obtained, and health and safety procedures would be implemented during construction and operation.

The potential for indirect, negative impacts resulting from the interaction of Alternative 1 with other past, present, and reasonably foreseeable projects is less than significant.

No significant impacts would result from the implementation of Alternative 1.

Table 4-1. Summary of Potential Environmental and Socioeconomic Consequences
Environmental Assessment for Youngstown-Warren Regional Airport Runway 5/23 Retrofit for C-17 ALZ Training

Resource	No Action Alternative	Proposed Action – Alternative 1
Geologic Resources, Topography, and Soils	No impact	No impact
Water Resources	No impact	No impact
Floodplains	No impact	No impact
Wetlands	No impact	No impact
Coastal Resources	No impact	No impact
Biological Resources	No impact	No impact
Cultural Resources	No impact	No impact
Land Use	No impact	No impact
Utilities and Infrastructure	No impact	No impact
Traffic and Transportation	No impact	No impact
Socioeconomic Resources	No impact	No impact
Environmental Justice	No impact	No impact
Protection of Children	No impact	No impact
Aesthetics and Visual Resources	No impact	Negligible, short-term, direct, adverse impacts on visual resources from temporary lighting during nighttime operations.
Air Space	No impact	No impact

Resource	No Action Alternative	Proposed Action – Alternative 1
Air Quality: Criteria Pollutants	No impact	Negligible, short-term, direct, adverse impacts on overall air quality from the painting of markings on the runway and the deployment of temporary lighting. BMPs would minimize these impacts.
Air Quality: Climate Change and Greenhouse Gases	No impact	Minor, short-term, direct, adverse impacts to climate change as a result of construction-related GHG emissions.
Noise	No impact	Minor, long-term, direct, adverse impacts from increased flight operations and negligible, short-term, direct, adverse impacts from painting/marking Runway 5/23.
Hazardous Materials and Hazardous Waste	No impact	Negligible, short-term, direct, adverse impacts from the use of small quantities of paint during construction. Waste would be handled and disposed of in accordance with federal and state regulations.
Safety and Occupational Health	No impact	Negligible, short-term, direct, adverse impacts on worker safety and occupational health during the painting of the markings on the runway and increased BASH risk from additional flights. Negligible, short-term, direct, adverse impacts on aircraft safety during military use of Runway 5/23 because the Youngstown-Warren Regional Airport ATCT would monitor aircraft traffic and turn on lights for commercial aircraft during military nighttime training.

BASH = bird/wildlife aircraft strike hazard
BMP = best management practice
GHG = greenhouse gas

4.1.2 Consequences of the No Action Alternative

Under the No Action Alternative, no modifications would be made to Runway 5/23 at Youngstown-Warren Regional Airport and the 911 AW would continue to conduct its annual training requirements at Lakehurst Maxfield Field, New Jersey, and North Auxiliary Field, South Carolina. This would continue to require over 312 hours of transit time each year until the YARS ALZ modifications are complete.

4.2 Conclusions

Based on the findings of this EA, we recommend that the Proposed Action, as it is written and proposed, be implemented and that a FONSI be issued for the Proposed Action.

5. References

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6. List of Preparers

Table 6-1. List of Preparers

Environmental Assessment for Youngstown-Warren Regional Airport Runway 5/23 Retrofit for C-17 ALZ Training

Name	Degree(s)	Years of Work Experience
Dr. Rich Reaves	Ph.D., Wetland and Wildlife Ecology	25
Andrea Naccarato	B.S., Biology (minors in Chemistry and Geography-Environmental Studies)	22
Sara Jackson	B.S., Environmental Studies	22
Sabra Bushey	B.S., Environmental Science and Policy J.D., Environmental Law	4
Caitlin Santinelli	B.S., Earth and Atmospheric Science	13
Jennifer Wessel	M.S., Biology	3
Julie Philippon	M.S., Aviation Development and Management, M.S., Aviation Engineering	14

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Appendix A
Coordination Letters and Responses

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Coordination/Consultation Letters

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- Scoping letters were sent to the entities shown in Attachment 2 Distribution of the Scoping Letter.
- Consultation letters were sent to Ohio's State Historic Preservation Officer, the U.S. Fish and Wildlife Service, Ohio Department of Natural Resources, and applicable tribes.
- A single tribal consultation letter is included as an example; this letter was sent to the following tribes:
  - Cayuga Nation of New York
  - Delaware Nation
  - Delaware Tribe of Indians
  - Miami Tribe of Oklahoma
  - Oneida Nation of New York
  - Oneida Nation of Wisconsin
  - Onondaga Nation
  - Ottawa Tribe of Oklahoma
  - Saint Regis Mohawk Tribe
  - Seneca-Cayuga Nation
  - Seneca Nation of Indians
  - Tonawanda Band of Seneca
  - Tuscarora Nation
  - Wyandotte Nation

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DEPARTMENT OF THE AIR FORCE
AIR FORCE RESERVE COMMAND

17 December 2021

MEMORANDUM FOR DISTRIBUTION

FROM: 911th Airlift Wing
Pittsburgh International Airport Air Reserve Station
2475 Defense Avenue
Coraopolis, PA 15108

SUBJECT: Preparation of an Environmental Assessment for Runway 5/23 Retrofit at the Youngstown-Warren Regional Airport, Ohio

1. The Air Force Reserve Command and Pittsburgh Air Reserve Station (PARS) 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 modifications to existing Runway 5/23 at the Youngstown-Warren Regional Airport in Vienna, Ohio. The EA will evaluate options for modification of the runway to provide temporary assault landing zone capabilities at the airport property, including a reduction in runway size and remarking the runway to meet assault landing zone requirements. Attachment 1 includes a general location map and the proposed project area in which the Proposed Action would occur.

2. This memorandum is being sent as part of the scoping process for the Runway 5/23 Retrofit EA to gather input on the issues of concern 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. Also enclosed is a list of the federal, state, and local agencies that have been contacted (Attachment 2). 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. Please let us know if your agency is interested in receiving a link to the draft EA that will be available for government and public comment in summer 2022.

4. Written comments should be submitted to the Youngstown Air Reserve Station: 910 AW Public Affairs, Attention: SMSgt Bob Barko Jr., 3976 King Graves Road Unit 12, Vienna, OH 44473-5912, or sent by email to 910aw.pa@us.af.mil. If you have any questions, please contact SMSgt Barko at (330) 609-1718. Please include the subject line of "Runway 5/23 Retrofit." Thank you for your assistance.

Thomas F. Conway

Thomas Conway
Base Civil Engineer

2 Attachments:
1. Figures
2. Distribution List

Attachment 1
Figures

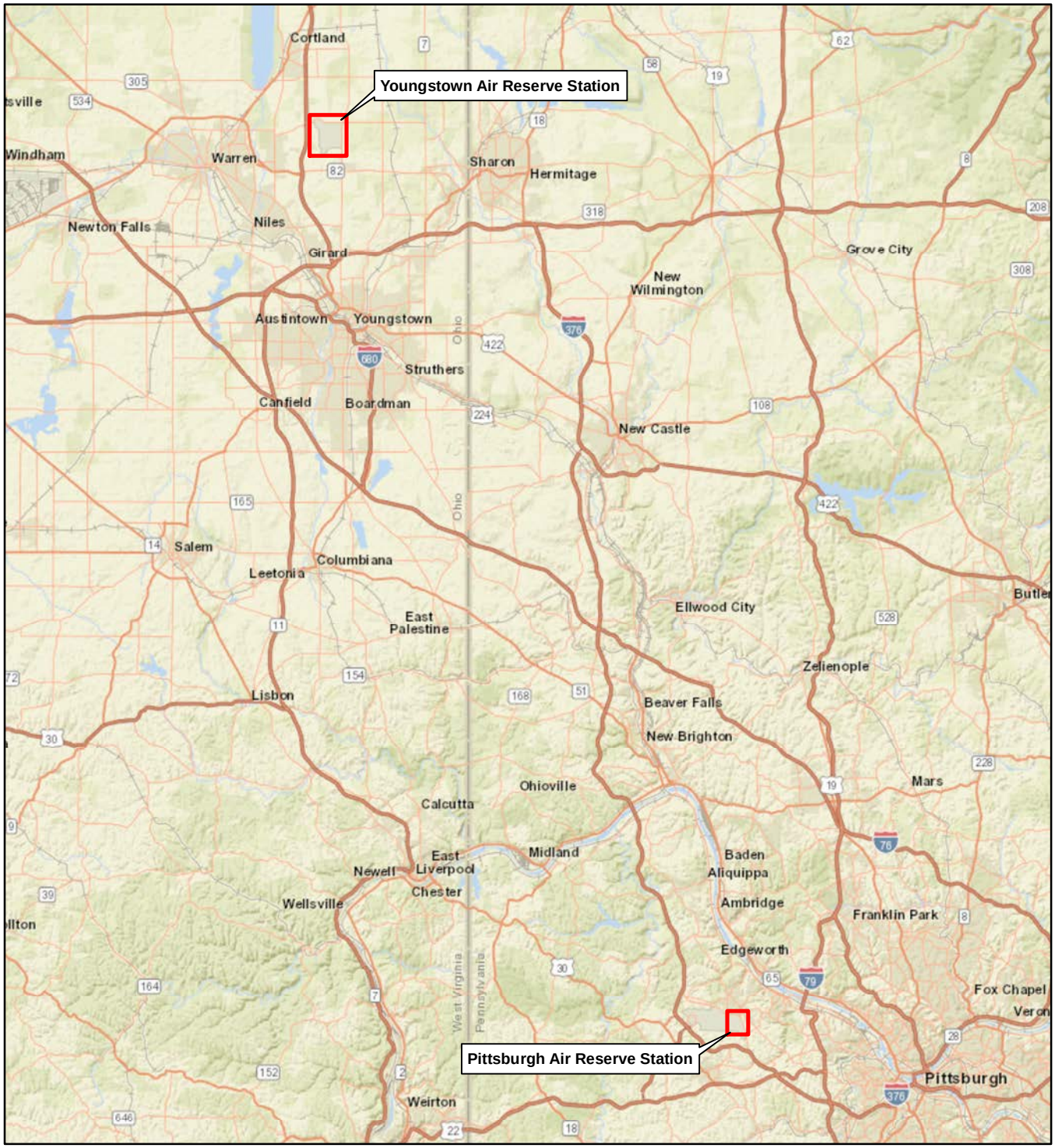

Figure 1-1
General Location Map
Runway 5/23 Retrofit
Youngstown-Warren Regional Airport, Ohio

Basemap Source: Esri World Street Map

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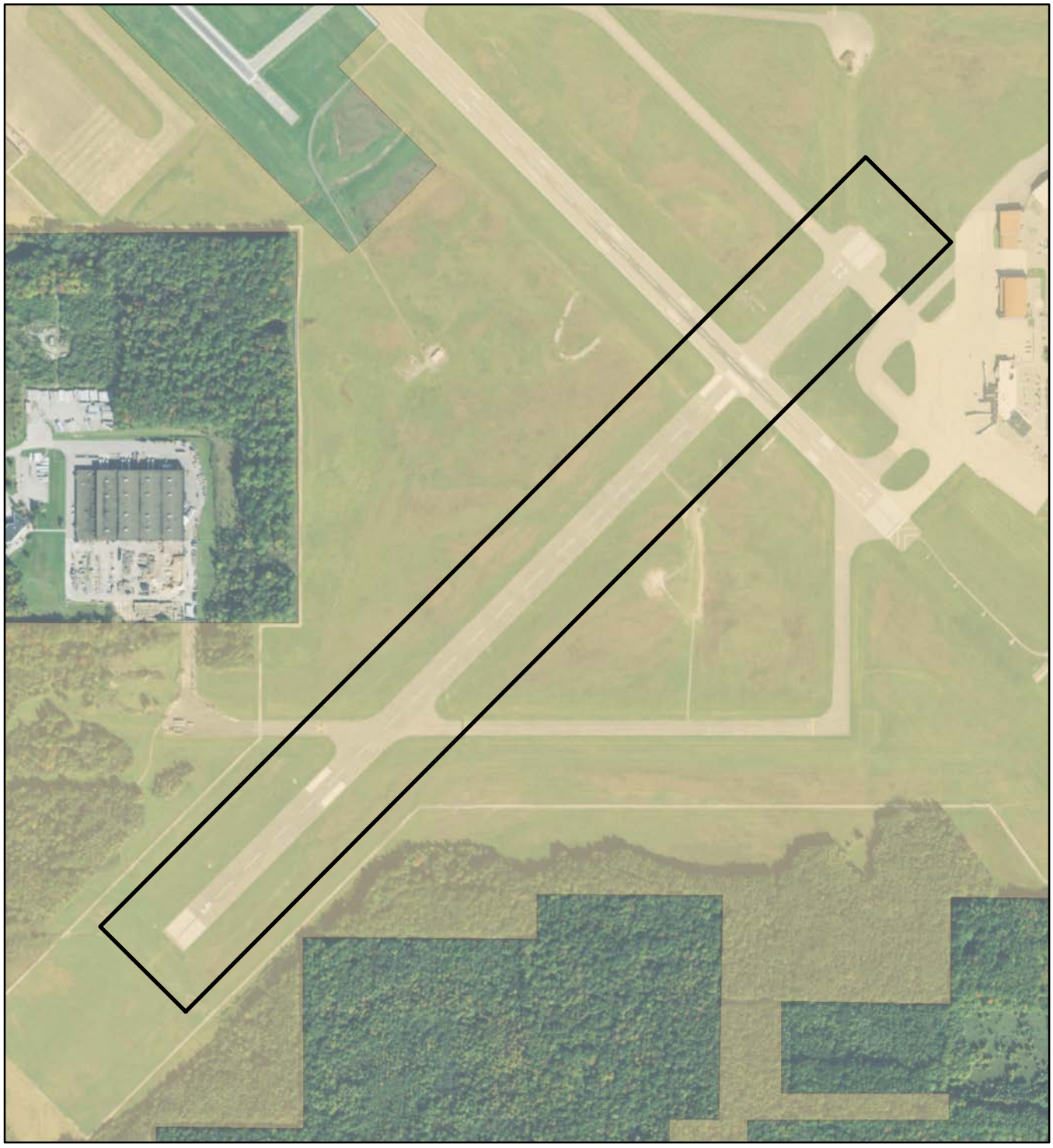

Legend

Proposed Project Area (Approximate)

Regional Airport Boundary

0 500 1,000 2,000

Feet

N

Figure 2-1
Proposed Project Area (Approximate)
Runway 5/23 Retrofit
Youngstown-Warren Regional Airport, Ohio

Basemap Source: USDA, NAIP

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Attachment 2
Distribution List

Youngstown-Warren Regional Airport Runway 5/23 Retrofit Environmental Assessment
Interagency and Intergovernmental Coordination List

Federal Agency Contacts

Debra Shore, Regional Administrator
U.S. Environmental Protection Agency, Region 5
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(312) 886-3000

State and Local Contacts

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

From:	Naccarato, Andrea/ATL
To:	rpartika@westernreserveport.com; Afrodite Altieri; "Lutz, Anita R (FAA)"
Cc:	BARKO, ROBERT S JR SMSgt USAF AFRC 910 AW/PA; Bill Fink (william.fink@us.af.mil)
Subject:	RE: 911th 5/23 LZ retrofit runway use
Date:	Wednesday, January 26, 2022 2:25:18 PM

Mr. Partika,

Thank you for your comment concerning the timing of the Runway 5/23 Retrofit.

You are correct, the retrofit (re-stripping) of the Runway would not occur until the Environmental Assessment (EA) is complete and the Finding of No Significant Impact (FONSI) has been signed by the Air Force.
I am copying Afrodite Altieri and Anita Lutz, who we met with in November 2021 and continue to communicate with concerning the project.

The EA/FONSI is estimated to be completed in September 2022.

Please let us know if you have any further questions.

Respectfully,

Andrea Naccarato, PMP®, REM, CES (she/her) | Jacobs | Sr. Environmental Project Manager
| 678.401.7955 | 404.441.8829 cell | andrea.naccarato@jacobs.com

Jacobs Challenging today. Reinventing tomorrow.

PTO:
Feb 4, 2022

From: BARKO, ROBERT S JR SMSgt USAF AFRC 910 AW/PA <robert.barko@us.af.mil>
Sent: Monday, January 3, 2022 9:53 AM
To: Naccarato, Andrea/ATL <Andrea.Naccarato@jacobs.com>; MCCANN, BRADY T CIV USAF AFRC 910 CE/CEV <brady.mccann.1@us.af.mil>
Cc: 910 AW/PA <910aw.pa@us.af.mil>
Subject: [EXTERNAL] FW: 911th 5/23 LZ retrofit runway use

Good morning,

Please see below for an email from Western Reserve Port Authority regarding the Proposed 5/23 Retrofit at YNG.

Thank you.

Senior Master Sgt. Bob Barko Jr.
Senior Master Sgt. Bob Barko Jr.

Superintendent and Community/Legislative/Media Engagement Section Chief
910th Airlift Wing Public Affairs Office
Phone: 330-609-1718
Mobile: 330-881-5819
E-mail: robert.barko@us.af.mil

For the latest about the 910th Airlift Wing:
www.youngstown.afrc.af.mil
www.facebook.com/youngstownars
www.twitter.com#910AW
www.youtube.com/youngstownars
www.instagram.com/910aw

From: Randy Partika <rpartika@westernreserveport.com>
Sent: Monday, December 27, 2021 2:27 PM
To: 910 AW/PA <910aw.pa@us.af.mil>
Cc: Anthony Trevena <atrevena@westernreserveport.com>; Greg Heaton <gheaton@cmtengr.com>
Subject: [Non-DoD Source] 911th 5/23 LZ retrofit runway use

SMSgt. Barko,
YNG received this today, … and answers an FAA question, "will an EA be required" for the re-stripping of 5/23.
But, it states in the letter that a DRAFT will be available by summer of 2022, …. That tells me that the work to re-stripe 5/23 would not occur until AFTER the draft has been reviewed and approved ?
Please verify, different chiefs were expressing more urgency in getting this accomplished and we wish to do everything on our end to help with that.
Thanks,

Randy Partika PE
Project Manager & Development Engineer
Western Reserve Port Authority
330-501-0447

DEPARTMENT OF THE AIR FORCE
AIR FORCE RESERVE COMMAND

09 February 2022

MEMORANDUM FOR DISTRIBUTION

ATTENTION: Burt Logan, State Historic Preservation Officer
800 E. 17th Avenue
Columbus, OH 43211-2474

FROM: 911th Airlift Wing
Pittsburgh Air Reserve Station
2475 Defense Avenue
Coraopolis, PA 15108

SUBJECT: Section 106 Coordination for Runway 5/23 Retrofit at the Youngstown-Warren Regional Airport, Ohio

1. The Air Force Reserve Command and Pittsburgh Air Reserve Station (PARS) 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 modifications to existing Runway 5/23 at the Youngstown-Warren Regional Airport in Vienna, Ohio (Attachment 1, Figures 1 and 2). 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. This memorandum is being sent because the project is a federal undertaking and Section 106 compliance is required. 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 project would retrofit the existing Runway 5/23 within an approximate 29.95-hectare (74-acre) project area or APE to meet the requirements for training operations (Attachment 1, Figure 2). The APE takes into account all areas where horizontal changes, ground disturbance, and activities are likely to occur from the Proposed Action. No substantial vertical changes are anticipated from the Proposed Action and, therefore, no changes within the viewshed will likely occur. Runway 5/23 would be painted in accordance with C-17 Assault Landing Zone (ALZ) training dimensions to be used for daytime ALZ training. Additionally, the runway would need temporary lighting to be used for nighttime ALZ training. The temporary lighting would require airport personnel to place the lighting at the beginning of each training operation and remove it after the training operation is completed. No permanent modifications to the runway structure would be made under Alternative 1 and minimal ground disturbance would occur. PARS would request that the marking and temporary lighting remain available to provide an alternate location for use when the Youngstown Air Reserve Station

(YARS) ALZ is closed for maintenance. There is a proposed project to widen the YARS ALZ, you will receive separate consultation for that project (Attachment 1, Figure 2). The Runway 5/23 retrofit is required to support training until the YARS ALZ project is completed. The modifications would be performed by the Western Reserve Port Authority (WRPA), which owns the runway.

4. *Cultural Resources Background*. In March 2019, Jacobs conducted a literature review for the proposed construction of a new entry control complex at YARS, hereafter referred to as the YARS Main Gate (Attachment 2). This project covered 17.14 hectares (42.35 acres) and was located 0.56 kilometer (0.35 mile) northeast of the current ALZ widening project location within YARS (Attachment 1, Figure 2. Through the literature review, Jacobs identified six archaeological surveys and one historic resources survey, as well as two archaeological sites and four previously recorded architectural resources within 1.6 kilometers (1.0 mile) of the YARS Main Gate. These resources are not located on YARS and were not impacted by the YARS Main Gate project. Jacobs submitted the YARS Cultural Resources Contingency Plan (the Plan) with the literature review (Attachment 3). The Plan was developed to assist base personnel with the preservation of cultural resources in the event of an unanticipated discovery of unidentified cultural resources on the base property. The Plan outlines the responsibilities and appropriate actions for base personnel and contractors under these circumstances, such as notification of the National Park Service, the Federal Historic Preservation Officer, and the Ohio Historic Preservation Office. The Plan also notes that archaeological and built-environment surveys were previously conducted within YARS and that no historic properties were identified. On 3 April 2019, the Ohio Historic Preservation Office concurred that no historic properties would be affected by the YARS Main Gate project and that no further cultural resources study was necessary barring unforeseen discoveries during construction within the Main Gate parcel (Attachment 4).

5. *Identification of Historic Properties*. As presented in the March 2019 literature review, six archaeological surveys and one historic resources survey have been conducted within 1.6 kilometers (1 mile) of the YARS Main Gate (see Attachment 2, Figure 3). These surveys included a November 1995 survey of YARS property immediately west of the Runway 5/23 Retrofit APE (Resource Applications, Inc. 1996). No archaeological sites were identified within YARS as a result of that or any other survey. None of the previously recorded archaeological sites or architectural resources are within the Runway 5/23 Retrofit APE. Four previously recorded architectural resources are within 1.6 kilometers (1 mile) of the YARS Main Gate, including the National Register of Historic Places (NRHP)-ineligible Beckett Aviation Hangar.

a. *Archaeological resources*. Two known archaeological sites within 1.6 kilometers (1 mile) of the YARS Main Gate and in proximity to the Runway 5/23 Retrofit APE are recorded: 33TR246 and 33TR268. Site 33TR246 is located 0.56 kilometer (0.35 mile) east of the Runway 5/23 Retrofit APE on the far side of State Route 193 and will not be affected by the widening project. The site was identified as a historic archaeological site, likely associated with a former building location on Alkire Farm (TRU205019). According to Weller (2011), the site is not considered significant, and no further work was recommended.

Site 33TR0268 is located 2.74 kilometers (1.7 miles) northwest of the Runway 5/23 Retrofit APE at the northeast corner of the intersection of Ridge Road and County Road 158. The site was identified during the 2015 Phase I survey for the King Graves Road realignment project (Mustain 2015) and consists of a single historic artifact. Mustain noted that as a result of the lack of artifacts and associated archaeological deposits, a recommendation for NRHP eligibility could not be made. Neither site was recommended eligible for listing in the NRHP, and no further work was recommended. No other archaeological sites were identified within, or in proximity to, the Runway 5/23 Retrofit APE during the 2019 literature review.

b. *Architectural resources*. Ohio Historic Inventories previously recorded four architectural resources within 1.6 kilometers (1 mile) of the YARS Main Gate: (1) Beckett Aviation Company Hanger (TRU0204919) built in 1940; (2) Alkire Farm/Sherman Leet/James Leet Farm (TRU0205019) built in 1830; (3) Clarence Leet Farm (TRU0205119) built in 1860; and (4) Robert G. Plyer Farm/Edwin Griffin Farm (TRU0205219) built in 1830. The three architectural resources associated with the mid-to-late nineteenth century farmsteads are located to the east of the regional airport and are separated from the Runway 5/23 Retrofit APE by distance, tree canopy, and modern infrastructure. Beckett Aviation Company Hanger (TRU0204919) is located to the northeast of the Runway 5/23 Retrofit APE and is not eligible for listing in the NRHP. Because no vertical changes are anticipated from the project, the APE was limited to the project footprint. None of the previously recorded architectural resources are located within the APE for this project, and no further identification or evaluation of architectural resources within the surrounding viewshed is warranted.

6. *Conclusions and recommendations*. The literature review conducted for the 2019 construction of the YARS Main Gate identified no known archaeological sites within YARS and the proposed Runway 5/23 Retrofit APE. Further, a 1995 Phase I archaeological survey of the area immediately west of the current APE found no archaeological resources. Consequently, the potential for unknown archaeological sites within the project footprint is low. The project will be limited to the 29.95 hectares (74 acres) runway and immediately adjacent vicinity. The project occurs in a location that was heavily disturbed by runway and associated infrastructural installation and maintenance activities. There were no prior records indicating that cultural resources previously existed within the project APE. Furthermore, limited ground disturbance is anticipated. No previously recorded architectural resources are located within the project APE, and no vertical changes from the project are anticipated. Therefore, no historic properties will be affected, and no further identification or evaluation of archaeological or architectural resources is recommended. If previously undiscovered cultural resources are encountered during construction, the stipulations and mitigation measures in the Plan (Attachment 3) would be implemented, and appropriate actions and notifications would occur.

7. We respectfully request your review and comments in accordance with Section 106 of the NHPA (36 CFR Part 800). Please provide written comments on the undertaking within 30 days of receipt of this letter. Please address comments by mail to 911 AW/CEV, Attention: John Tower, 2475 Defense Avenue, Coraopolis, PA 15108, or by email to john.tower.1@us.af.mil and jessica.brooks.12@us.af.mil. Please include "Runway 5/23 Retrofit" in the subject line. If you have any questions, contact John Tower (412) 474-8749 or Jessica Brooks at (412) 474-8428.

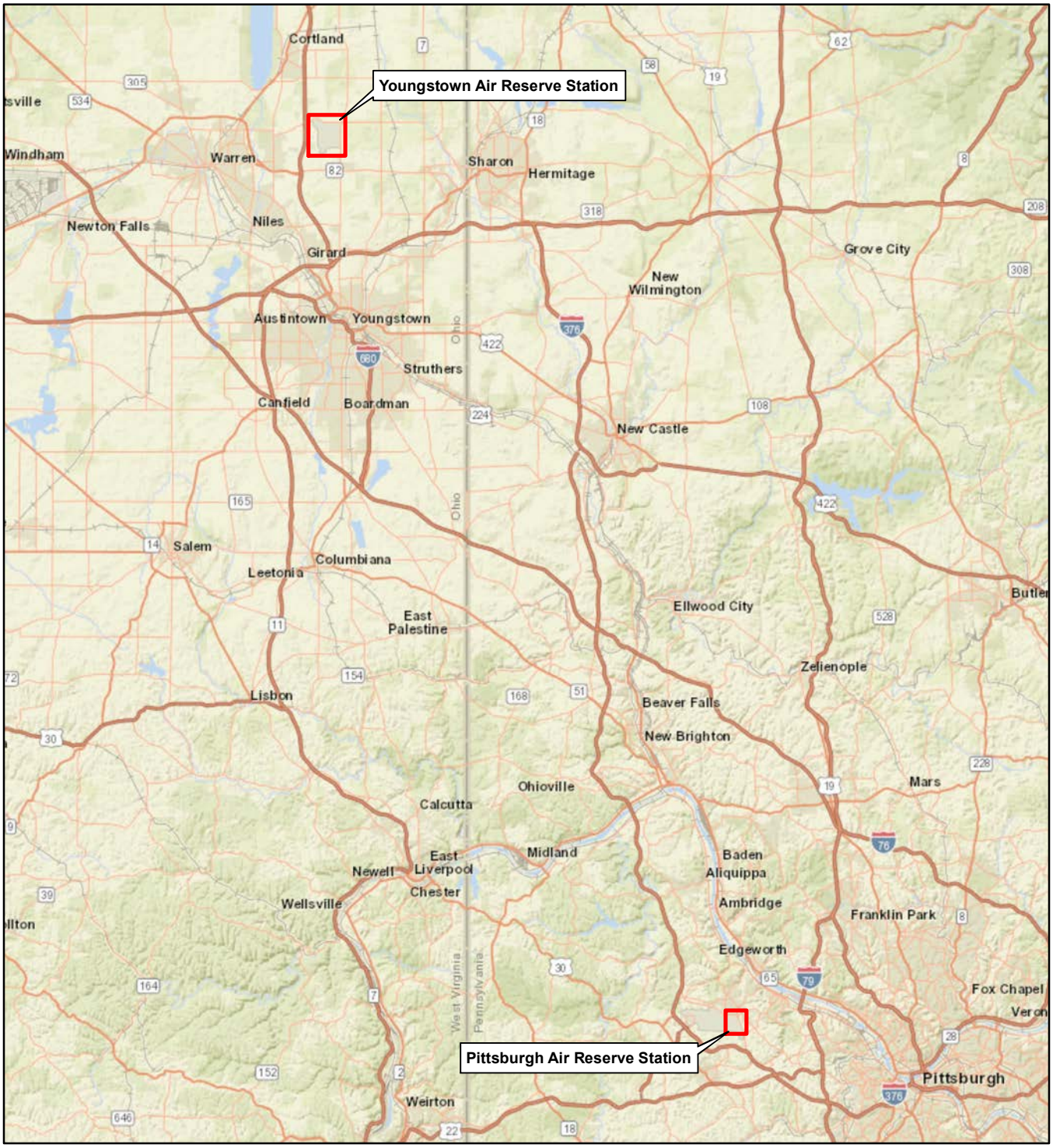
8. Additionally, as part of the scoping process for the Runway 5/23 Retrofit EA, we are gathering input on the issues of concern to address and analyze in the EA. Please let us know if your agency has any comments or is interested in receiving a link to the draft EA, which will be available for government and public comment in the summer of 2022. Thank you for your assistance.

TOWER.JOHN.E.1036184996 Digitally signed by TOWER.JOHN.E.1036184996
Date: 2022.02.10 10:31:20 -05'00'

John Tower
Chief, Environmental Flight

4 Attachments:
1. Figures
2. 2019 Consultation
3. Cultural Resource Contingency Plan
4. 2019 OHPO Concurrence

Attachment 1
Figures



Legend

Air Reserve Station Location

0 5 10 20

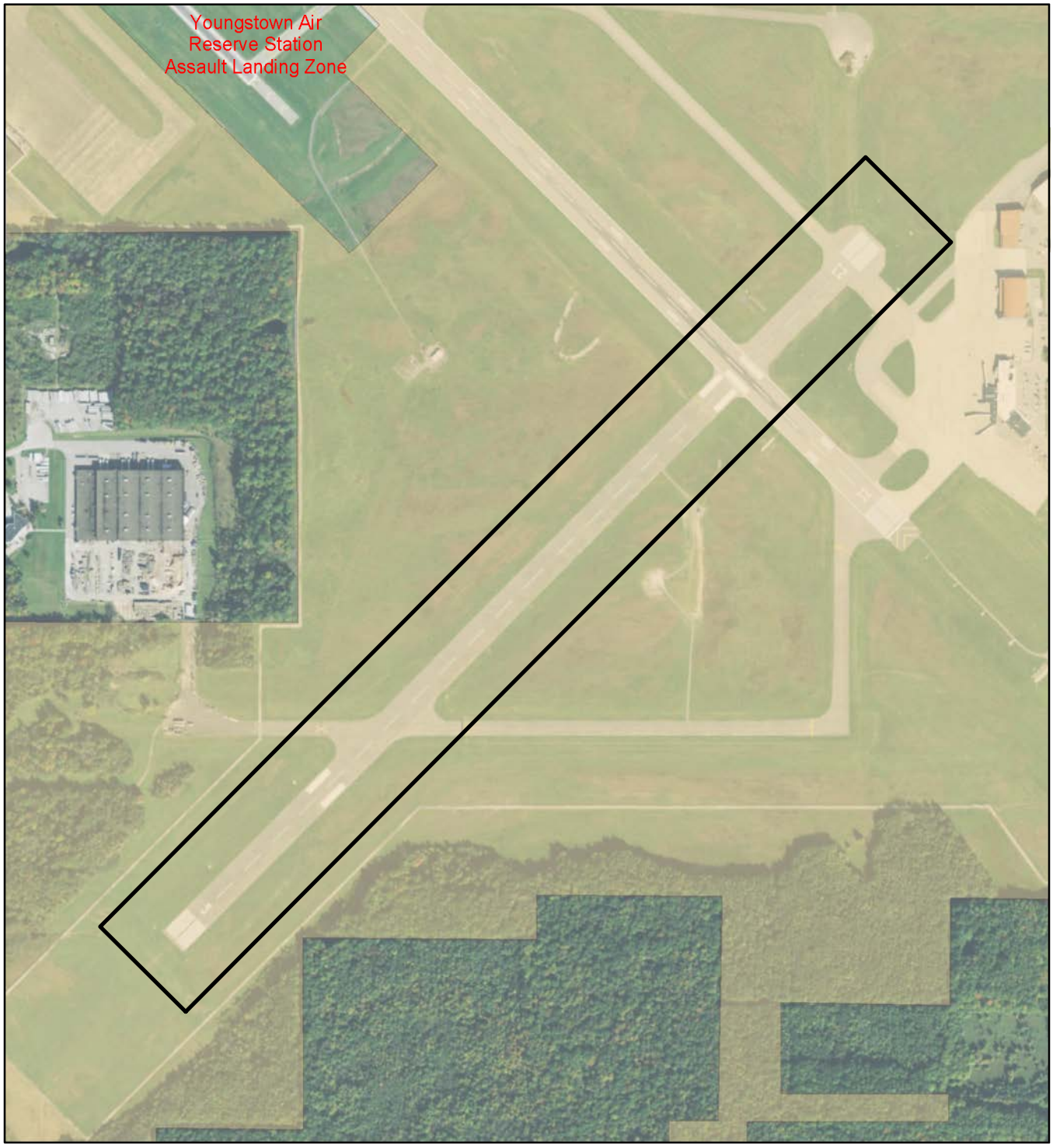
Miles

N

Figure 1
General Location Map
Runway 5/23 Retrofit
Youngstown-Warren Regional Airport, Ohio

Basemap Source: Esri World Street Map

\\dc1vs01\gisproj\U\USACE\Youngstown\Maps\Report\DOPAA\523_Retrofit\Figure_1-1_211201.mxd



Legend

Area of Potential Effects (approximately 29.95 hectares [74 acres])

Regional Airport Boundary

0 500 1,000 2,000

Feet

N

Figure 2
Proposed Project Area
Runway 5/23 Retrofit
Youngstown-Warren Regional Airport, Ohio

Basemap Source: USDA, NAIP

\\dc1vs01\gisproj\U\USACE\Youngstown\Maps\Report\DOPAA\523_Retrofit\Figure_2-1_211201.mxd

Attachment 2
2019 Consultation

DEPARTMENT OF THE AIR FORCE
AIR FORCE RESERVE COMMAND

04 March 2019

MEMORANDUM FOR OHIO STATE HISTORIC PRESERVATION OFFICER
ATTENTION: BURT LOGAN
Executive Director & CEO, Ohio History Connection
800 E. 17th Avenue
Columbus, OH 43211-2474

FROM: 910 MSG/CEV
3976 King Graves Road Unit 37
Vienna OH 44473-5912

SUBJECT: Construction of a New Entry Control Complex at Youngstown Air Reserve Station, Vienna Township, Trumbull County, Ohio

1. The U.S. 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) of 1969. This EA will analyze the potential impacts and environmental consequences associated with the construction and operation of a new Entry Control Complex (Main Gate) at YARS, located in Vienna Township, Trumbull County, Ohio. The EA will evaluate potential environmental consequences of the Proposed Action and alternatives in accordance with the provisions of Title 32, *Code of Federal Regulations* (CFR) Part 989, and 40 CFR Parts 1500 through 1508 (Council on Environmental Quality's NEPA implementing regulations).

2. Impacts to cultural resources from federal projects are regulated through legislation, including Section 106 of the National Historic Preservation Act of 1966 (as amended), and 36 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. Because the project is a federal undertaking, Section 106 compliance will be required. NEPA must also consider impacts to cultural resources.

3. On behalf of YARS, Jacobs Engineering Group Inc. (Jacobs) conducted a cultural resources desktop literature review for the new Main Gate. The purpose of this review was to assess the probability of significant cultural resources within the project area and to make recommendations for cultural resources compliance.

4. PROJECT DESCRIPTION. The project includes the construction of a new Main Gate for YARS on a 17.14-hectare (42.35-acre) parcel (referred to as the project area), situated adjacent to the facility to the east (Attachment 1, Figure 1). YARS does not currently own the parcel but is in negotiations for acquisition of the land. The parcel, previously referred to as the "Alderman Farm Parcel," consists of two and one-half tax parcels utilized for agricultural purposes as farm land. Historical aerial photographs show structures on the Alderman Farm Parcel property from approximately 1938 to 2011. Features of these structures were confirmed with the property owner, which included a house, barn, and several storage sheds for farming machinery and equipment. According to the property owner, these structures were no longer used circa 2007. The structures were demolished sometime after 2011 as there were none observed during a May 2017 visual site inspection conducted as part of an environmental baseline survey. A drinking water well associated with the former house was also decommissioned (AFRC, 2017).

5. The new Main Gate would serve as the primary means of ingress and egress for installation personnel and would serve limited commercial traffic. The proposed Main Gate would consist of a gate house with a covered canopy, vehicle inspection facility, visitor center, overwatch facility, roads, sidewalks, fencing, signage, parking, vehicle barrier systems, landscaping, and associated infrastructure. Parking areas with associated ingress and egress lanes would be constructed for commercial vehicle inspection and for the visitor center. Following construction, the existing gate/main entrance area would be closed.

6. Structures and features constructed as part of the new Main Gate would be designed to complement each other as well as match the existing architecture on YARS for consistency in appearance. The project would comply with antiterrorism/force protection requirements per the U.S. Department of Defense's Unified Facilities Code and AFI 10-245. Facilities would have sustainable principles, to include Life Cycle cost-effective practices that would be integrated into the design, development, and construction of the project in accordance with the Energy Policy Act (EPAct) of 2005, Executive Orders (EO) 13423 and 13514, and other applicable laws and EOs.

7. While the parcel to be purchased for the project measures 17.14 hectares (42.35 acres), the proposed project footprint would be approximately 2.27 hectares (5.6 acres) in size, which includes an inspection bay measuring approximately 323 square meters (3,475 square feet), a gate house measuring approximately 18 square meters (190 square feet), an overwatch facility approximately 5 square meters (50 square feet) in size, and a visitor center measuring approximately 143 square meters (1,535 square feet).

8. AREA OF POTENTIAL EFFECTS. For the purpose of this cultural resources desktop review, the Area of Potential Effects (APE), which considers both direct and indirect project impacts, is limited to the area within or immediately adjacent to the 17.14-hectare (42.35-acre) parcel, as well as the existing YARS facility (see Attachment 1, Figure 2).

9. YARS sits on lands that are historically associated with several Native American tribes. The tribes to be contacted for the project are:

a. Delaware Nation
b. Delaware Tribe of Indians
c. Miami Tribe of Oklahoma
d. Ottawa Tribe of Oklahoma
e. Wyandotte Nation
f. Cayuga Nation
g. Oneida Nation of New York
h. Oneida Nation of Wisconsin
i. Onondaga Nation
j. St. Regis Mohawk Tribe
k. Seneca Nation of Indians
l. Seneca-Cayuga Nation
m. Tonawanda Seneca Nation
n. Tuscarora Nation

10. EXISTING CULTURAL RESOURCES CONTINGENCY PLAN. 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 (see Attachment 2). The CRCP references four previous cultural resources investigations that have occurred within the base (Brenner 1977; Murphy 1989; Resource Applications, Inc. 1996; Davis et al. 1996). None of these previous surveys identified cultural resources within

the base boundaries. These investigations are discussed further below. The CRCP concludes with procedures for dealing with unanticipated cultural resources discoveries on the base.

11. PREVIOUSLY RECORDED CULTURAL RESOURCES. Jacobs conducted a literature review for the project on January 24, 2019 using the Ohio Historic Preservation Office online mapping database, which includes the Ohio Archaeological Inventory, Ohio Historic Inventory (OHI), National Register of Historic Places (NRHP), NRHP Determinations of Eligibility (DOE) files, Ohio Genealogical Society (OGS) Cemetery Registry files, and previously conducted cultural resources surveys. The dual purpose of the review was to locate previously recorded cultural resources within the APE and to provide information on the expected types and locations of sites within the project vicinity. Research focused on the project area, as well as a 1.6-kilometer (1-mile) radius centered on the project (Study Area).

12. Six archaeological surveys and one historic resources survey have been conducted within 1.6 kilometers (1 mile) of the project. There are two archaeological sites and four architectural resources documented within the Study Area (Attachment 1, Figure 3). None of the previously recorded archaeological sites or architectural resources are within the project area. At the time it was recorded, the Beckett Aviation Hangar was not eligible for inclusion on the NRHP.

a) Archaeological Resources. Two previously identified archaeological sites (33TR246 and 33TR268) are within the Study Area (Attachment 1, Figure 3). Site 33TR0246 was identified as an historic archaeological site, likely associated with a former building location, recorded as OHI #TRU205019, the Alkire Farm. According to Weller (2011), the site is not considered to be significant, and no further work was recommended. Site 33TR246 is well outside of the project area, east of State Route (SR) 193, and will not be affected by the project. Site 33TR0268 was identified during the 2015 Phase I survey for the King Graves Road realignment project (Mustain 2015). This site consists of a single historic artifact. Mustain noted that due to the lack of artifacts and associated archaeological deposits, a recommendation for NRHP eligibility could not be made. This site is located well outside the project area, north of the facility, at the northeast corner of the intersection of Ridge Road and County Road (CR) 158. Neither of these sites was recommended eligible for listing on the NRHP, and no further work was recommended.

b) Architectural Resources. The OHI lists four previously recorded architectural resources within the Study Area, including three single dwellings/barns associated with farmsteads and one aviation hangar (Table 1). The Beckett Aviation Company Hangar was recorded during the 1996 DOE for the adjacent Youngstown-Warren Regional Airport. At the time it was recorded, the Beckett Hangar was determined not eligible for inclusion on the NRHP. The remaining OHI-listed resources are all recorded as early-to-mid-nineteenth-century single dwellings or barns. All three of these resources are located on SR 193, east of the YARS facility (see Attachment 1, Figure 3). Note: The current name of the airport is Youngstown-Warren Regional Airport; however, some historical documents and maps refer to it as the Youngstown-Warren Municipal Airport.

c) Table 1: OHI-Listed Resources in the Study Area

OHI Number	Resource Name	Address	Resource Type	Date
TRU0204919	Beckett Aviation Company Hangar	Youngstown-Warren Municipal Airport	Air-Related	1940
TRU0205019	Alkire Farm/Sherman Leet Farm/James Warren Leet Farm	1814 SR 193	Single Dwelling/Barn	1830

OHI Number	Resource Name	Address	Resource Type	Date
TRU0205119	Clarence Leet Farm	1817 SR 193	Single Dwelling/Barn	1860
TRU0205219	Robert G. Plyler Farm/Edwin Griffin Farm	1918 SR 193	Single Dwelling/Barn	1830

d) Previous Cultural Resources Studies. Six archaeological surveys and one historic architecture survey were identified within 1.6 kilometers (1 mile) of the project APE (Table 2). None of the previous cultural resources surveys occurred within the project area. Of these, four of the previous archaeological surveys and the historic architecture survey occurred within the Youngstown-Warren Regional Airport property and a portion of one previous survey (13351) is within the YARS facility (Armstrong 1996; Blank 1984; Davis et al. 1996; Resource Applications, Inc. 1996; White 1976). The archaeological surveys that were completed within the Youngstown-Warren Regional Airport are primarily associated with improvements to the airport facilities. These included three Phase I investigations and one Phase II investigation. None of these surveys identified any archaeological resources within the YARS facility.

The remaining two previous archaeological surveys were associated with road improvements for King Graves Road and for improvements to a sewer line along SR 193 (Mustain 2015 and Weller 2011). The 2011 Weller survey identified one archaeological site, Site 33TR246, which is an historic site likely associated with the former Alkire Farm (OHI #TRU205019) location. This site was recommended not eligible for the NRHP. The 2015 ASC Group Inc. Phase I survey identified two archaeological sites—one prehistoric isolated find (33TR267) and one historic-period isolated find (33TR268). Neither archaeological site was evaluated for NRHP eligibility due to the lack of subsurface deposits and the narrowness of the survey area (Mustain 2015).

e) Table 2: Previous Surveys Within the Study Area

Ref. No.	Author/Year	Title
13351	Resource Applications, Inc. 1996	Final Report for Archaeological Survey, Youngstown Air Reserve Station, Vienna, Ohio
13475	Davis et al. 1996	Cultural Resource Investigations, Youngstown-Warren Regional Airport, Vienna and Fowler Townships, Trumbull County, Ohio
15693	Blank 1984	Results of a Phase I and II Archaeological Survey of the Shortfield Takeoff and Landing Zone, and Proposed relocation of Ridge Road at the Youngstown Municipal Airport, Vienna Township, Trumbull County, Ohio.
15696	White 1976	An Archaeological Assessment of the ILS/MALSR System Right-Of-Way Located at the 32 End of Runway 14/32, Youngstown Municipal Airport, Trumbull County, Ohio.

Ref. No.	Author/Year	Title
18530	Weller 2011	Phase I Archaeological Survey for the Approximately 5.43 km (3.37 mi) Long Little Squaw Creek Sanitary Sewer Interceptor Project (Phase 4) in Vienna Township, Trumbull County, Ohio
19948	Mustain 2015	Phase I Archaeological Survey for TRU-CR 158-2.24 (PID 81430), the Proposed Realignment of King Graves Road (CR 158) in Fowler and Vienna Townships, Trumbull County, Ohio
H00315	Armstrong 1996	Determination of Eligibility: Youngstown-Warren Regional Airport. Vienna & Fowler Townships, Trumbull County, Ohio

f) Historic Mapping. In addition to a review of previously recorded cultural resources, Jacobs reviewed online historic mapping. Historic atlases from 1830, 1840, and 1850 (OGS), 1874 (Everts), and 1899 (The American Atlas Company) illustrate that the project area and the surrounding Vienna Township were largely rural and dominated by agricultural activities.

In addition to the historic atlases, the 1914 Archaeological Map of Ohio was consulted (Mills 1914). Similar to other maps of its time (e.g., Guernsey 1932), this map depicts archaeological resources at a county-wide scale. The Mills map provides an overview of sites across the counties but limits the locational accuracy of these features.

In Trumbull County, Mills' map does not depict any archaeological resources within the current project area. The map does list a total of 30 prehistoric archaeological sites in Trumbull County, including mounds, village sites, and burials distributed along the Mahoning and Grand Rivers and Pymatuning Creek.

13. CONCLUSIONS AND RECOMMENDATIONS. The literature review identified seven cultural resources surveys within the 1.6-kilometer (1-mile) radius of the project, with two historic archaeological sites and four architectural resources. None of the previously recorded resources were located within the project area, and none of the previous cultural resources surveys intersects the current project area. Of the cultural resources surveys conducted within the Study Area, two identified new archaeological sites. However, these sites were isolated finds or low-density sites, both of which are outside of the project area. The four previous cultural resources surveys within the Youngstown-Warren Regional Airport and YARS facility did not identify any archaeological resources; one architectural resource was identified within the Youngstown-Warren Regional Airport.

The 42-acre project area has not been subjected to a Phase I archaeological survey and there are known historic occupations located within the project APE. Information gathered during the records review suggests that there is a moderate-to-high probability of finding new historic-period archaeological sites, especially in association with the Alderman Farmstead. Previous cultural resources investigations surrounding YARS indicate a low probability that significant prehistoric deposits will be present.

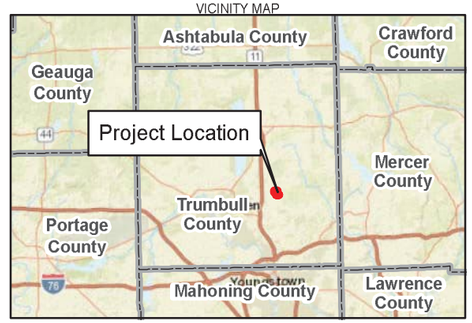
14. We respectfully request that you provide formal comments on the undertaking within 30 days of receipt of this letter. Please address questions or comments to 910 AW Public Affairs, Attention: Eric White, 3976 King Graves Road Unit 12, Vienna, OH 44473-5912; or by email at: 910aw.pa@us.af.mil. If you have any questions, please contact Mr. White at (330) 609-1236. Thank you for your assistance.

WILLIAM FINK
Chief of Environmental Engineering

2 Attachments:
1. Figures
2. CRCP

Attachment 1
Figures

VICINITY MAP



LEGEND

Parcel Boundary

Area of Potential Effects

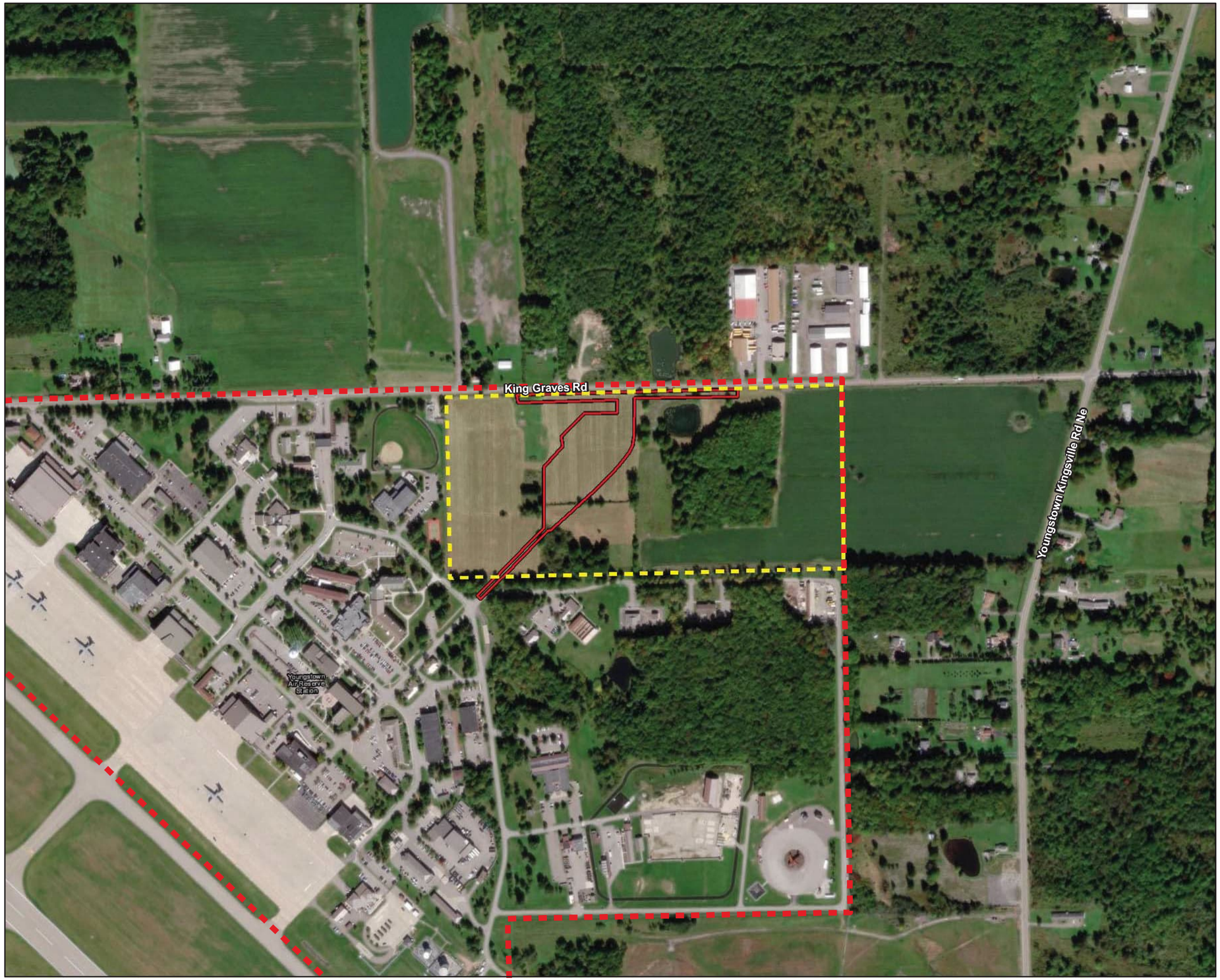
BASE MAP SOURCE:
USGS 7.5-minute Topographic Quadrangle:
Cortland, OH (published 1980)

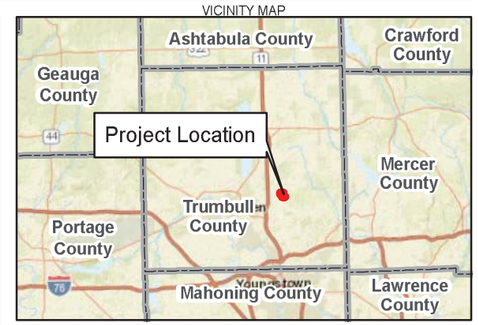
N

0 1,000 2,000
Feet

0 305 610
Meters

Figure 1.
Project Location
Youngstown Air Reserve Station
Vienna, Ohio





LEGEND

Name

- Parcel Boundary
- Approximate Project Footprint
- Area of Potential Effects

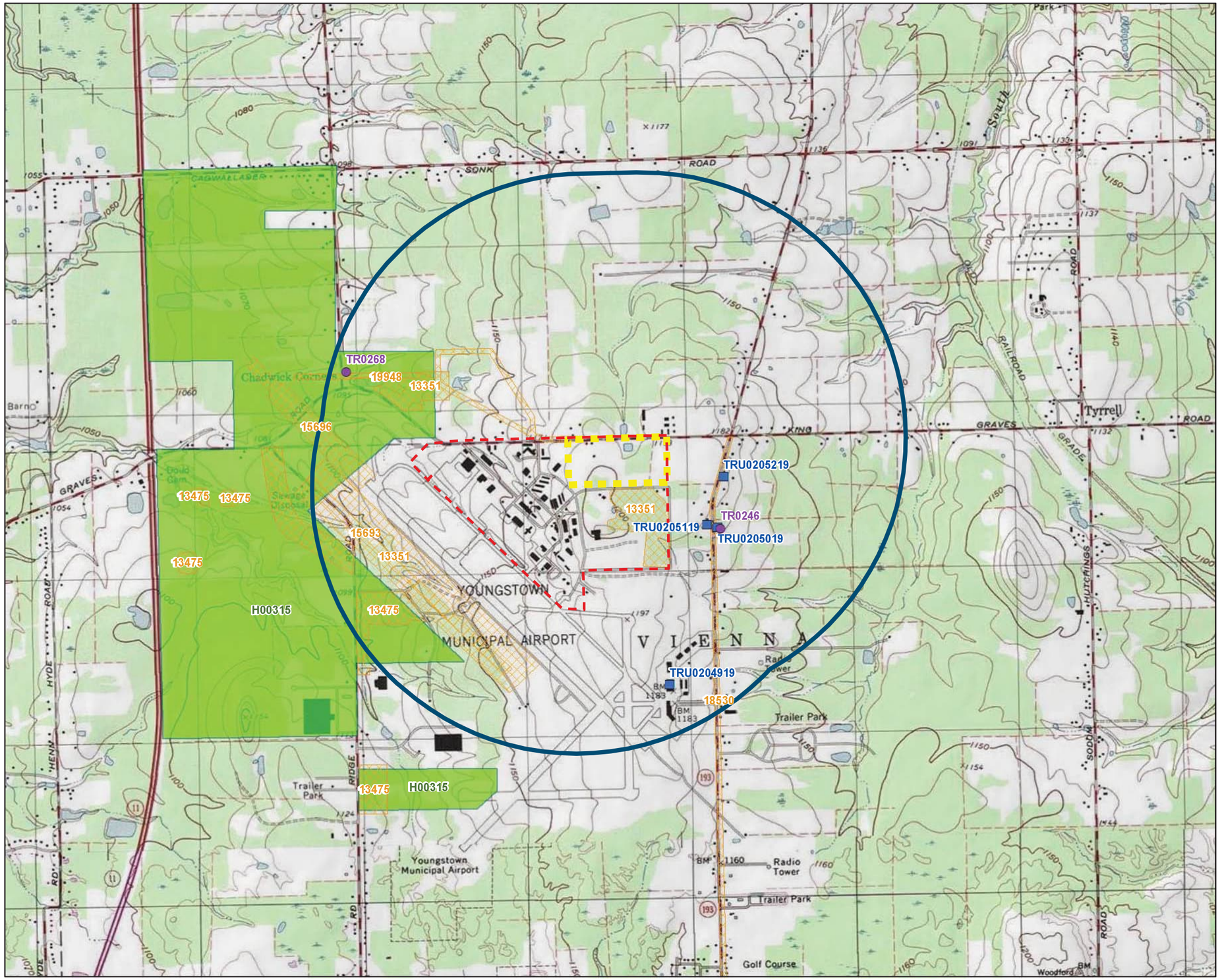
BASE MAP SOURCE:
Esri World Imagery Layer, 2014

N

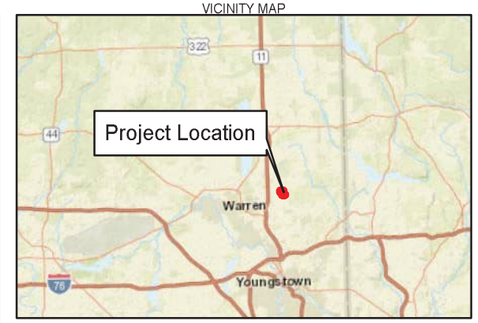
0 250 500
Feet

0 75 150
Meters

Figure 2.
Project Overview
Youngstown Air Reserve Station
Vienna, Ohio



VICINITY MAP



LEGEND

- Archaeological Site
- OHI Structure
- Phase I Archaeological Survey
- Architectural Resources Survey
- Study Area (1-mile radius)
- Parcel Boundary
- Area of Potential Effects

BASE MAP SOURCE:
USGS 7.5-minute Topographic Quadrangle:
Cortland, OH (published 1980)

N

0 1,000 2,000
Feet

0 305 610
Meters

Figure 3.
Known Cultural Resources
Youngstown Air Reserve Station
Vienna, Ohio

Attachment 3
Cultural Resource Contingency Plan

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:

W. E. Fink

WILLIAM E. FINK
Environmental Engineer

25 January 2017
DATE

TABLE OF CONTENTS

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1.0 INTRODUCTION 1
1.1 Executive Summary 1
1.2 Background 1
1.3 Definitions 1
1.4 References 1
1.5 Responsibilities 1

CHAPTER 2
2.0 PROCEDURES 2
2.1 Protective Measures 2
2.2 Reporting Requirements 2
2.3 Mitigation Measures 2

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.

CHANGE	DATE OF CHANGE	DATE POSTED	PERSON POSTING CHANGE

RECORD OF REVIEW

DATE	REVIEWED BY	ORGANIZATION	REMARKS
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

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

ORGANIZATION	OFFICE SYMBOL
Civil Engineering	CEA
Environmental Engineering	CEV
Base Contracting	LGC
Base Plans Office	XP

Attachment 4
2019 OHPO Concurrence

OHIO HISTORY CONNECTION

In reply refer to
2019-TRU-44355

April 3, 2019

Eric White
910 MSG/CEV
3976 King Graves Road, Unit 37
Vienna, Ohio 44473-5912

Dear Mr. White:

Re: Entry Control Complex, Youngstown Air Reserve Station, Vienna Township, Trumbull County, Ohio

This is in response to your correspondence, received on March 8, 2019, regarding this project. The undertaking is defined as the construction of a new main gate complex at the Youngstown Air Reserve Station in Vienna Township, Trumbull County, Ohio. My comments are made pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended, and the associated regulations at 36 CFR Part 800.

Based on the information submitted, it is my opinion that the proposed undertaking will not affect properties listed in or eligible for listing in the National Register of Historic Places. No further coordination is required unless the project changes or archaeological remains are discovered during the course of the project. In such a situation, this office should be contacted as per 36 CFR 800.13.

Please be advised that this is a Section 106 decision. This review decision may not extend to other SHPO programs. If you have any questions, please contact me at (614) 298-2000, or by email at nyoung@ohiohistory.org.

Sincerely,

Nathan J. Young, Project Reviews Manager
Resource Protection and Review

DEPARTMENT OF THE AIR FORCE
AIR FORCE RESERVE COMMAND

09 February 2022

MEMORANDUM FOR OHIO DEPARTMENT OF NATURAL RESOURCES
ATTENTION: MIKE PETTEGREW
Office of Real Estate & Land Management
2045 Morse Road Building E-2
Columbus OH 43229-6693

FROM: 911th Airlift Wing
Pittsburgh Air Reserve Station
2475 Defense Avenue
Coraopolis, PA 15108

SUBJECT: Environmental Review Request for the 911th Airlift Wing, Youngstown-Warren Regional Airport Runway 5/23 Retrofit for C-17 Training

1. The Air Force Reserve Command (AFRC) and Pittsburgh Air Reserve Station (PARS) are preparing an Environmental Assessment (EA) in accordance with the National Environmental Policy Act (NEPA). The EA will analyze the potential impacts and environmental consequences associated with the retrofit of an existing runway at Youngstown-Warren Regional Airport, which would have markings and lighting modified to accommodate training with a C-17 aircraft (Attachment, Figures 1 and 2).

2. Runway 5/23 is approximately 0.95 mile long and would be painted for daytime C-17 training. Additionally, temporary lighting would be placed by airport personnel before each nighttime training operation and removed once completed. No permanent modification to the runway structure would be made. Youngstown-Warren Regional Airport is in Trumbull County, Ohio, approximately 12 miles north of the city of Youngstown, Ohio, and within the Vienna Township. Latitude and longitude for the center of the project is 41°15'18.41"N, 80°41'31.2"W.

3. The project area includes a paved runway and the maintained airfield immediately surrounding it (Attachment, Figure 2). No ground disturbance will occur for this project, so no impacts to ecological resources are anticipated.

4. Please let us know if your agency is interested in receiving a link to the draft EA that will be available for government and public comment in summer 2022.

5. Please address comments by mail to 911 AW/CEV, Attention: John Tower, 2475 Defense Avenue, Coraopolis, PA 15108, or by email to john.tower.1@us.af.mil and jessica.brooks.12@us.af.mil. Please include "Runway 5/23 Retrofit" in the subject line. If you have any questions, contact John Tower (412) 474-8749 or Jessica Brooks at (412) 474-8428. Thank you for your assistance.

TOWER.JOHN.E.1036184996
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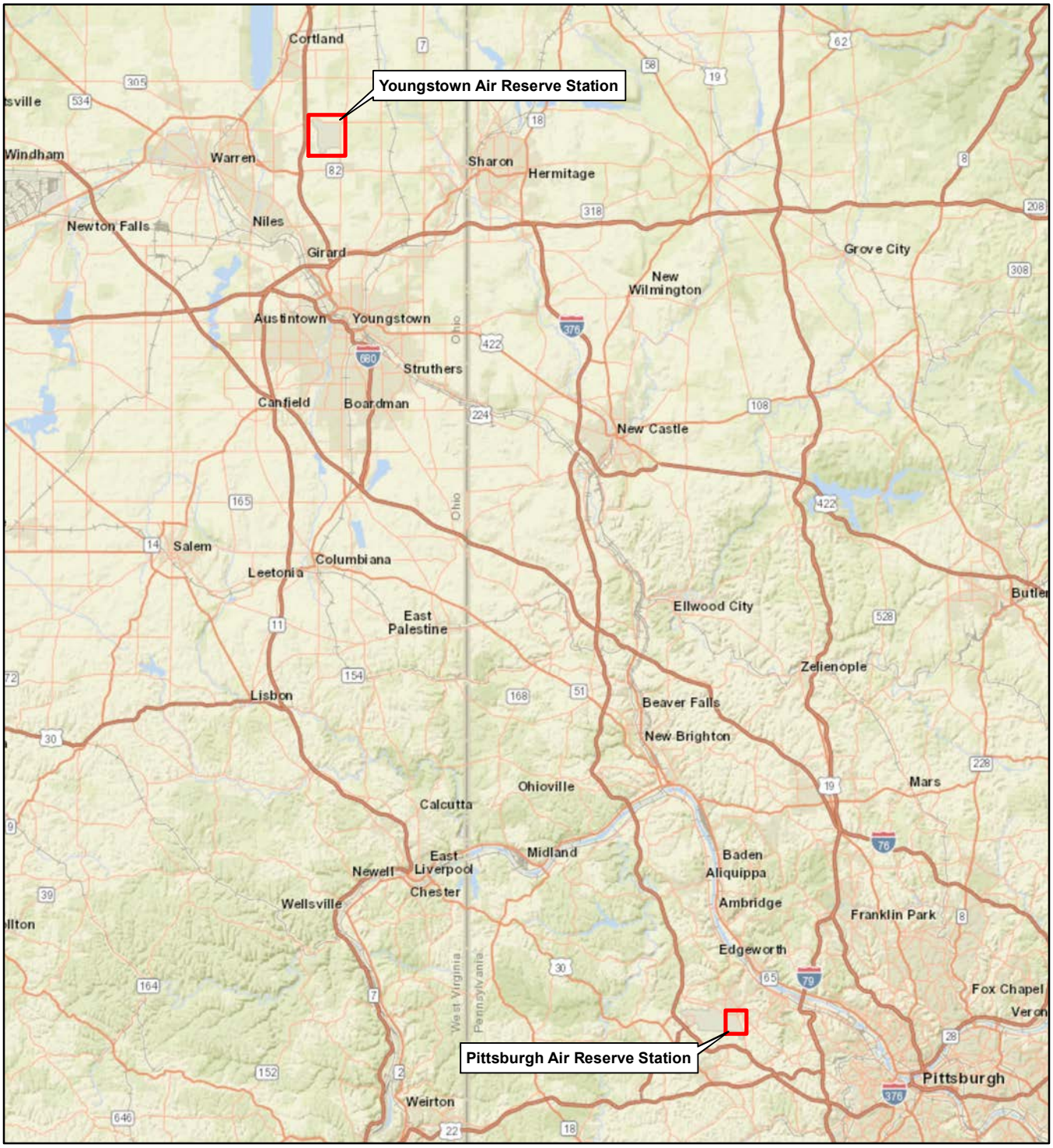
Date: 2022.02.10 10:11:19 -05'00'

John Tower
Chief, Environmental Flight

Attachment



Legend

Air Reserve Station Location

0 5 10 20

Miles

N

Figure 1
General Location Map
Runway 5/23 Retrofit
Youngstown-Warren Regional Airport, Ohio

Basemap Source: Esri World Street Map

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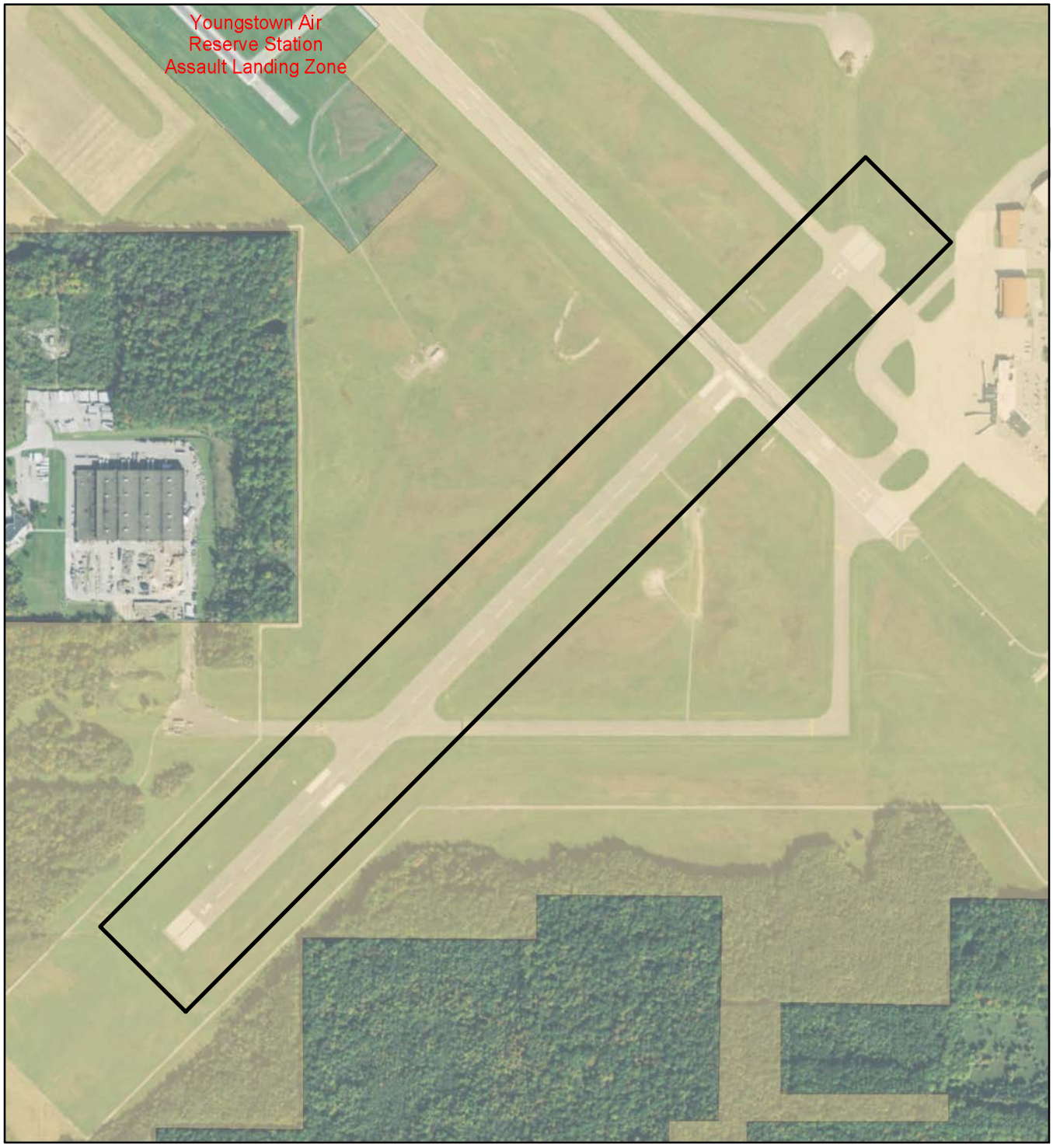

Legend

Area of Potential Effects (approximately 29.95 hectares [74 acres])

Regional Airport Boundary

0 500 1,000 2,000

Feet

N

Figure 2
Proposed Project Area
Runway 5/23 Retrofit
Youngstown-Warren Regional Airport, Ohio

Basemap Source: USDA, NAIP

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DEPARTMENT OF THE AIR FORCE
AIR FORCE RESERVE COMMAND

09 February 2022

MEMORANDUM FOR U.S. FISH AND WILDLIFE SERVICE
ATTENTION: ANGELA BOYER, ENDANGERED SPECIES COORDINATOR
4625 Morse Rd Suite 104
Columbus, OH 43230

FROM: 911th Airlift Wing
Pittsburgh Air Reserve Station
2475 Defense Avenue
Coraopolis, PA 15108

SUBJECT: Section 7 Coordination for the 911th Airlift Wing, Youngstown-Warren Regional Airport Runway 5/23 Retrofit for C-17 Training

1. The Air Force Reserve Command (AFRC) and Pittsburgh Air Reserve Station (PARS) are preparing an Environmental Assessment (EA) in accordance with the National Environmental Policy Act (NEPA). The EA will analyze the potential impacts and environmental consequences associated with the retrofit of an existing runway at Youngstown-Warren Regional Airport, which would have markings and lighting modified to accommodate training with a C-17 aircraft (Attachment 1, Figures 1 and 2).

2. Runway 5/23 is approximately 0.95 mile long and would be painted for daytime C-17 training. Additionally, temporary lighting would be placed by airport personnel before each nighttime training operation and removed once completed. No permanent modification to the runway structure would be made. Youngstown-Warren Regional Airport is in Trumbull County, Ohio, approximately 12 miles north of the city of Youngstown, Ohio, and within the Vienna Township. Latitude and longitude for the center of the project is 41°15'18.41"N, 80°41'31.2"W.

3. The project area includes a paved runway and the maintained airfield immediately surrounding it. No ground disturbance will occur for this project, so no impacts to ecological resources are anticipated.

4. The U.S. Fish and Wildlife Service (USFWS) Information, Planning, and Conservation (IPaC) Trust Resource Report prepared for the project indicates four federally listed species: the Indiana bat (*Myotis sodalis*; endangered); the northern long-eared bat (*Myotis septentrionalis*; threatened); the eastern massasauga (*Sistrurus catenatus*; threatened); and the monarch butterfly (*Danaus plexippus*; candidate). These species have the potential to occur in the vicinity of the project area (Attachment 2).

5. Because the proposed project area is either paved or regularly maintained by mowing, milkweed plants cannot grow to maturity and there is no reproductive habitat for the monarch butterfly. The Proposed Action would have **no effect** on the monarch butterfly.

6. Nighttime training operations currently occur at two locations, one of which is outside the range of the northern long-eared bat, so the Proposed Action may introduce a small increased potential for the bat to be struck by aircraft. Nighttime training operations would be limited to six per week and aircraft would operate away from optimal foraging habitat for the northern long-eared bat. In addition, there are no trees within the project area; therefore, there is no roosting habitat for the northern long-eared bat. The Proposed Action **may affect, but is not likely to adversely affect** the northern long-eared bat.

7. Nighttime training operations currently occur outside the range of the Indiana bat, so the Proposed Action may introduce an increased potential for the bat to be struck by aircraft. Nighttime training operations would be limited to six per week and aircraft would operate away from optimal foraging habitat for the Indiana bat. In addition, there are no trees within the project area; therefore, there is no roosting habitat for the Indiana bat. The Proposed action **may affect, but is not likely to adversely affect** the Indiana bat.

8. There are no wetlands within the project area and there is no habitat for the eastern massasauga. The Proposed Action would have **no effect** on the eastern massasauga.

9. The AFRC respectfully requests concurrence with our determination within 30 days of receipt of this letter. Please send correspondence by mail to 911 AW/CEV, Attention: John Tower, 2475 Defense Avenue, Coraopolis, PA 15108, or by email to john.tower.1@us.af.mil and jessica.brooks.12@us.af.mil. Please include "Runway 5/23 Retrofit" in the subject line. If you have any questions, contact John Tower (412) 474-8749 or Jessica Brooks at (412) 474-8428. Thank you for your assistance.

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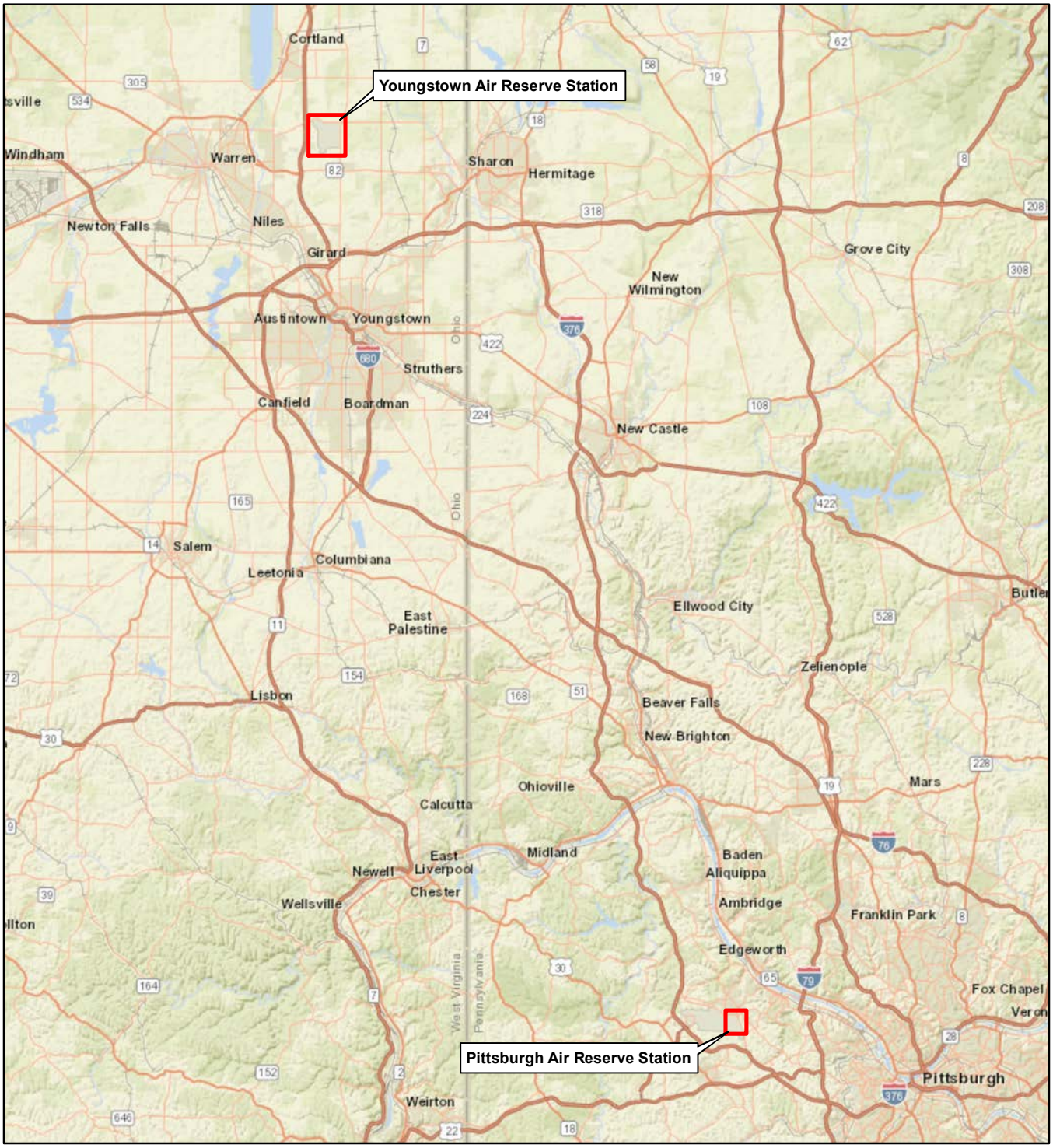
Date: 2022.02.10 10:04:05 -05'00'

John Tower
Chief, Environmental Flight

2 Attachments:
1. Figures
2. USFWS IPaC Trust Resource Report

Attachment 1
Figures



Legend

Air Reserve Station Location

0 5 10 20

Miles

N

Figure 1
General Location Map
Runway 5/23 Retrofit
Youngstown-Warren Regional Airport, Ohio

Basemap Source: Esri World Street Map

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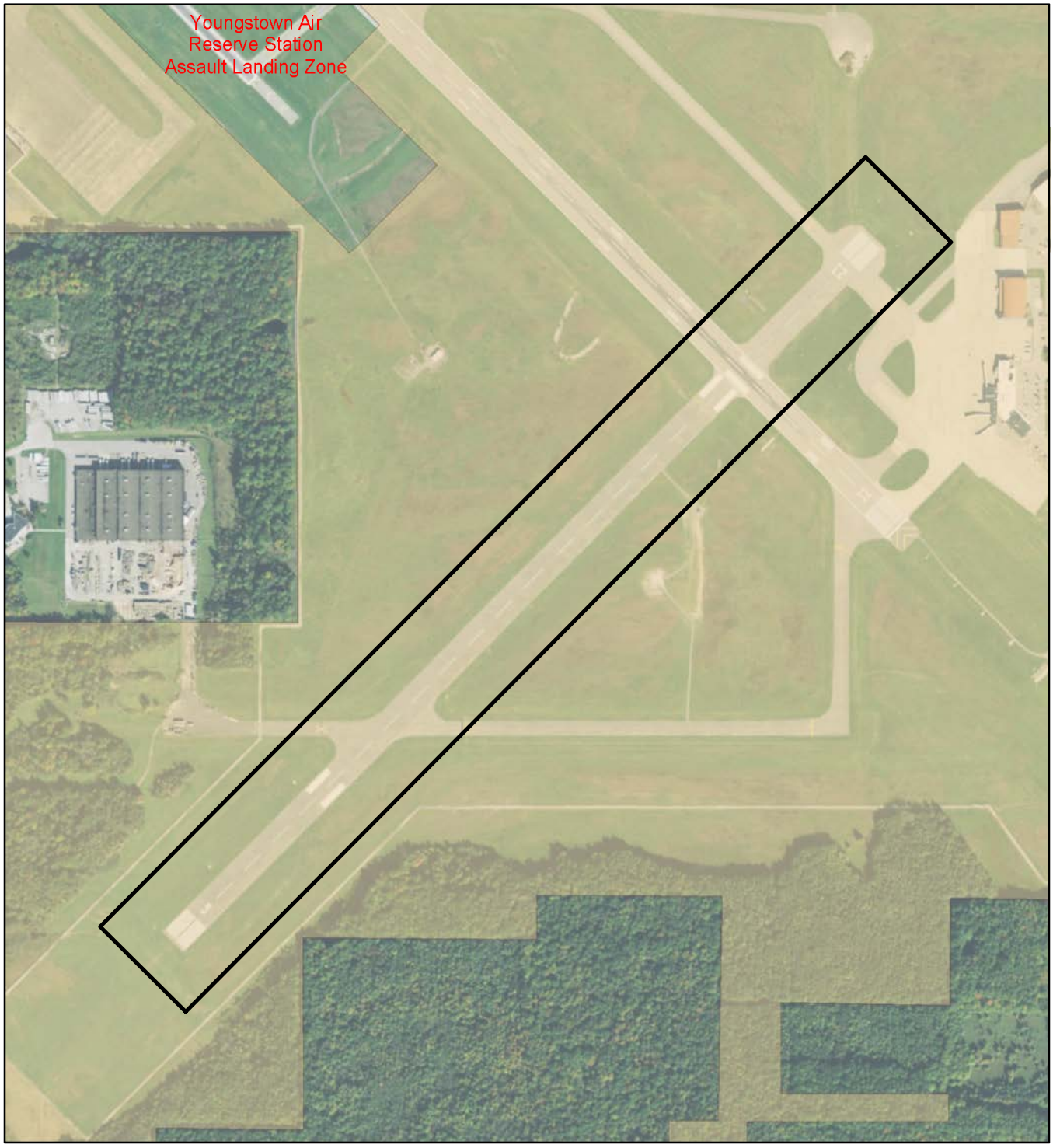

Legend

Area of Potential Effects (approximately 29.95 hectares [74 acres])

Regional Airport Boundary

0 500 1,000 2,000

Feet

N

Figure 2
Proposed Project Area
Runway 5/23 Retrofit
Youngstown-Warren Regional Airport, Ohio

Basemap Source: USDA, NAIP

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Attachment 2
USFWS IPaC Trust Resource Report

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:
Consultation Code: 03E15000-2022-SLI-0579
Event Code: 03E15000-2022-E-00800
Project Name: YARS 5/23

January 10, 2022

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 ECOS-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 ECOS-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:

http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.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 http://www.fws.gov/migratorybirds/ RegulationsandPolicies.html.

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 http://www.fws.gov/migratorybirds/CurrentBirdIssues/ Hazards/BirdHazards.html.

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 http://www.fws.gov/migratorybirds/AboutUS.html.

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

Consultation Code: 03E15000-2022-SLI-0579
Event Code: Some(03E15000-2022-E-00800)
Project Name: YARS 5/23
Project Type: MILITARY OPERATIONS / MANEUVERS
Project Description: Add temporary markings and lighting to the existing 5/23 runway to support YARS training operations.

Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@41.25450015,-80.67607102064959,14z

Counties: Trumbull County, Ohio

Endangered Species Act Species

There is a total of 4 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. Note that 1 of these species should be considered only under certain conditions.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], 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 *Myotis sodalis* There is **final** critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/5949	Endangered
Northern Long-eared Bat *Myotis septentrionalis* No critical habitat has been designated for this species. This species only needs to be considered under the following conditions: ▪ Incidental take of the northern long-eared bat is not prohibited at this location. Federal action agencies may conclude consultation using the streamlined process described at https://www.fws.gov/midwest/endangered/mammals/nleb/s7.html Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Reptiles

NAME	STATUS
Eastern Massasauga (=rattlesnake) *Sistrurus catenatus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/2202	Threatened

Insects

NAME	STATUS
Monarch Butterfly *Danaus plexippus*	Candidate

No critical habitat has been designated for this species.
Species profile: https://ecos.fws.gov/ecp/species/9743

Critical habitats

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

DEPARTMENT OF THE AIR FORCE
AIR FORCE RESERVE COMMAND

16 February 2022

MEMORANDUM FOR DISTRIBUTION

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

FROM: 911th Airlift Wing
Pittsburgh Air Reserve Station
2475 Defense Avenue
Coraopolis, PA 15108

SUBJECT: Section 106 Coordination for Runway 5/23 Retrofit at the Youngstown-Warren Regional Airport, Ohio

1. The Air Force Reserve Command and Pittsburgh Air Reserve Station (PARS) 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 potential impacts and environmental consequences associated with modifications to existing Runway 5/23 at the Youngstown-Warren Regional Airport in Vienna, Ohio (Attachment 1, Figures 1 and 2). 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. This memorandum is being sent because the project is a federal undertaking and Section 106 compliance is required. Your consultation is requested 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 project would retrofit the existing Runway 5/23 within an approximate 29.95-hectare (74-acre) project area or APE to meet the requirements for training operations (Attachment 1, Figure 2). The APE takes into account all areas where horizontal changes, ground disturbance, and activities are likely to occur from the Proposed Action. No substantial vertical changes are anticipated from the Proposed Action and, therefore, no changes within the viewshed will likely occur. Runway 5/23 would be painted in accordance with C-17 Assault Landing Zone (ALZ) training dimensions to be used for daytime ALZ training. Additionally, the runway would need temporary lighting to be used for nighttime ALZ training. The temporary lighting would require airport personnel to place the lighting at the beginning of each training operation and remove it after the training operation is

completed. No permanent modifications to the runway structure would be made under Alternative 1 and minimal ground disturbance would occur. PARS would request that the marking and temporary lighting remain available to provide an alternate location for use when the Youngstown Air Reserve Station (YARS) ALZ is closed for maintenance. There is a proposed project to widen the YARS ALZ, you will receive separate consultation for that project (Attachment 1, Figure 2). The Runway 5/23 retrofit is required to support training until the YARS ALZ project is completed. The modifications would be performed by the Western Reserve Port Authority (WRPA), which owns the runway.

4. *Cultural Resources Background*. In March 2019, Jacobs conducted a literature review for the proposed construction of a new entry control complex at YARS, hereafter referred to as the YARS Main Gate (Attachment 2). This project covered 17.14 hectares (42.35 acres) and was located 0.56 kilometer (0.35 mile) northeast of the current ALZ widening project location within YARS (Attachment 1, Figure 2. Through the literature review, Jacobs identified six archaeological surveys and one historic resources survey, as well as two archaeological sites and four previously recorded architectural resources within 1.6 kilometers (1.0 mile) of the YARS Main Gate. These resources are not located on YARS and were not impacted by the YARS Main Gate project. Jacobs submitted the YARS Cultural Resources Contingency Plan (the Plan) with the literature review (Attachment 3). The Plan was developed to assist base personnel with the preservation of cultural resources in the event of an unanticipated discovery of unidentified cultural resources on the base property. The Plan outlines the responsibilities and appropriate actions for base personnel and contractors under these circumstances, such as notification of the National Park Service, the Federal Historic Preservation Officer, and the Ohio Historic Preservation Office. The Plan also notes that archaeological and built-environment surveys were previously conducted within YARS and that no historic properties were identified. On 3 April 2019, the Ohio Historic Preservation Office concurred that no historic properties would be affected by the YARS Main Gate project and that no further cultural resources study was necessary barring unforeseen discoveries during construction within the Main Gate parcel (Attachment 4).

5. *Identification of Historic Properties*. As presented in the March 2019 literature review, six archaeological surveys and one historic resources survey have been conducted within 1.6 kilometers (1 mile) of the YARS Main Gate (see Attachment 2, Figure 3). These surveys included a November 1995 survey of YARS property immediately west of the Runway 5/23 Retrofit APE (Resource Applications, Inc. 1996). No archaeological sites were identified within YARS as a result of that or any other survey. None of the previously recorded archaeological sites or architectural resources are within the Runway 5/23 Retrofit APE. Four previously recorded architectural resources are within 1.6 kilometers (1 mile) of the YARS Main Gate, including the National Register of Historic Places (NRHP)-ineligible Beckett Aviation Hangar.

a. *Archaeological resources*. Two known archaeological sites within 1.6 kilometers (1 mile) of the YARS Main Gate and in proximity to the Runway 5/23 Retrofit APE are recorded: 33TR246 and 33TR268. Site 33TR246 is located 0.56 kilometer (0.35 mile) east of the Runway 5/23 Retrofit APE on the far side of State Route 193 and will not be affected by the widening project. The site was identified as a historic archaeological site, likely associated with a former building location on Alkire Farm (TRU205019). According to Weller (2011), the site is not considered significant, and no further work was recommended.

Site 33TR0268 is located 2.74 kilometers (1.7 miles) northwest of the Runway 5/23 Retrofit APE at the northeast corner of the intersection of Ridge Road and County Road 158. The site was identified during the 2015 Phase I survey for the King Graves Road realignment project (Mustain 2015) and consists of a single historic artifact. Mustain noted that as a result of the lack of artifacts and associated archaeological deposits, a recommendation for NRHP eligibility could not be made. Neither site was recommended eligible for listing in the NRHP, and no further work was recommended. No other archaeological sites

were identified within, or in proximity to, the Runway 5/23 Retrofit APE during the 2019 literature review.

b. *Architectural resources*. Ohio Historic Inventories previously recorded four architectural resources within 1.6 kilometers (1 mile) of the YARS Main Gate: (1) Beckett Aviation Company Hanger (TRU0204919) built in 1940; (2) Alkire Farm/Sherman Leet/James Leet Farm (TRU0205019) built in 1830; (3) Clarence Leet Farm (TRU0205119) built in 1860; and (4) Robert G. Plyer Farm/Edwin Griffin Farm (TRU0205219) built in 1830. The three architectural resources associated with the mid-to-late nineteenth century farmsteads are located to the east of the regional airport and are separated from the Runway 5/23 Retrofit APE by distance, tree canopy, and modern infrastructure. Beckett Aviation Company Hanger (TRU0204919) is located to the northeast of the Runway 5/23 Retrofit APE and is not eligible for listing in the NRHP. Because no vertical changes are anticipated from the project, the APE was limited to the project footprint. None of the previously recorded architectural resources are located within the APE for this project, and no further identification or evaluation of architectural resources within the surrounding viewshed is warranted.

6. *Conclusions and recommendations*. The literature review conducted for the 2019 construction of the YARS Main Gate identified no known archaeological sites within YARS and the proposed Runway 5/23 Retrofit APE. Further, a 1995 Phase I archaeological survey of the area immediately west of the current APE found no archaeological resources. Consequently, the potential for unknown archaeological sites within the project footprint is low. The project will be limited to the 29.95 hectares (74 acres) runway and immediately adjacent vicinity. The project occurs in a location that was heavily disturbed by runway and associated infrastructural installation and maintenance activities. There were no prior records indicating that cultural resources previously existed within the project APE. Furthermore, limited ground disturbance is anticipated. No previously recorded architectural resources are located within the project APE, and no vertical changes from the project are anticipated. Therefore, no historic properties will be affected, and no further identification or evaluation of archaeological or architectural resources is recommended. If previously undiscovered cultural resources are encountered during construction, the stipulations and mitigation measures in the Plan (Attachment 3) would be implemented, and appropriate actions and notifications would occur.

7. 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 911 AW/CEV, Attention: John Tower, 2475 Defense Avenue, Coraopolis, PA 15108, or by email to john.tower.1@us.af.mil and jessica.brooks.12@us.af.mil. Please include "Runway 5/23 Retrofit" in the subject line. If you have any questions, contact John Tower (412) 474-8749 or Jessica Brooks at (412) 474-8428.

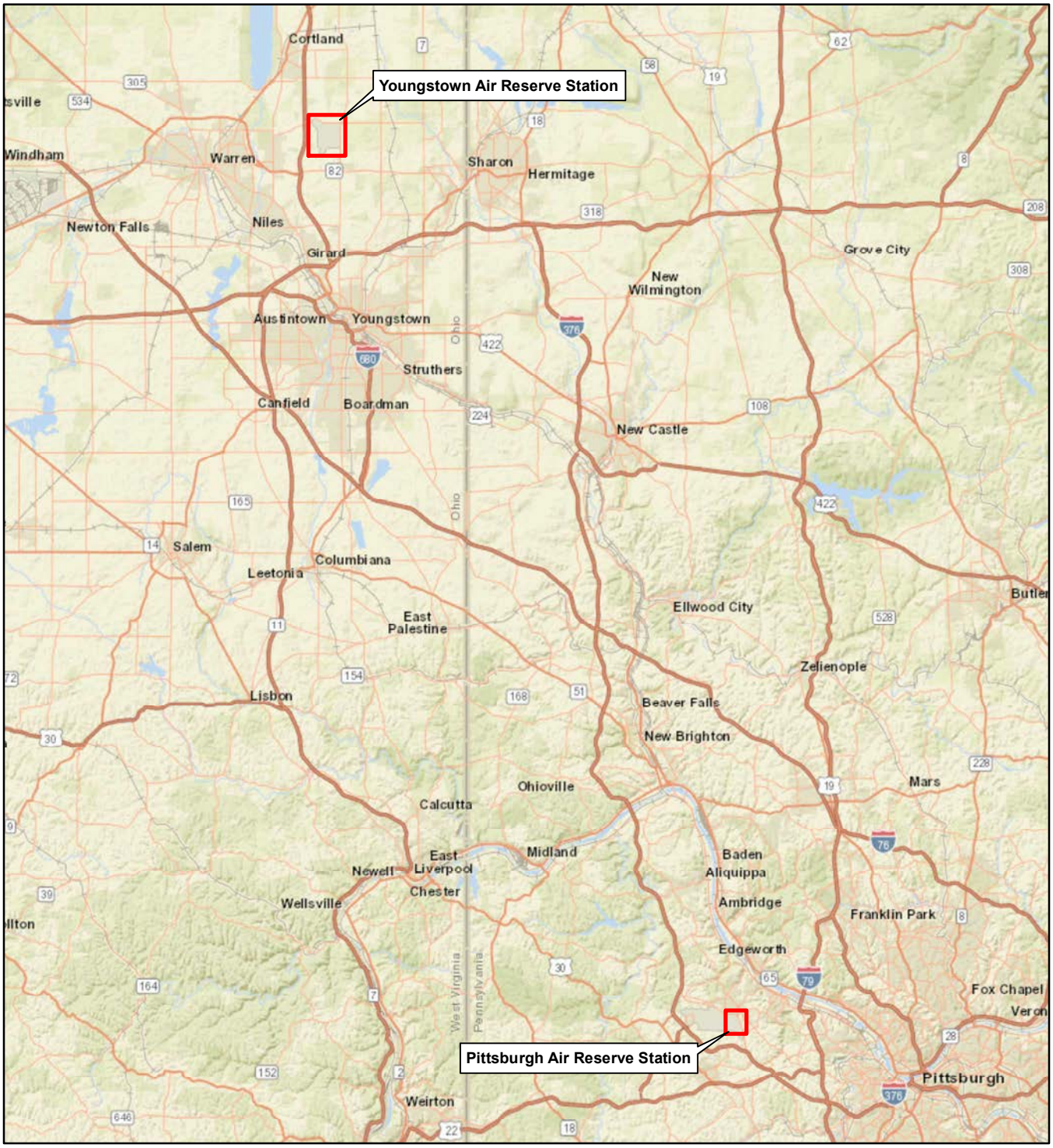
ROBINSON.JOHN.FREDERICK.1057466827

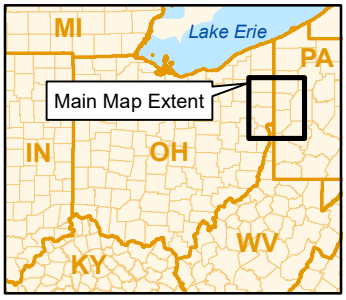
Digitally signed by ROBINSON.JOHN.FREDERICK.1057466827
Date: 2022.03.06 09:55:08 -05'00'

JOHN F. ROBINSON, Colonel, USAF
Commander

4 Attachments:
1. Figures
2. 2019 Consultation
3. Cultural Resource Contingency Plan
4. 2019 OHPO Concurrence

Attachment 1
Figures





Legend

Air Reserve Station Location

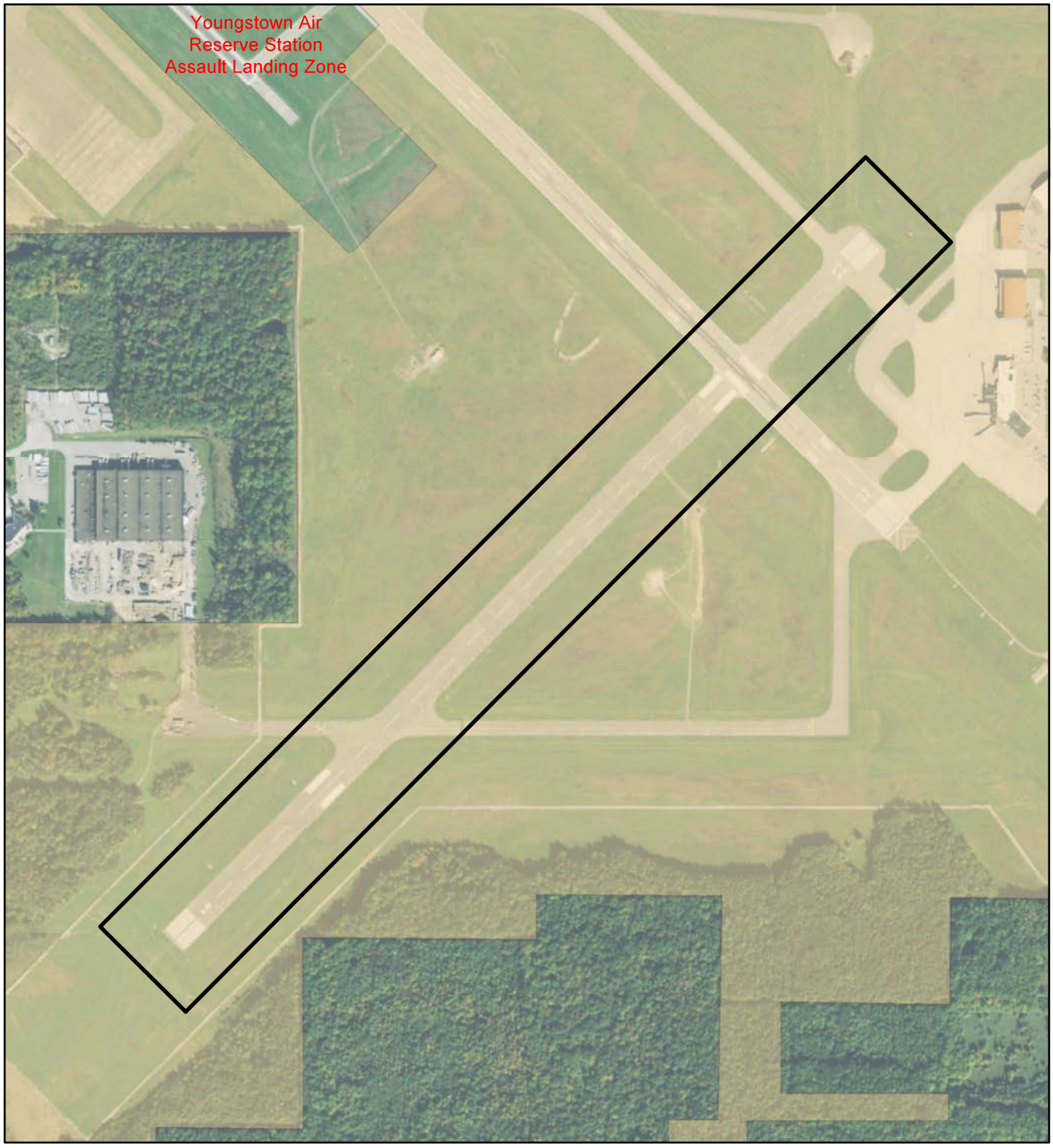
0 5 10 20
Miles

N

Figure 1
General Location Map
Runway 5/23 Retrofit
Youngstown-Warren Regional Airport, Ohio

Basemap Source: Esri World Street Map

\\dc1vs01\gisproj\U\USACE\Youngstown\Maps\Report\DOPAA\523_Retrofit\Figure_1-1_211201.mxd



Legend

Area of Potential Effects (approximately 29.95 hectares [74 acres])

Regional Airport Boundary

0 500 1,000 2,000

Feet

N

Figure 2
Proposed Project Area
Runway 5/23 Retrofit
Youngstown-Warren Regional Airport, Ohio

Basemap Source: USDA, NAIP

\\dc1vs01\gisproj\U\USACE\Youngstown\Maps\Report\DOPAA\523_Retrofit\Figure_2-1_211201.mxd

Attachment 2
2019 Consultation

DEPARTMENT OF THE AIR FORCE
AIR FORCE RESERVE COMMAND

04 March 2019

MEMORANDUM FOR OHIO STATE HISTORIC PRESERVATION OFFICER
ATTENTION: BURT LOGAN
Executive Director & CEO, Ohio History Connection
800 E. 17th Avenue
Columbus, OH 43211-2474

FROM: 910 MSG/CEV
3976 King Graves Road Unit 37
Vienna OH 44473-5912

SUBJECT: Construction of a New Entry Control Complex at Youngstown Air Reserve Station, Vienna Township, Trumbull County, Ohio

1. The U.S. 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) of 1969. This EA will analyze the potential impacts and environmental consequences associated with the construction and operation of a new Entry Control Complex (Main Gate) at YARS, located in Vienna Township, Trumbull County, Ohio. The EA will evaluate potential environmental consequences of the Proposed Action and alternatives in accordance with the provisions of Title 32, *Code of Federal Regulations* (CFR) Part 989, and 40 CFR Parts 1500 through 1508 (Council on Environmental Quality's NEPA implementing regulations).

2. Impacts to cultural resources from federal projects are regulated through legislation, including Section 106 of the National Historic Preservation Act of 1966 (as amended), and 36 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. Because the project is a federal undertaking, Section 106 compliance will be required. NEPA must also consider impacts to cultural resources.

3. On behalf of YARS, Jacobs Engineering Group Inc. (Jacobs) conducted a cultural resources desktop literature review for the new Main Gate. The purpose of this review was to assess the probability of significant cultural resources within the project area and to make recommendations for cultural resources compliance.

4. PROJECT DESCRIPTION. The project includes the construction of a new Main Gate for YARS on a 17.14-hectare (42.35-acre) parcel (referred to as the project area), situated adjacent to the facility to the east (Attachment 1, Figure 1). YARS does not currently own the parcel but is in negotiations for acquisition of the land. The parcel, previously referred to as the "Alderman Farm Parcel," consists of two and one-half tax parcels utilized for agricultural purposes as farm land. Historical aerial photographs show structures on the Alderman Farm Parcel property from approximately 1938 to 2011. Features of these structures were confirmed with the property owner, which included a house, barn, and several storage sheds for farming machinery and equipment. According to the property owner, these structures were no longer used circa 2007. The structures were demolished sometime after 2011 as there were none observed during a May 2017 visual site inspection conducted as part of an environmental baseline survey. A drinking water well associated with the former house was also decommissioned (AFRC, 2017).

5. The new Main Gate would serve as the primary means of ingress and egress for installation personnel and would serve limited commercial traffic. The proposed Main Gate would consist of a gate house with a covered canopy, vehicle inspection facility, visitor center, overwatch facility, roads, sidewalks, fencing, signage, parking, vehicle barrier systems, landscaping, and associated infrastructure. Parking areas with associated ingress and egress lanes would be constructed for commercial vehicle inspection and for the visitor center. Following construction, the existing gate/main entrance area would be closed.

6. Structures and features constructed as part of the new Main Gate would be designed to complement each other as well as match the existing architecture on YARS for consistency in appearance. The project would comply with antiterrorism/force protection requirements per the U.S. Department of Defense's Unified Facilities Code and AFI 10-245. Facilities would have sustainable principles, to include Life Cycle cost-effective practices that would be integrated into the design, development, and construction of the project in accordance with the Energy Policy Act (EPAct) of 2005, Executive Orders (EO) 13423 and 13514, and other applicable laws and EOs.

7. While the parcel to be purchased for the project measures 17.14 hectares (42.35 acres), the proposed project footprint would be approximately 2.27 hectares (5.6 acres) in size, which includes an inspection bay measuring approximately 323 square meters (3,475 square feet), a gate house measuring approximately 18 square meters (190 square feet), an overwatch facility approximately 5 square meters (50 square feet) in size, and a visitor center measuring approximately 143 square meters (1,535 square feet).

8. AREA OF POTENTIAL EFFECTS. For the purpose of this cultural resources desktop review, the Area of Potential Effects (APE), which considers both direct and indirect project impacts, is limited to the area within or immediately adjacent to the 17.14-hectare (42.35-acre) parcel, as well as the existing YARS facility (see Attachment 1, Figure 2).

9. YARS sits on lands that are historically associated with several Native American tribes. The tribes to be contacted for the project are:

a. Delaware Nation
b. Delaware Tribe of Indians
c. Miami Tribe of Oklahoma
d. Ottawa Tribe of Oklahoma
e. Wyandotte Nation
f. Cayuga Nation
g. Oneida Nation of New York
h. Oneida Nation of Wisconsin
i. Onondaga Nation
j. St. Regis Mohawk Tribe
k. Seneca Nation of Indians
l. Seneca-Cayuga Nation
m. Tonawanda Seneca Nation
n. Tuscarora Nation

10. EXISTING CULTURAL RESOURCES CONTINGENCY PLAN. 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 (see Attachment 2). The CRCP references four previous cultural resources investigations that have occurred within the base (Brenner 1977; Murphy 1989; Resource Applications, Inc. 1996; Davis et al. 1996). None of these previous surveys identified cultural resources within

the base boundaries. These investigations are discussed further below. The CRCP concludes with procedures for dealing with unanticipated cultural resources discoveries on the base.

11. PREVIOUSLY RECORDED CULTURAL RESOURCES. Jacobs conducted a literature review for the project on January 24, 2019 using the Ohio Historic Preservation Office online mapping database, which includes the Ohio Archaeological Inventory, Ohio Historic Inventory (OHI), National Register of Historic Places (NRHP), NRHP Determinations of Eligibility (DOE) files, Ohio Genealogical Society (OGS) Cemetery Registry files, and previously conducted cultural resources surveys. The dual purpose of the review was to locate previously recorded cultural resources within the APE and to provide information on the expected types and locations of sites within the project vicinity. Research focused on the project area, as well as a 1.6-kilometer (1-mile) radius centered on the project (Study Area).

12. Six archaeological surveys and one historic resources survey have been conducted within 1.6 kilometers (1 mile) of the project. There are two archaeological sites and four architectural resources documented within the Study Area (Attachment 1, Figure 3). None of the previously recorded archaeological sites or architectural resources are within the project area. At the time it was recorded, the Beckett Aviation Hangar was not eligible for inclusion on the NRHP.

a) Archaeological Resources. Two previously identified archaeological sites (33TR246 and 33TR268) are within the Study Area (Attachment 1, Figure 3). Site 33TR0246 was identified as an historic archaeological site, likely associated with a former building location, recorded as OHI #TRU205019, the Alkire Farm. According to Weller (2011), the site is not considered to be significant, and no further work was recommended. Site 33TR246 is well outside of the project area, east of State Route (SR) 193, and will not be affected by the project. Site 33TR0268 was identified during the 2015 Phase I survey for the King Graves Road realignment project (Mustain 2015). This site consists of a single historic artifact. Mustain noted that due to the lack of artifacts and associated archaeological deposits, a recommendation for NRHP eligibility could not be made. This site is located well outside the project area, north of the facility, at the northeast corner of the intersection of Ridge Road and County Road (CR) 158. Neither of these sites was recommended eligible for listing on the NRHP, and no further work was recommended.

b) Architectural Resources. The OHI lists four previously recorded architectural resources within the Study Area, including three single dwellings/barns associated with farmsteads and one aviation hangar (Table 1). The Beckett Aviation Company Hangar was recorded during the 1996 DOE for the adjacent Youngstown-Warren Regional Airport. At the time it was recorded, the Beckett Hangar was determined not eligible for inclusion on the NRHP. The remaining OHI-listed resources are all recorded as early-to-mid-nineteenth-century single dwellings or barns. All three of these resources are located on SR 193, east of the YARS facility (see Attachment 1, Figure 3). Note: The current name of the airport is Youngstown-Warren Regional Airport; however, some historical documents and maps refer to it as the Youngstown-Warren Municipal Airport.

c) Table 1: OHI-Listed Resources in the Study Area

OHI Number	Resource Name	Address	Resource Type	Date
TRU0204919	Beckett Aviation Company Hangar	Youngstown-Warren Municipal Airport	Air-Related	1940
TRU0205019	Alkire Farm/Sherman Leet Farm/James Warren Leet Farm	1814 SR 193	Single Dwelling/Barn	1830

OHI Number	Resource Name	Address	Resource Type	Date
TRU0205119	Clarence Leet Farm	1817 SR 193	Single Dwelling/Barn	1860
TRU0205219	Robert G. Plyler Farm/Edwin Griffin Farm	1918 SR 193	Single Dwelling/Barn	1830

d) Previous Cultural Resources Studies. Six archaeological surveys and one historic architecture survey were identified within 1.6 kilometers (1 mile) of the project APE (Table 2). None of the previous cultural resources surveys occurred within the project area. Of these, four of the previous archaeological surveys and the historic architecture survey occurred within the Youngstown-Warren Regional Airport property and a portion of one previous survey (13351) is within the YARS facility (Armstrong 1996; Blank 1984; Davis et al. 1996; Resource Applications, Inc. 1996; White 1976). The archaeological surveys that were completed within the Youngstown-Warren Regional Airport are primarily associated with improvements to the airport facilities. These included three Phase I investigations and one Phase II investigation. None of these surveys identified any archaeological resources within the YARS facility.

The remaining two previous archaeological surveys were associated with road improvements for King Graves Road and for improvements to a sewer line along SR 193 (Mustain 2015 and Weller 2011). The 2011 Weller survey identified one archaeological site, Site 33TR246, which is an historic site likely associated with the former Alkire Farm (OHI #TRU205019) location. This site was recommended not eligible for the NRHP. The 2015 ASC Group Inc. Phase I survey identified two archaeological sites—one prehistoric isolated find (33TR267) and one historic-period isolated find (33TR268). Neither archaeological site was evaluated for NRHP eligibility due to the lack of subsurface deposits and the narrowness of the survey area (Mustain 2015).

e) Table 2: Previous Surveys Within the Study Area

Ref. No.	Author/Year	Title
13351	Resource Applications, Inc. 1996	Final Report for Archaeological Survey, Youngstown Air Reserve Station, Vienna, Ohio
13475	Davis et al. 1996	Cultural Resource Investigations, Youngstown-Warren Regional Airport, Vienna and Fowler Townships, Trumbull County, Ohio
15693	Blank 1984	Results of a Phase I and II Archaeological Survey of the Shortfield Takeoff and Landing Zone, and Proposed relocation of Ridge Road at the Youngstown Municipal Airport, Vienna Township, Trumbull County, Ohio.
15696	White 1976	An Archaeological Assessment of the ILS/MALSR System Right-Of-Way Located at the 32 End of Runway 14/32, Youngstown Municipal Airport, Trumbull County, Ohio.

Ref. No.	Author/Year	Title
18530	Weller 2011	Phase I Archaeological Survey for the Approximately 5.43 km (3.37 mi) Long Little Squaw Creek Sanitary Sewer Interceptor Project (Phase 4) in Vienna Township, Trumbull County, Ohio
19948	Mustain 2015	Phase I Archaeological Survey for TRU-CR 158-2.24 (PID 81430), the Proposed Realignment of King Graves Road (CR 158) in Fowler and Vienna Townships, Trumbull County, Ohio
H00315	Armstrong 1996	Determination of Eligibility: Youngstown-Warren Regional Airport. Vienna & Fowler Townships, Trumbull County, Ohio

f) Historic Mapping. In addition to a review of previously recorded cultural resources, Jacobs reviewed online historic mapping. Historic atlases from 1830, 1840, and 1850 (OGS), 1874 (Everts), and 1899 (The American Atlas Company) illustrate that the project area and the surrounding Vienna Township were largely rural and dominated by agricultural activities.

In addition to the historic atlases, the 1914 Archaeological Map of Ohio was consulted (Mills 1914). Similar to other maps of its time (e.g., Guernsey 1932), this map depicts archaeological resources at a county-wide scale. The Mills map provides an overview of sites across the counties but limits the locational accuracy of these features.

In Trumbull County, Mills' map does not depict any archaeological resources within the current project area. The map does list a total of 30 prehistoric archaeological sites in Trumbull County, including mounds, village sites, and burials distributed along the Mahoning and Grand Rivers and Pymatuning Creek.

13. CONCLUSIONS AND RECOMMENDATIONS. The literature review identified seven cultural resources surveys within the 1.6-kilometer (1-mile) radius of the project, with two historic archaeological sites and four architectural resources. None of the previously recorded resources were located within the project area, and none of the previous cultural resources surveys intersects the current project area. Of the cultural resources surveys conducted within the Study Area, two identified new archaeological sites. However, these sites were isolated finds or low-density sites, both of which are outside of the project area. The four previous cultural resources surveys within the Youngstown-Warren Regional Airport and YARS facility did not identify any archaeological resources; one architectural resource was identified within the Youngstown-Warren Regional Airport.

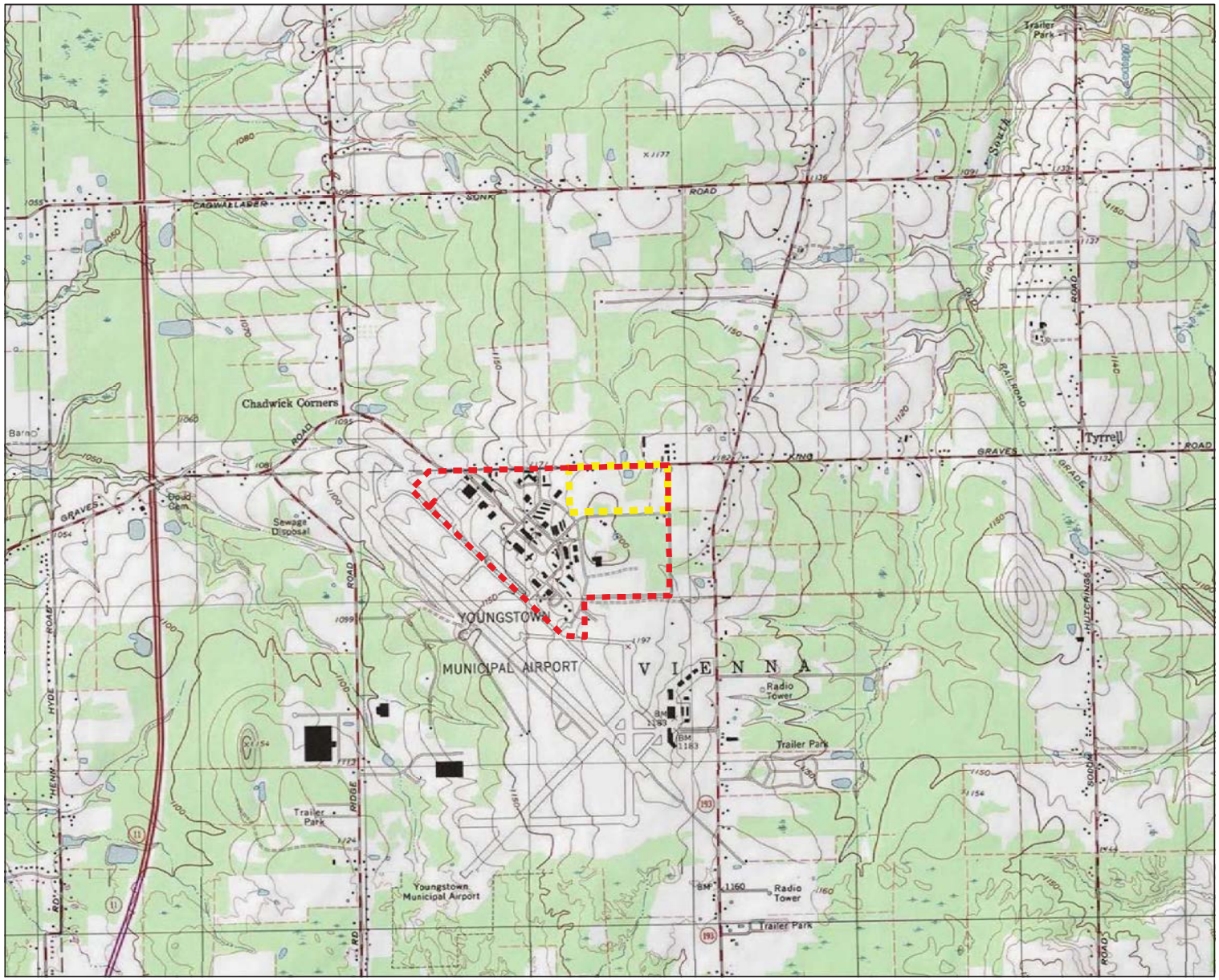
The 42-acre project area has not been subjected to a Phase I archaeological survey and there are known historic occupations located within the project APE. Information gathered during the records review suggests that there is a moderate-to-high probability of finding new historic-period archaeological sites, especially in association with the Alderman Farmstead. Previous cultural resources investigations surrounding YARS indicate a low probability that significant prehistoric deposits will be present.

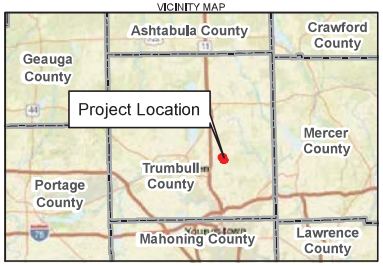
14. We respectfully request that you provide formal comments on the undertaking within 30 days of receipt of this letter. Please address questions or comments to 910 AW Public Affairs, Attention: Eric White, 3976 King Graves Road Unit 12, Vienna, OH 44473-5912; or by email at: 910aw.pa@us.af.mil. If you have any questions, please contact Mr. White at (330) 609-1236. Thank you for your assistance.

WILLIAM FINK
Chief of Environmental Engineering

2 Attachments:
1. Figures
2. CRCP

Attachment 1
Figures





LEGEND
- Parcel Boundary
- Area of Potential Effects

BASE MAP SOURCE:
USGS 7.5-minute Topographic Quadrangle:
Cortland, OH (published 1980)

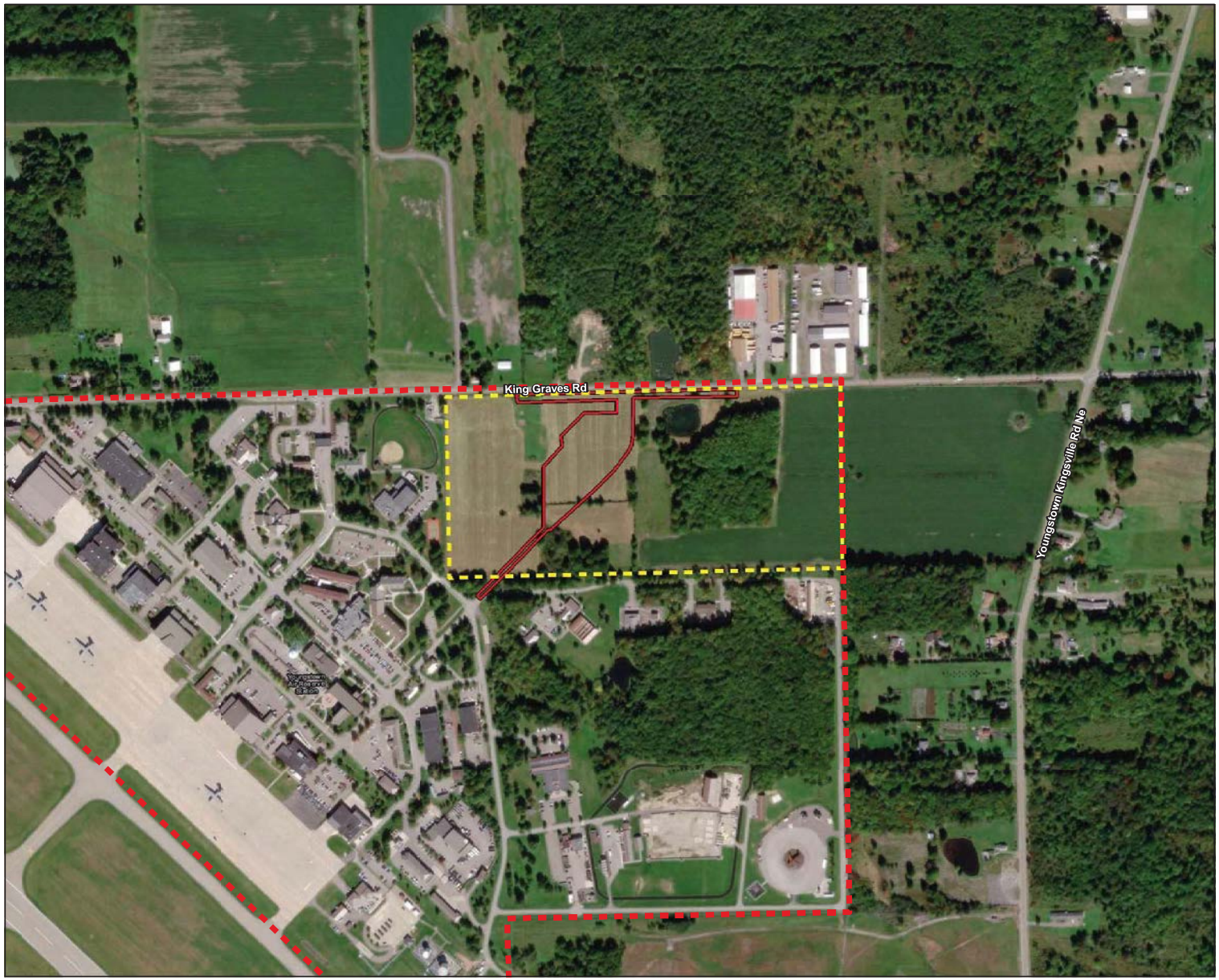
N

0 1,000 2,000
Feet

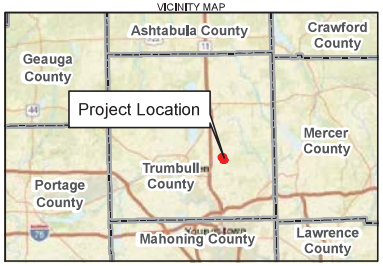
0 305 610
Meters

Figure 1.
Project Location
Youngstown Air Reserve Station
Vienna, Ohio

JACOBS



VICINITY MAP



LEGEND

Name

- Parcel Boundary
- Approximate Project Footprint
- Area of Potential Effects

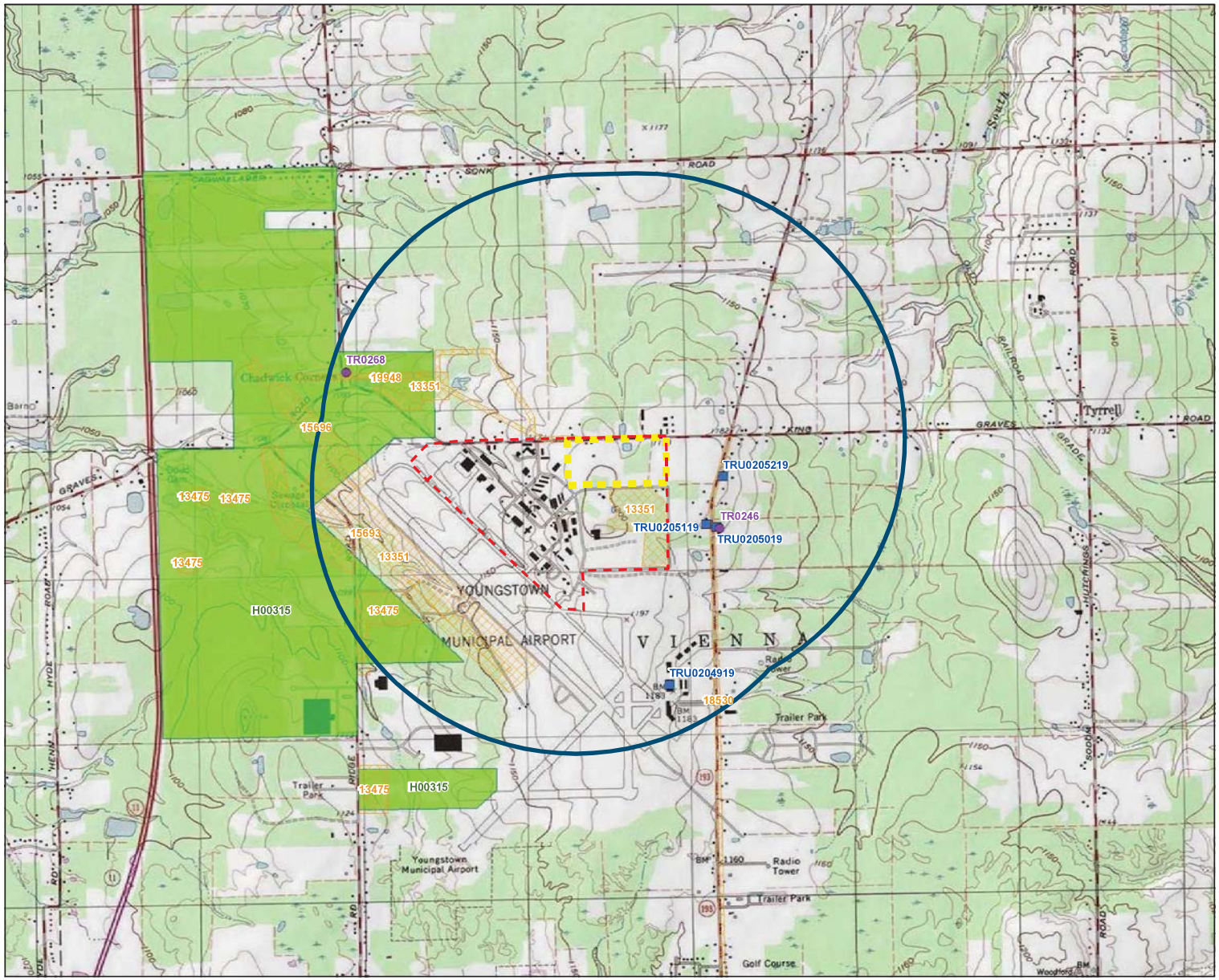
BASE MAP SOURCE:
Esri World Imagery Layer, 2014

N

0 250 500
Feet

0 75 150
Meters

Figure 2.
Project Overview
Youngstown Air Reserve Station
Vienna, Ohio



LEGEND

- Archaeological Site
- OHI Structure
- Phase I Archaeological Survey
- Architectural Resources Survey
- Study Area (1-mile radius)
- Parcel Boundary
- Area of Potential Effects

BASE MAP SOURCE:
USGS 7.5-minute Topographic Quadrangle:
Cortland, OH (published 1980)

N

0 1,000 2,000
Feet

0 305 610
Meters

Figure 3.
Known Cultural Resources
Youngstown Air Reserve Station
Vienna, Ohio

JACOBS

Attachment 3
Cultural Resources Contingency Plan

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.

CHANGE	DATE OF CHANGE	DATE POSTED	PERSON POSTING CHANGE

RECORD OF REVIEW

DATE	REVIEWED BY	ORGANIZATION	REMARKS
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

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

ORGANIZATION	OFFICE SYMBOL
Civil Engineering	CEA
Environmental Engineering	CEV
Base Contracting	LGC
Base Plans Office	XP

Attachment 4
2019 OHPO Concurrence

OHIO HISTORY CONNECTION

In reply refer to
2019-TRU-44355

April 3, 2019

Eric White
910 MSG/CEV
3976 King Graves Road, Unit 37
Vienna, Ohio 44473-5912

Dear Mr. White:

Re: Entry Control Complex, Youngstown Air Reserve Station, Vienna Township, Trumbull County, Ohio

This is in response to your correspondence, received on March 8, 2019, regarding this project. The undertaking is defined as the construction of a new main gate complex at the Youngstown Air Reserve Station in Vienna Township, Trumbull County, Ohio. My comments are made pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended, and the associated regulations at 36 CFR Part 800.

Based on the information submitted, it is my opinion that the proposed undertaking will not affect properties listed in or eligible for listing in the National Register of Historic Places. No further coordination is required unless the project changes or archaeological remains are discovered during the course of the project. In such a situation, this office should be contacted as per 36 CFR 800.13.

Please be advised that this is a Section 106 decision. This review decision may not extend to other SHPO programs. If you have any questions, please contact me at (614) 298-2000, or by email at nyoung@ohiohistory.org.

Sincerely,

Nathan J. Young, Project Reviews Manager
Resource Protection and Review

From:	FINK, WILLIAM E GS-12 USAF AFRC 910 MSG/CEV
To:	Peavler, Misty (FAA)
Cc:	Jackson, Sara/ORL; TOWER, JOHN E GS-12 USAF AFRC 911 CE/CEV/CE; SMUKE, EDWARD P GS-13 USAF AFRC 910 MSG/CEC
Subject:	[EXTERNAL] RE: Public Draft Final EA and FONSI for the Runway 5/23 Retrofit project at the Youngstown-Warren Regional Airport
Date:	Monday, June 27, 2022 8:33:16 AM

Good Morning Ms. Peavler,

We received the FAA response for the Runway 5/23 Retrofit Draft EA. Youngstown ARS will allow for the 30-day extension for FAA to provide comments, please provide those comments by 20 July 2022.

FAA can also be included as a cooperating agency for the Runway 5/23 Retrofit EA, the EA will be updated to note that.

We look forward to discussing further expectations of what FAA wants as a cooperating agency.

In addition, we submitted the Assault Landing Zone Widening EA to you all on 22 June 2022, we understand that FAA may request to be a cooperating agency for that EA as well. I don't believe there will be any issue with us allowing that but if possible we would request you to also provide your comments on this EA by 20 July 2022. If some additional time is needed we will do our best to accommodate that request.

We look forward to talking with you again on 8 July 2022.

Thanks,

Bill Fink

Flight Chief - Environmental Engineering, 910 MSG/CEV
DSN: 346-1557 Comm: 330-609-1557

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Scoping Responses

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Table 1. Comments Received During the Public Scoping Period

Comment Received From:	Date Received	Comment
Western Reserve Port Authority	27 Dec 2021	Email request for information on the overall project schedule and schedule for preparation of the Environmental Assessment (EA).
Greg Billock, Community Member	2 Jan 2022	Email expressing support for the project.
Vienna Township	5 Jan 2022	Email requesting overall project information, specifically noise impacts, use of firefighting foam, hours of operation, and air quality. Requested a link to the draft EA when available.
Community Member	28 Jan 2022	Email requesting the Air Force consider stormwater impacts from the proposed project.

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Agency Responses

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March 8, 2022

In reply, please refer to:
2022-TRU-53899

John Tower
Chief, Environmental Flight
Department of the Air Force
Air Force Reserve Command
911th Airlift Wing
Pittsburgh Air Reserve Station
2475 Defense Avenue
Coraopolis, Pennsylvania 15108

RE: Renway 5/23 Retrofit at the Youngstown-Warren Regional Airport
Vienna, Trumbull County, Ohio

Dear Mr. Tower:

This letter is in response to correspondence received on February 10, 2022. Our comments are made pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended, and the associated regulations at 36 CFR Part 800.

The Air Force Reserve Command and Pittsburgh Air Reserve Station (PARS) are preparing an Environmental Assessment (EA) to analyze the potential impacts and environmental consequences associated with modifications to existing Runway 5/23 at the Youngstown-Warren Regional Airport.

A check of our records confirms that there are no properties listed in the National Register of Historic Places within the Area of Potential Effects. Based on the information submitted, it is our opinion that the proposed undertaking will not affect properties listed in or eligible for listing in the National Register of Historic Places. No further coordination is required unless the project changes or archaeological remains are discovered during the course of the project. In such a situation, our office should be contacted as per 36 CFR 800.13.

If you have any questions, please do not hesitate to contact me at jwilliams@ohiohistory.org.
Thank you for your cooperation.

Sincerely,

Joy Williams, Project Reviews Manager
Resource Protection and Review

"Please be advised that this is a Section 106 decision. This review decision may not extend to other SHPO programs."

RPR Serial No: 1092029

From: Ohio, FW3 <ohio@fws.gov>
Sent: Wednesday, March 9, 2022 2:19 PM
To: TOWER, JOHN E GS-12 USAF AFRC 911 CE/CEV/CE <john.tower.1@us.af.mil>
Cc: nathan.reardon@dnr.state.oh.us
Subject: [Non-DoD Source] Air Force, 911th Airlift Wing, Youngstown-Warren Regional Airport Runway 5/23 Retrofit for C-17 Training, Trumbull County, Ohio

UNITED STATES DEPARTMENT OF THE INTERIOR
U.S. Fish and Wildlife Service
Ecological Services Office
4625 Morse Road, Suite 104
Columbus, Ohio 43230
(614) 416-8993 / Fax (614) 416-8994

Project Code: 2022-0014296

Dear Mr. Tower,

The U.S. Fish and Wildlife Service (Service) has received your recent correspondence requesting information about the subject proposal. We offer the following comments and recommendations to assist you in minimizing and avoiding adverse impacts to threatened and endangered species pursuant to the Endangered Species Act of 1973 (16 U.S.C. 1531 et seq), as amended (ESA).

The Service has reviewed your project description and concurs with your determination that the project, as proposed, is not likely to adversely affect the federally listed Indiana bat (*Myotis sodalis*) and northern long-eared bat (*Myotis septentrionalis*). Tree removal will not be conducted for this project, therefore adverse effects to these species will be avoided.

This concludes consultation on this action as required by section 7(a)(2) of the ESA. Should, during the term of this action, additional information on listed or proposed species or their critical habitat become available, or if new information reveals effects of the action that were not previously considered, consultation with the Service should be reinitiated to assess whether the determinations are still valid.

If you have questions, or if we can be of further assistance in this matter, please contact our office at (614) 416-8993 or ohio@fws.gov.

Sincerely,

Patrice M. Ashfield
Ohio Field Office Supervisor

Office of Real Estate
John Kessler, Chief
2045 Morse Road – Bldg. E-2
Columbus, OH 43229
Phone: (614) 265-6621
Fax: (614) 267-4764

March 10, 2022

Andrea Naccarato
Jacobs
1999 Bryan Street
Suite 1200
Dallas, TX 75201

Re: 22-0127; Pittsburgh Air Reserve Station Runway 5/23 Retrofit at Youngstown-Warren Regional Airport

Project: The proposed project involves painting Runway 5/23 for daytime C-17 training. Additionally, temporary lighting would be placed by airport personnel before each nighttime training operation and removed once completed.

Location: The proposed project is located in Vienna Township, Trumbull County, Ohio.

The Ohio Department of Natural Resources (ODNR) has completed a review of the above referenced project. These comments were generated by an inter-disciplinary review within the Department. These comments have been prepared under the authority of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.), the National Environmental Policy Act, the Coastal Zone Management Act, Ohio Revised Code and other applicable laws and regulations. These comments are also based on ODNR's experience as the state natural resource management agency and do not supersede or replace the regulatory authority of any local, state or federal agency nor relieve the applicant of the obligation to comply with any local, state or federal laws or regulations.

Natural Heritage Database: A review of the Ohio Natural Heritage Database indicates there are no records of state or federally listed plants or animals within one mile of the specified project area. In addition, we are unaware of any unique ecological sites, geologic features, animal assemblages, scenic rivers, state nature preserves, wildlife areas, parks or forests, national wildlife refuges, or other protected natural areas within the project area. Records searched date from 1980.

Please note that Ohio has not been completely surveyed and we rely on receiving information from many sources. Therefore, a lack of records for any particular area is not a statement that rare species or unique features are absent from that area.

Fish and Wildlife: The Division of Wildlife (DOW) has the following comments.

The DOW recommends that impacts to streams, wetlands and other water resources be avoided and minimized to the fullest extent possible, and that Best Management Practices be utilized to minimize erosion and sedimentation.

The entire state of Ohio is within the range of the Indiana bat (*Myotis sodalis*), a state endangered and federally endangered species, the northern long-eared bat (*Myotis septentrionalis*), a state endangered and federally threatened species, the little brown bat (*Myotis lucifugus*), a state endangered species, and the tricolored bat (*Perimyotis subflavus*), a state endangered species. During the spring and summer (April 1 through September 30), these species of bats predominately roost in trees behind loose, exfoliating bark, in crevices and cavities, or in the leaves. However, these species are also dependent on the forest structure surrounding roost trees. If trees are present within the project area, and trees must be cut, the DOW recommends cutting only occur from October 1 through March 31, conserving trees with loose, shaggy bark and/or crevices, holes, or cavities, as well as trees with DBH $\geq$ 20 if possible. If trees are present within the project area, and trees must be cut during the summer months, the DOW recommends a mist net survey or acoustic survey be conducted from June 1 through August 15, prior to any cutting. Mist net and acoustic surveys should be conducted in accordance with the most recent version of the "*OHIO DIVISION OF WILDLIFE GUIDANCE FOR BAT SURVEYS AND TREE CLEARING*". If state listed bats are documented, DOW recommends cutting only occur from October 1 through March 31. However, limited summer tree cutting may be acceptable after consultation with the DOW (contact Erin Hazelton at Erin.hazelton@dnr.ohio.gov).

The DOW also recommends that a desktop habitat assessment is conducted, followed by a field assessment if needed, to determine if a potential hibernaculum is present within the project area. Direction on how to conduct habitat assessments can be found in the current USFWS "*Range-wide Indiana Bat Survey Guidelines*." If a habitat assessment finds that a potential hibernaculum is present within 0.25 miles of the project area, please send this information to Erin Hazelton for project recommendations. If a potential or known hibernaculum is found, the DOW recommends a 0.25-mile tree cutting and subsurface disturbance buffer around the hibernaculum entrance, however, limited summer or winter tree cutting may be acceptable after consultation with the DOW. If no tree cutting or subsurface impacts to a hibernaculum are proposed, this project is not likely to impact these species.

The project is within the range of the northern brook lamprey *(Ichthyomyzon fossor*), a state endangered fish, and the mountain brook lamprey (*Ichthyomyzon greeleyi*), a state endangered fish. The DOW recommends no in-water work in perennial streams from March 15 through June 30 to reduce impacts to indigenous aquatic species and their habitat. If no in-water work is proposed in a perennial stream, this project is not likely to impact these or other aquatic species.

The project is within the range of the eastern massasauga (*Sistrurus catenatus*), a state endangered and a federally threatened snake species. The eastern massasauga uses a range of habitats including wet prairies, fens, and other wetlands, as well as drier upland habitat. Due to the location, the type of habitat within the project area, and the type of work proposed, this project is not likely to impact this species.

The project is within the range of the spotted turtle (*Clemmys guttata*), a state threatened species. This species prefers fens, bogs and marshes, but also is known to inhabit wet prairies, meadows, pond edges, wet woods, and the shallow sluggish waters of small streams and ditches. Due to the location, the type of habitat within the project area, and the type of work proposed, this project is not likely to impact this species.

The project is within the range of the eastern hellbender (*Cryptobranchus alleganiensis alleganiensis*), a state endangered species and a federal species of concern. This long-lived, entirely aquatic salamander inhabits perennial streams with large flat rocks. In-water work in hellbender streams can reduce availability of large cover rocks and can destroy hellbender nests

and/or kill adults and juveniles. The contribution of additional sediment to hellbender streams can smother large cover rocks and gravel/cobble substrate (used by juveniles), making them unsuitable for refuge and nesting. Projects that contribute to altered flow regimes (e.g., by increasing areas of impervious surfaces or modifying the floodplain) can also adversely affect hellbender habitat. Due to the location, and that there is no in-water work proposed in a perennial stream of sufficient size to provide suitable habitat, this project is not likely to impact this species.

The project is within the range of the American bittern (*Botaurus lentiginosus*), a state endangered bird. Nesting bitterns prefer large undisturbed wetlands that have scattered small pools amongst dense vegetation. They occasionally occupy bogs, large wet meadows, and dense shrubby swamps. If this type of habitat will be impacted, construction should be avoided in this habitat during the species' nesting period of May 1 through July 31. If this type of habitat will not be impacted, this project is not likely to impact this species.

The project is within the range of the least bittern (*Ixobrychus exilis*), a state threatened bird. This secretive marsh species prefers dense emergent wetlands with thick stands of cattails, sedges, sawgrass or other semiaquatic vegetation interspersed with woody vegetation and open water. If this type of habitat will be impacted, construction should be avoided in this habitat during the species' nesting period of May 1 through July 31. If this type of habitat will not be impacted, this project is not likely to impact this species.

The project is within the range of the northern harrier (*Circus hudsonis*), a state endangered bird. This is a common migrant and winter species. Nesters are much rarer, although they occasionally breed in large marshes and grasslands. Harriers often nest in loose colonies. The female builds a nest out of sticks on the ground, often on top of a mound. Harriers hunt over grasslands. If this type of habitat will be impacted, construction should be avoided in this habitat during the species' nesting period of April 15 through July 31. If this habitat will not be impacted, this project is not likely to impact this species.

The project is within the range of the sandhill crane (*Grus canadensis*), a state threatened species. Sandhill cranes are primarily a wetland-dependent species. On their wintering grounds, they will utilize agricultural fields; however, they roost in shallow, standing water or moist bottomlands. On breeding grounds they require a rather large tract of wet meadow, shallow marsh, or bog for nesting. If grassland, prairie, or wetland habitat will be impacted, construction should be avoided in this habitat during the species' nesting period of April 1 through August 31. If this habitat will not be impacted, this project is not likely to have an impact on this species.

The project is within the range of the trumpeter swan (*Cygnus buccinator*), a state threatened bird. Trumpeter swans prefer large marshes and lakes ranging in size from 40 to 150 acres. They like shallow wetlands one to three feet deep with a diverse mix of plenty of emergent and submergent vegetation and open water. If this type of habitat will be impacted, construction should be avoided in this habitat during the species' nesting period of April 15 through June 15. If this habitat will not be impacted, this project is not likely to have an impact on this species.

The project is within the range of the upland sandpiper (*Bartramia longicauda*), a state endangered bird. Nesting upland sandpipers utilize dry grasslands including native grasslands, seeded grasslands, grazed and ungrazed pasture, hayfields, and grasslands established through the Conservation Reserve Program (CRP). In addition, upland sandpipers have shown a preference for the maintained grasslands associated with airports. If this type of habitat will be impacted, construction should be avoided in this habitat during the species' nesting period of April 15

through July 31. If this type of habitat will not be impacted, this project is not likely to impact this species.

Due to the potential of impacts to federally listed species, as well as to state listed species, we recommend that this project be coordinated with the US Fish & Wildlife Service.

Water Resources: The Division of Water Resources has the following comment.

The local floodplain administrator should be contacted concerning the possible need for any floodplain permits or approvals for this project. Your local floodplain administrator contact information can be found at the website below.

http://water.ohiodnr.gov/portals/soilwater/pdf/floodplain/Floodplain%20Manager%20Community%20Contact%20List_8_16.pdf

ODNR appreciates the opportunity to provide these comments. Please contact Mike Pettegrew at mike.pettegrew@dnr.ohio.gov if you have questions about these comments or need additional information.

Mike Pettegrew
Environmental Services Administrator

The Delaware Nation
Historic Preservation Department
31064 State Highway 281
Anadarko, OK 73005
Phone (405)247-2448

March 29, 2022

To Whom It May Concern:

The Delaware Nation Historic Preservation Department received correspondence regarding the following referenced project(s).

Project(s): PARS 5/23 Retrofit at the Youngstown-Warren Regional Airport, Ohio

Our office is committed to protecting tribal heritage, culture, and religion with particular concern for archaeological sites potentially containing burials and associated funerary objects. The Lenape people occupied the area indicated in your letter prior to European contact until their eventual removal to our present locations. According to our files, the location of the proposed project should have **no adverse effect on** any known cultural or religious sites of interest to the Delaware Nation. Should the scope of the project be amended to include any additional ground-disturbing activity, you will need to reinitiate consultation with our office. **Please continue with the project as planned** keeping in mind during construction should an archaeological site or artifacts inadvertently be uncovered, all construction and ground disturbing activities should immediately be halted until the appropriate state agencies, as well as this office, are notified (within 24 hours), and a proper archaeological assessment can be made.

Please note that Delaware Nation, the Delaware Tribe of Indians, and the Stockbridge Munsee Community are the only Federally Recognized Delaware/Lenape entities in the United States and consultation for Lenape homelands must be made with only the designated staff of these three Nations (and/or other federally recognized tribal nations who may have overlapping areas of interest). We appreciate your cooperation in contacting the Delaware Nation Historic Preservation Office to conduct proper Section 106 consultation. Should you have any questions, feel free to contact our offices at 405-247-2448 ext. 1403.

Erin N. Paden

Erin Paden
Director of Historic Preservation
Delaware Nation
31064 State Highway 281
Anadarko, OK 73005
Ph. 405-247-2448 ext. 1403
epaden@delawarenation-nsn.gov

From: Claudia J. Skenandore <cskenan2@oneidanation.org>
Sent: Tuesday, April 5, 2022 3:30 PM
To: TOWER, JOHN E GS-12 USAF AFRC 911 CE/CEV/CE <john.tower.1@us.af.mil>; BROOKS, JESSICA L GS-12 USAF AFRC 911 CE/CEVE <jessica.brooks.12@us.af.mil>
Cc: Stacie M. Cutbank <sdanfor3@oneidanation.org>; Hattie S. Braaten <hbraaten@oneidanation.org>
Subject: [Non-DoD Source] Runway 5/23 Retrofit: e-mail vs US mail and update contact information

We have a couple requests and hope you are able to help or to forward this email to someone who can help.

1. If any other names show up for Oneida (other than Stacie cc'd on this email) could you please contact us to verify and coordinate if needed.
2. All communication we would prefer by e-mail and not by US mail please.

Again, hoping you can help. Have a great day and thank you.

Takalih&tye> - Claudia Skenandore
Cultural Heritage Administrative Assistant (ET)
Office: (920) 490-3955, Cell: (920) 562-4196
Sawwehisliy%hak (Have a good day)

From: Jesse Bergevin <jbergevin@oneida-nation.org>
Sent: Monday, April 11, 2022 1:23 PM
To: TOWER, JOHN E GS-12 USAF AFRC 911 CE/CEV/CE <john.tower.1@us.af.mil>; BROOKS, JESSICA L GS-12 USAF AFRC 911 CE/CEVE <jessica.brooks.12@us.af.mil>
Subject: [URL Verdict: Neutral][Non-DoD Source] RE: Section 106 Coordination for PARS 5/23 Retrofit at the Youngstown-Warren Regional Airport, Ohio

The Oneida Indian Nation has no comments regarding this project and does not wish to be a Section 106 consulting party for it.

Please let me know if there are any questions.

Best Regards,

JESSE BERGEVIN
Historical Resources Specialist

ONEIDA INDIAN NATION

P: 315.829.8463
2037 Dream Catcher Plaza
Oneida, NY 13421
OIN

U.S Department
of Transportation

**Federal Aviation
Administration**

Great Lakes Region
Airports Division

11677 S. Wayne Road, Suite 107
Romulus, MI 48174

June 21, 2022

SMSgt Robert Barko Jr.
910 AW Public Affairs
3976 King Graves Road
Unit 12, Vienna, OH 44473

RE: Youngstown-Warren Regional Airport (YNG)
United States Air Force Reserve Command
Cooperating Agency Request for the Proposed Runway 5/23 Retrofit Project

Dear SMSgt Robert Barko Jr.,

The Federal Aviation Administration (FAA) is in receipt of the United States Air Force Reserve Command (USAFRC) located at Youngstown-Warren Regional Airport (YNG) proposal to retrofit Runway 5/23 in support of the training mission at the airport. YNG is an federally-obligated, civilian public-use airport with a Part 139 certification under Title 14, Code of Federal Regulations, and is identified in the National Plan of Integrated Airport System (NPIAS) as an Regional General Aviation Airport.

FAA was made aware of the USAFRC preparing documentation to evaluate potential environmental impacts of this proposed project on May 18th, 2022. Since YNG continues to receive grant-in-aid funding administered by FAA under the *Airport and Airway Improvement Act* of 1982, as amended, we must ensure they comply with applicable airport design standards and grant assurances.

Since USAFRC proposal is located at a federally obligated, civilian public-use airport that has grant-in-aid agreements, FAA request to be a Cooperating Agency under Title 40, Code of Federal Regulations (CFR) § 1508.5, *Cooperating Agency*. The FAA has jurisdiction and special expertise under the *Federal Aviation Act* of 1958, as amended, and promulgating airport design standards for civilian airports. Further, FAA conducts periodic inspections of the airport to ensure compliance with the airport operator's obligations under 14 CFR Part 139. As it is, FAA's regulatory responsibility to oversee the National Airspace System, we must directly participate in the preparation of the environmental documents to ensure both the protection of the federal investment and the continued safe operation at the airport. We look forward to assisting the USAFRC in completing the environmental documentation in a timely manner.

If approval is granted, the FAA Cooperating Agency primary office for this proposal is the Detroit Airports District Office located at Metro Airport Center, 11677 S. Wayne Road, Suite 107, Romulus, MI 48174. The primary contact person is: Ms. Misty Peavler, Environmental Protection Specialist and she can be reached by email at misty.peavler@faa.gov or by telephone

at 734-229-2906. If you have any additional questions or concerns, please do hesitate to reach out to me and thank you for your consideration with this matter.

Sincerely,

John L. Mayfield Jr
Manager, Detroit Airports District Office
Great Lakes Region

cc: APP-400

From:	Peavler, Misty (FAA)
To:	Naccarato, Andrea
Cc:	Bill Fink (william.fink@us.af.mil)
Subject:	[EXTERNAL] RE: Public Draft Final EA and FONSI for the Runway 5/23 Retrofit project at the Youngstown-Warren Regional Airport
Date:	Thursday, September 1, 2022 9:41:31 AM

Andrea,

I apologize for the delayed response. I do not have any further questions or comments for you.

Misty Peavler
Environmental Protection Specialist
Federal Aviation Administration
Detroit Airports District Office

-----Original Message-----
From: Naccarato, Andrea <Andrea.Naccarato@jacobs.com>
Sent: Thursday, August 25, 2022 4:47 PM
To: Peavler, Misty (FAA) <misty.peavler@faa.gov>
Cc: Bill Fink (william.fink@us.af.mil) <william.fink@us.af.mil>
Subject: RE: Public Draft Final EA and FONSI for the Runway 5/23 Retrofit project at the Youngstown-Warren Regional Airport

Hi Misty -

We have revised both EAs and YARS and PARS are reviewing them.
Once they approve the changes we plan on submitting the final documents to them to staff for signature of the FONSI (Runway 5/23 Retrofit) and the FONSI/FONPA (ALZ Widening).

We are hopeful WRPA will do the Mod to Standards soon and start that process for the Runway 5/23 Retrofit.
The USACE Louisville District and YARS will be touch concerning the ALZ Widening project.

Do you have any furhter questions or comments for us?

Respectfully,

Andrea Naccarato, PMP(r), REM, CES (she/her) | Jacobs | Sr. Environmental Project Manager | 404.751.5621 office | 678.401.7955 (this number is no longer available) | 404.441.8829 cell | andrea.naccarato@jacobs.com

Appendix B
Public Notices

This page is intentionally left blank.

Notice for Early Public Review of a Proposed Activity

To: All Interested Agencies, Groups, and Individuals

The U.S. Air Force (USAF) proposes to modify an existing runway at the Youngstown-Warren Regional Airport in Vienna, Ohio, to accommodate C-17 aircraft. The Proposed Action would not include construction near wetlands or in the 100-year floodplain. Construction is not expected to impact wetlands or the 100-year floodplain. This notice is required by Section 2(b) of Executive Order (EO) 11990, "Protection of Wetlands," and Section 2(a)(4) of EO 11988, "Floodplain Management," and is made available to the public by the USAF in accordance with *Code of Federal Regulations* Title 32, Part 989.24(c) and Air Force Instruction 32-7064, *Integrated Natural Resources Management*.

The existing runway dimensions do not satisfy the training requirements for the C-17 aircraft. The Proposed Action would reduce the runway size from its current size of 5,002 feet long and 150 feet wide to no more than 5,000 feet long and 100 feet wide, the maximum size for C-17 Assault Landing Zone training. The USAF is preparing an environmental assessment (EA) in accordance with the National Environmental Policy Act to analyze the potential environmental impacts of the Proposed Action.

The USAF is seeking advance public comment on the proposed project to determine if there are any public concerns regarding the project's potential impacts and is soliciting public input or comments on potential project alternatives. The full EA will be available for public review in the summer of 2022. Please submit written comments by mail to 910 AW Public Affairs, Attention: SMSgt Bob Barko Jr., 3976 King Graves Road, Unit 12, Vienna, OH 44473, or by email at 910aw.pa@us.af.mil. Please include a subject line of "Runway 5/23 Retrofit." Written comments will be accepted for 30 days from the publication of this notice.

PROOF OF PUBLICATION

STATE OF OHIO
TRUMBULL COUNTY SS: CONNIE PACEK

BEING DULY SWORN, UPON OATH STATES THAT HE/SHE IS AN AUTHORIZED REPRESENTATIVE OF EASTERN OHIO NEWSPAPERS INC., PUBLISHERS OF THE TRIBUNE CHRONICLE AND THE VINDICATOR (an edition of the Tribune Chronicle), NEWSPAPERS PRINTED AND IN THE GENERAL CIRCULATION OF TRUMBULL, MAHONING, COLUMBIANA COUNTIES IN OHIO AND IN MERCER COUNTY IN PENNSYLVANIA.

THE ATTACHED ADVERTISEMENT WAS PUBLISHED IN

✓ THE TRIBUNE CHRONICLE

✓ THE VINDICATOR

EVERY: FRIDAY

FOR 1 CONSECUTIVE WEEKS AND

THAT THE FIRST INSERTION WAS ON FRIDAY

THE 24th DAY OF DEC 2021

Connie Pacek

SWORN TO BEFORE ME AND SUBSCRIBED IN MY PRESENCE ON THIS

12TH DAY OF JANUARY 2022

NOTARY PUBLIC

LAWRENCE J. KOVACH, Notary Public
STATE OF OHIO
MY COMMISSION EXPIRES SEPTEMBER 23, 2022

SEAL

NOTARY PUBLIC * STATE OF OHIO *

ADVERTISING COST $ 6

Notice for Early Public Review of a Proposed Activity

To: All Interested Agencies, Groups, and Individuals

The U.S. Air Force (USAF) proposes to modify an existing runway at the Youngstown-Warren Regional Airport in Vienna, Ohio, to accommodate C-17 aircraft. The Proposed Action would not include construction near wetlands or in the 100-year floodplain. Construction is not expected to impact wetlands or the 100-year floodplain. This notice is required by Section 2(b) of Executive Order (EO) 11990, "Protection of Wetlands," and Section 2(a)(4) of EO 11988, "Floodplain Management," and is made available to the public by the USAF in accordance with Code of Federal Regulations Title 32, Part 989.24(c) and Air Force Instruction 32-7064, Integrated Natural Resources Management.

The existing runway dimensions do not satisfy the training requirements for the C-17 aircraft. The Proposed Action would reduce the runway size from its current size of 5,002 feet long and 150 feet wide to no more than 5,000 feet long and 100 feet wide, the maximum size for C-17 Assault Landing Zone training. The USAF is preparing an environmental assessment (EA) in accordance with the National Environmental Policy Act to analyze the potential environmental impacts of the Proposed Action.

The USAF is seeking advance public comment on the proposed project to determine if there are any public concerns regarding the project's potential impacts and is soliciting public input or comments on potential project alternatives. The full EA will be available for public review in the summer of 2022. Please submit written comments by mail to 910 AW Public Affairs, Attention: SMSgt Bob Barko Jr., 3976 King Graves Road, Unit 12, Vienna, OH 44473, or by email at 910aw.pa@us.af.mil. Please include a subject line of "Runway 5/23 Retrofit." Written comments will be accepted for 30 days from the publication of this notice.

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 modifying an existing runway at the Youngstown-Warren Regional Airport in Vienna, Ohio, to accommodate C-17 Assault Landing Zone (ALZ) training. The Proposed Action would include painting the runway in accordance with C-17 ALZ training dimensions for daytime ALZ training and would include temporary placement of lighting for nighttime operations.

The EA and draft Finding of No Significant Impact are available at the Cortland Branch and Howland Branch public libraries and on the internet at https://www.youngstown.afrc.af.mil/About/Environmental-Commitment/.

Written comments will be considered for 30 days after the publication of this notice. Comments should be sent by mail to 910 AW Public Affairs, Attention: SMSgt Bob Barko Jr., 3976 King Graves Road, Unit 12, Vienna, OH 44473, or by email to 910aw.pa@us.af.mil. Please include a subject line of “Runway 5/23 Retrofit.”

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#142- 21- May 22-23, 2022- #7310

PROOF OF PUBLICATION

STATE OF OHIO
TRUMBULL COUNTY SS: HARRY NEWMAN

BEING DULY SWORN, UPON OATH STATES THAT ***HE*** IS AN AUTHORIZED REPRESENTATIVE OF EASTERN OHIO NEWSPAPERS INC, PUBLISHERS OF THE TRIBUNE CHRONICLE AND THE VINDICATOR (an edition of the Tribune Chronicle), NEWSPAPERS PRINTED AND IN THE GENERAL CIRCULATION OF TRUMBULL, MAHONING, COLUMBIANA COUNTIES IN OHIO AND IN MERCER COUNTY IN PENNSYLVANIA.

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X **THE TRIBUNE CHRONICLE**
X **THE VINDICATOR**

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Sunday, May 22, 2022
Monday, May 23, 2022
ADVERTISING COST

SWORN TO BEFORE ME AND SUBSCRIBED IN MY PRESENCE ON THIS ***25TH*** DAY OF ***May 2022***

NOTARY PUBLIC

LAWRENCE J. KOVACH, Notary Public
STATE OF OHIO
MY COMMISSION EXPIRES SEPTEMBER 23, 2022

SEAL

Appendix C
Air Quality Emissions Calculations and Record of Conformity Analysis

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AIR CONFORMITY APPLICABILITY MODEL REPORT
RECORD OF CONFORMITY ANALYSIS (ROCA)

1. General Information: The Air Force's Air Conformity Applicability Model (ACAM) was used to perform an analysis to assess the potential air quality impact/s associated with the action in accordance with the Air Force Manual 32-7002, Environmental Compliance and Pollution Prevention; the Environmental Impact Analysis Process (EIAP, 32 CFR 989); and the General Conformity Rule (GCR, 40 CFR 93 Subpart B). This report provides a summary of the ACAM analysis.

a. Action Location:

Base: YOUNGSTOWN JARS
State: Ohio
County(s): Trumbull
Regulatory Area(s): Youngstown-Warren-Sharon, OH-PA

b. Action Title: YARS Assault Landing Zone Widening

c. Project Number/s (if applicable):

d. Projected Action Start Date: 10/2022

e. Action Description:

The 911 AW is proposing to continue C-17 training at the ALZ at YARS for required ALZ training operations, called sorties. Currently C-17 training is only conducted at YARS during the daytime and during good weather conditions, for an average of one sortie per week. The 911 AW anticipates flying up to 20 sorties per week, with up to 14 conducted during the daytime and 6 during the nighttime. In order for the YARS ALZ to meet the C-17 training requirements, the ALZ would need to be modified to meet the C-17 ALZ training dimensions for daytime ALZ training and the lighting requirements for nighttime ALZ training.

Note: The average number of sorties to be flown per week was reduced from 20 to 14; for the purposes of the air quality analysis, the calculations remain at 20 sorties per week because that was determined to be de minimis. Reducing the number of sorties would result in reduced emissions from what was modeled.

f. Point of Contact:

Name: Caitlin Santinelli
Title: Scientist
Organization: Jacobs
Email: caitlin.santinelli@jacobs.com
Phone Number: 314.974.6958

2. Analysis: Total combined direct and indirect emissions associated with the action were estimated through ACAM on a calendar-year basis for the "worst-case" and "steady state" (net gain/loss upon action fully implemented) emissions. General Conformity under the Clean Air Act, Section 1.76 has been evaluated for the action described above according to the requirements of 40 CFR 93, Subpart B.

Based on the analysis, the requirements of this rule are: __X__ applicable
_____ not applicable

Conformity Analysis Summary:

2022

Pollutant	Action Emissions (ton/yr)	GENERAL CONFORMITY	
		Threshold (ton/yr)	Exceedance (Yes or No)
Youngstown-Warren-Sharon, OH-PA			
VOC	0.146	100	No
NOx	47.629	100	No
CO	3.720		

AIR CONFORMITY APPLICABILITY MODEL REPORT
RECORD OF CONFORMITY ANALYSIS (ROCA)

Pollutant	Action Emissions (ton/yr)	GENERAL CONFORMITY	
		Threshold (ton/yr)	Exceedance (Yes or No)
SOx	2.270		
PM 10	8.636		
PM 2.5	7.412		
Pb	0.000		
NH3	0.000		
CO2e	6862.3		

2023

Pollutant	Action Emissions (ton/yr)	GENERAL CONFORMITY	
		Threshold (ton/yr)	Exceedance (Yes or No)
Youngstown-Warren-Sharon, OH-PA			
VOC	0.713	100	No
NOx	239.083	100	Yes
CO	18.253		
SOx	11.304		
PM 10	42.458		
PM 2.5	36.425		
Pb	0.000		
NH3	0.000		
CO2e	34173.8		

2024

Pollutant	Action Emissions (ton/yr)	GENERAL CONFORMITY	
		Threshold (ton/yr)	Exceedance (Yes or No)
Youngstown-Warren-Sharon, OH-PA			
VOC	0.713	100	No
NOx	239.083	100	Yes
CO	18.253		
SOx	11.304		
PM 10	42.458		
PM 2.5	36.425		
Pb	0.000		
NH3	0.000		
CO2e	34173.8		

2025

Pollutant	Action Emissions (ton/yr)	GENERAL CONFORMITY	
		Threshold (ton/yr)	Exceedance (Yes or No)
Youngstown-Warren-Sharon, OH-PA			
VOC	0.713	100	No
NOx	239.083	100	Yes
CO	18.253		
SOx	11.304		
PM 10	42.458		
PM 2.5	36.425		
Pb	0.000		
NH3	0.000		
CO2e	34173.8		

AIR CONFORMITY APPLICABILITY MODEL REPORT
RECORD OF CONFORMITY ANALYSIS (ROCA)

2026

Pollutant	Action Emissions (ton/yr)	GENERAL CONFORMITY	
		Threshold (ton/yr)	Exceedance (Yes or No)
Youngstown-Warren-Sharon, OH-PA			
VOC	0.713	100	No
NOx	239.083	100	Yes
CO	18.253		
SOx	11.304		
PM 10	42.458		
PM 2.5	36.425		
Pb	0.000		
NH3	0.000		
CO2e	34173.8		

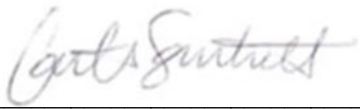
2027

Pollutant	Action Emissions (ton/yr)	GENERAL CONFORMITY	
		Threshold (ton/yr)	Exceedance (Yes or No)
Youngstown-Warren-Sharon, OH-PA			
VOC	0.535	100	No
NOx	179.312	100	Yes
CO	13.690		
SOx	8.478		
PM 10	31.844		
PM 2.5	27.318		
Pb	0.000		
NH3	0.000		
CO2e	25630.3		

2028 - (Steady State)

Pollutant	Action Emissions (ton/yr)	GENERAL CONFORMITY	
		Threshold (ton/yr)	Exceedance (Yes or No)
Youngstown-Warren-Sharon, OH-PA			
VOC	0.000	100	No
NOx	0.000	100	No
CO	0.000		
SOx	0.000		
PM 10	0.000		
PM 2.5	0.000		
Pb	0.000		
NH3	0.000		
CO2e	0.0		

Some estimated emissions associated with this action are above the conformity threshold values established at 40 CFR 93.153 (b); Therefore, the requirements of the General Conformity Rule are applicable.



Caitlin Santinelli, Scientist

04 August 2022
DATE

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