

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

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

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

Prepared by Tetra Tech, Inc.



Finding of No Significant Impact

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

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

Purpose and Need

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

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

Description of the Proposed Action

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

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

Alternatives

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

Alternatives Considered in Detail

Alternative 1

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

No Action Alternative

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

Alternatives Considered but Eliminated

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

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

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

Potential Environmental Impacts

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

Public Review and Comment

The EA and draft FONSI/FONPA was 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 on February 21 and February 23, 2025. Copies of the EA and the draft FONSI/FONPA were placed at the Cortland Public Library, 578 Lakeview Drive, Cortland, Ohio 44410, and the Howland Public Library, 9095 E. Market Street, Warren, Ohio 44484. The EA and draft FONSI/FONPA were also made available online at <https://www.youngstown.afrc.af.mil/About/Public-Notice>. No comments were received.

Finding of No Significant Impact/Finding of No Practicable Alternatives

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

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Commander	

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1. Introduction

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

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

1.1 Background

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

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

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

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

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

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

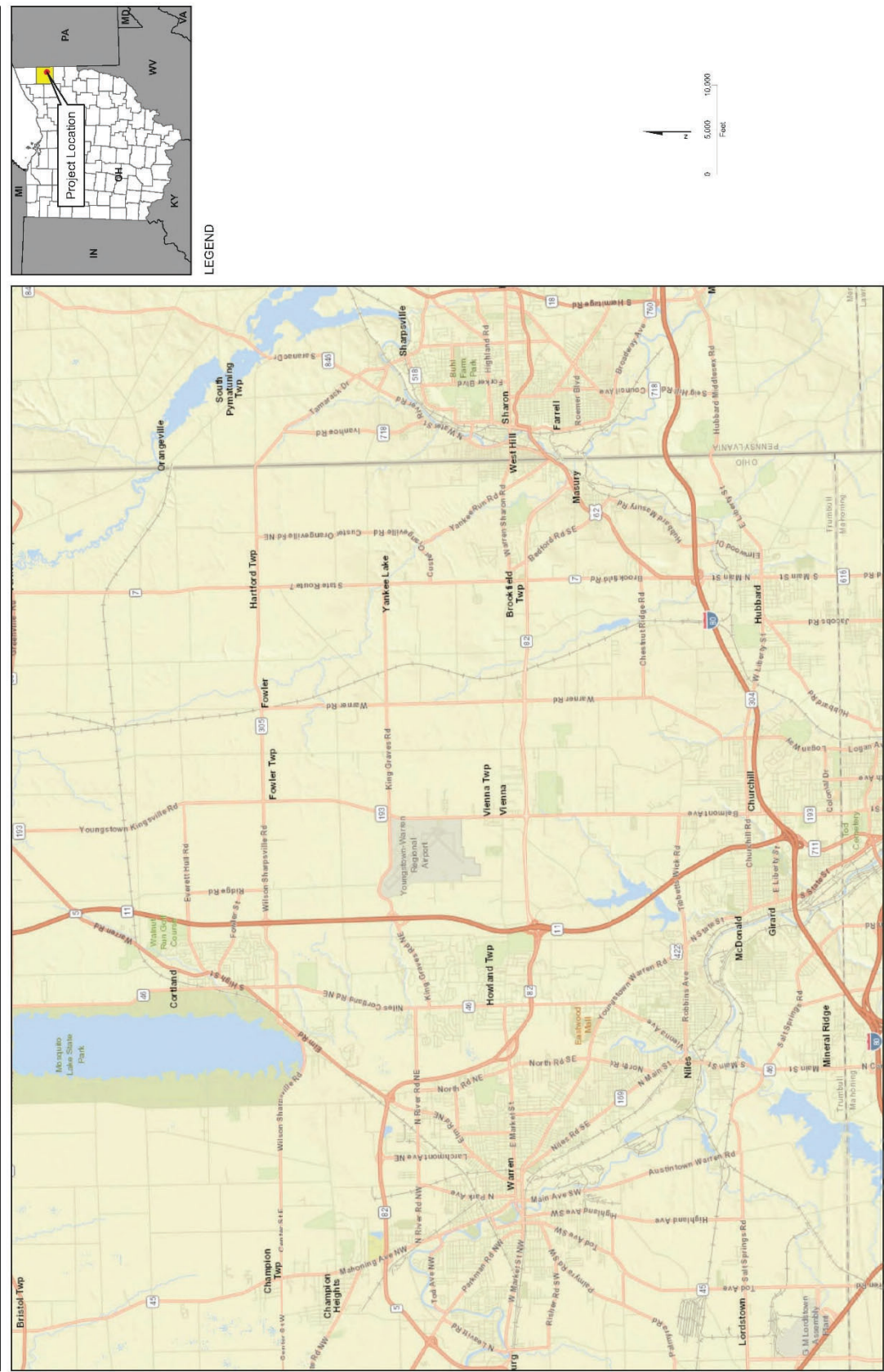


Figure 1-1 Youngstown Air Reserve Station

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

1.2 Purpose and Need

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

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

1.3 Relevant Plans, Laws, and Regulations

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

1.4 Summary of Key Environmental Compliance Requirements

1.4.1 National Environmental Policy Act

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

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

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

1.4.2 Integration of Other Environmental Statutes and Regulations

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

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

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

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

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

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

1.4.3 Interagency Coordination and Public Involvement

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

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

The draft EA and a draft FONSI for 30 days of public and agency review and comment. Notices of the availability were published on February 21, 2025 and February 23, 2025 in *The Vindicator* and the *Tribune Chronicle* newspapers. Copies of the notice are included in Appendix B.

The documents were available on the internet at <https://www.youngstown.afrc.af.mil/About/Public-Notice> and at the Cortland Branch and the Howland Branch public libraries. No comments were received.

2. Description of Proposed Action and Alternatives

2.1 Proposed Action

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

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

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

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

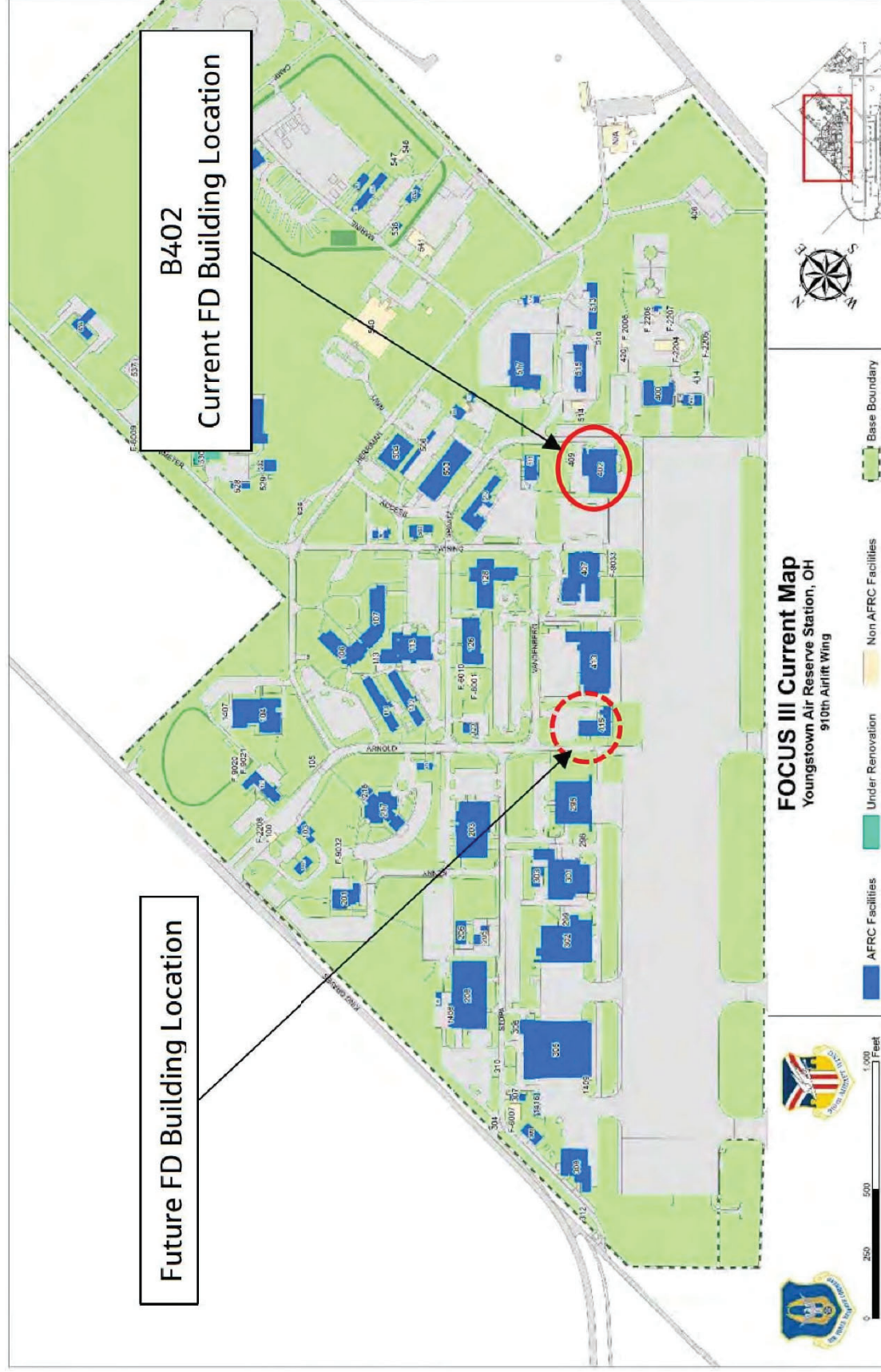


Figure 2-1. Location of Current and Proposed Base Fire Stations



Figure 2-2. Proposed Project Site

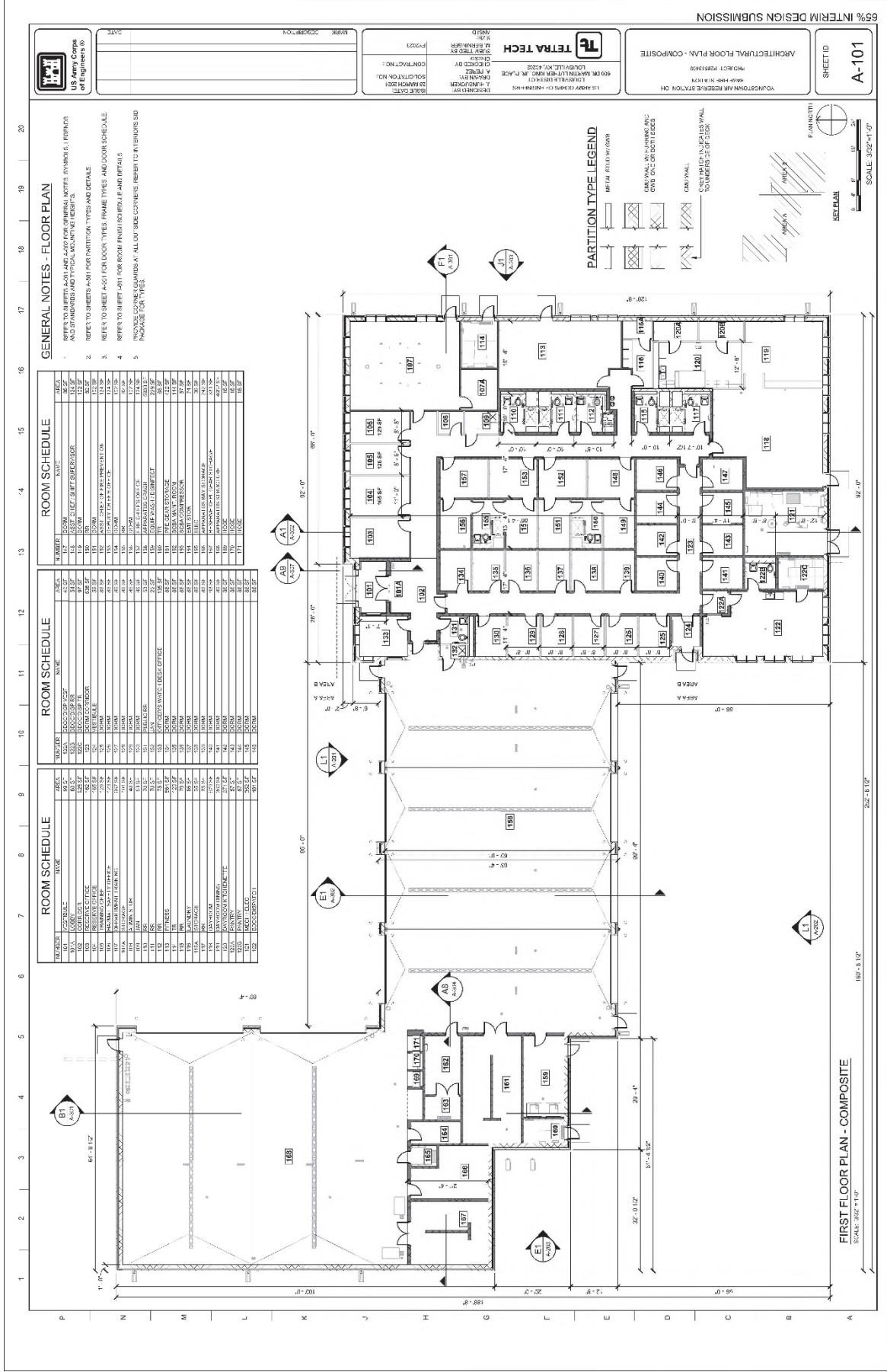


Figure 2-3. Proposed Fire Station Floor Plan.



Figure 2-4. Proposed Laydown Areas.

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

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

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

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

2.2 Alternatives

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

2.2.1 Alternatives Considered in Detail

2.2.1.1 Alternative 1 – Preferred Alternative

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

2.2.1.2 No Action Alternative

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

2.2.2 Alternatives Considered but Eliminated from Further Consideration

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

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

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

3. Affected Environment and Consequences

3.1 Resources Eliminated from Detailed Analysis

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

3.1.1 Geologic Resources

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

3.1.2 Topography

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

3.1.3 Floodplains

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

3.1.4 Wetlands

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

3.1.5 Coastal Resources

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

According to the Ohio Department of Natural Resources (ODNR) Office of Coastal Management, Trumbull County is not included in a coastal management area. Based on the mapping files provided through the ODNR website and coastal management guidance documents, YARS is approximately 35

miles from the Lake Erie coastal zone (ODNR 2022). Therefore, no direct or significant impacts on coastal resources would result from the Preferred Alternative.

3.1.6 Cultural Resources

Previous surveys for cultural resources for projects at YARS (Runway Retrofit, New Entry Control Complex) did not find any archaeological resources or listed, eligible, or potentially eligible historic properties within the YARS boundary. The Ohio State Historic Preservation Office concurred with these findings (OHO 2019). The Preferred Alternative would occur in a location that has been heavily disturbed by the construction of Building 415, the runway, and associated construction and maintenance. No prior records indicate that cultural resources previously existed within the project area. The USAF determined that no historic properties would be affected by the Preferred Alternative. Native American tribes affiliated with the project area were notified of the proposed project and no comments were received. Copies of this correspondence are included in Appendix A. If previously undiscovered cultural resources are encountered during construction, work would stop until the appropriate notifications and any applicable mitigations were made in accordance with the YARS Cultural Resource Contingency Plan.

3.1.7 Land Use

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

3.1.8 Aesthetics and Visual Resources

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

3.1.9 Utilities and Infrastructure

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

3.1.10 Air Space

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

3.1.11 Socioeconomic Resources

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

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

3.1.12 Protection of Children

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

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

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

3.2 Resources Considered in Detail

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

3.2.1 Soils

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

3.2.1.1 Affected Environment

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

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

3.2.1.2 Environmental Consequences

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

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

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

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

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

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

No Action Alternative

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

3.2.2 Water Resources

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

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

3.2.2.1 Affected Environment

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

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

3.2.2.2 Environmental Consequences

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

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

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

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

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

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

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

No Action Alternative

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

3.2.3 Biological Resources

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

3.2.3.1 Affected Environment

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

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

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

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

Bald eagle (*Haliaeetus leucocephalus*, protected under the Bald and Golden Eagle Protection Act) and three species protected under the Migratory Bird Treaty Act, red-headed woodpecker (*Melanerpes erythrocephalus*) and wood thrush (*Hylocichla mustelina*), have the potential to occur within the project

area (USFWS 2024). There is no foraging habitat for the bald eagle in the vicinity of the project, making its presence highly unlikely.

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

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

3.2.3.2 Environmental Consequences

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

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

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

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

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

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

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

No Action Alternative

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

3.2.4 Air Quality

3.2.4.1 Affected Environment

Under the authority of the CAA, EPA established nationwide air quality standards to protect public health and welfare. These federal standards, known as National Ambient Air Quality Standards (NAAQS), represent the maximum allowable atmospheric concentrations for six criteria pollutants: ozone (O₃), nitrogen dioxide (NO₂), carbon monoxide (CO), sulfur dioxide (SO₂), lead, and particulate matter, which includes respirable particulate matter less than or equal to 10 micrometers in diameter (PM₁₀) and respirable particulate matter less than or equal to 2.5 micrometers in diameter (PM_{2.5}). The criteria pollutants are shown in Table 3-1.

Table 3-1. Ambient Air Quality Standards

Criteria Pollutant	Federal Standard (Averaging Period) ^a	Federal Attainment Status
CO	35 ppm (1 hour)	Attainment
	9 ppm (8 hours)	
NO ₂	0.100 ppm (1 hour)	Attainment
	0.053 ppm (annual arithmetic mean)	
Ozone	0.070 ppm (8 hours)	Attainment
PM _{2.5}	12 $\mu\text{g}/\text{m}^3$ (annual arithmetic mean)	Attainment
	35 $\mu\text{g}/\text{m}^3$ (24 hours)	
PM ₁₀	150 $\mu\text{g}/\text{m}^3$ (24 hours)	Attainment
SO ₂	0.5 ppm (3 hours, secondary standard)	Attainment
	0.075 ppm (1 hour)	Attainment
Lead	0.15 $\mu\text{g}/\text{m}^3$ (rolling 3-month average)	Attainment

Source: EPA 2022a

^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 PM₁₀, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 $\mu\text{g}/\text{m}^3$ 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.

$\mu\text{g}/\text{m}^3$ = 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 the NAAQS is designated as nonattainment for the specific pollutant or pollutants, whereas areas that meet the NAAQS are designated as attainment areas. Maintenance areas are those areas that were previously designated as nonattainment and subsequently re-designated to attainment, subject to the development of a maintenance plan.

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

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

Greenhouse gases (GHGs) are compounds that may contribute to accelerated climate change by altering the thermodynamic properties of the Earth's atmosphere. GHGs consist of CO₂, methane, nitrous oxide, hydrofluorocarbons, and perfluorocarbons (EPA 2022b). Under the EPA Mandatory Reporting Rule, facilities that emit 25,000 metric tons or more per year of carbon dioxide equivalent (CO₂e) emissions must submit annual reports to the EPA. For purposes of the NEPA analysis, the USAF has established a *de minimis* significance threshold of 75,000 tons per year CO₂e (AFCEC 2016).

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

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

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

3.2.4.2 Environmental Consequences

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

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

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

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

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

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

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

specifications to reduce exhaust emissions. Construction under the Preferred Alternative would have no significant impact on air quality.

Climate Change and GHGs. The Preferred Alternative would generate GHG emissions from construction and operation-related activities. Construction activities associated with the demolition of Building 415 and the construction of the new fire station would result in a short-term, insignificant increase in GHG emissions.

Estimated peak GHG emissions resulting from the Preferred Alternative would be 1,007 CO₂e for construction which are well below the USAF *de minimis* threshold of 75,000 tons per year (AFCEC 2016). The construction is likely to take more than one year so the annual emissions would be even lower.

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

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

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

No Action Alternative

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

3.2.5 Noise

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

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

3.2.5.1 Affected Environment

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

3.2.5.2 Environmental Consequences

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

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

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

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

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

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

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

No Action Alternative

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

3.2.6 Hazardous Materials and Hazardous Waste

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

3.2.6.1 Affected Environment

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

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

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

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

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

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

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

3.2.6.2 Environmental Consequences

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

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

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

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

No Action Alternative

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

3.2.7 Safety and Occupational Health

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

3.2.7.1 Affected Environment

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

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

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

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

3.2.7.2 Environmental Consequences

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

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

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

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

No Action Alternative

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

3.2.8 Traffic and Transportation

Traffic and transportation systems include the roads and parking areas.

3.2.8.1 Affected Environment

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

3.2.8.2 Environmental Consequences

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

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

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

There would be no permanent changes to Vandenberg Road.

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

No Action Alternative

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

4. Findings and Conclusions

4.1 Findings

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

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

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

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

BMP = best management practice

4.1.1 Consequences of the Preferred Alternative

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

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

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

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

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

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

4.1.2 Consequences of the No Action Alternative

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

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

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

4.2 Conclusions

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

5. List of Preparers, Agencies Contacted, and Distribution

5.1 Preparers

Table 5-1. List of Preparers

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

5.2 Agencies Contacted

U.S. Environmental Protection Agency, Region 5

Ohio Environmental Protection Agency

Federal Aviation Administration,

Delaware Nation

Delaware Tribe of Nations

Miami Tribe of Oklahoma

Oneida Nation of New York

Oneida Nation of Wisconsin

Onondaga Nation

Saint Regis Mohawk Tribe

Seneca Nation of Indians

Seneca-Cayuga Nation

Tonawanda Seneca Nation

Tuscarora Nation

Vienna Township

Trumbull County Planning Commission

Western Reserve Port Authority

Youngstown-Warren Regional Airport

6. References

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Appendix A – Consultation and Coordination Correspondence

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

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

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

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



DEPARTMENT OF THE AIR FORCE
AIR FORCE RESERVE COMMAND

18 December 2024

MEMORANDUM FOR DISTRIBUTION

ATTENTION: Clint Halftown
Cayuga Nation
P.O. Box 803
Seneca Falls, NY 13148
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clint.halftown@gmail.com

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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MICHAEL MALONEY, Colonel, USAF
Commander

2 Attachments:

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



DEPARTMENT OF THE AIR FORCE
AIR FORCE RESERVE COMMAND

18 December 2024

MEMORANDUM FOR DISTRIBUTION

ATTENTION: Deborah Dotson, President
Delaware Nation
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FROM: 910 AW/CC
3976 King Graves Road Unit 37
Vienna OH 44473-5912

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

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

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

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MICHAEL MALONEY, Colonel, USAF
Commander

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DEPARTMENT OF THE AIR FORCE
AIR FORCE RESERVE COMMAND

18 December 2024

MEMORANDUM FOR DISTRIBUTION

ATTENTION: Katelyn Lucas. THPO
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FROM: 910 AW/CC
3976 King Graves Road Unit 37
Vienna OH 44473-5912

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

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

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

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

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

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

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

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MICHAEL MALONEY, Colonel, USAF
Commander

2 Attachments:

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



DEPARTMENT OF THE AIR FORCE
AIR FORCE RESERVE COMMAND

18 December 2024

MEMORANDUM FOR DISTRIBUTION

ATTENTION: Brad Killscrow, Chief
Delaware Tribe of Nations
5100 Tuxedo Blvd.
Bartlesville, OK 74006-2838
(918) 337-6590
bkillscrow@delawaretribe.org

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

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

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

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

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

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

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

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

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

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2. Cultural Resources Contingency Plan



DEPARTMENT OF THE AIR FORCE
AIR FORCE RESERVE COMMAND

18 December 2024

MEMORANDUM FOR DISTRIBUTION

ATTENTION: Larry Heady, THPO
Delaware Tribe of Nations
125 Dorry Lane
Grants Pass Oregon, OR 97527
(262) 825-7586
lheady@delawaretribe.org

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

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

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2. Cultural Resources Contingency Plan



DEPARTMENT OF THE AIR FORCE
AIR FORCE RESERVE COMMAND

18 December 2024

MEMORANDUM FOR DISTRIBUTION

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

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

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

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DEPARTMENT OF THE AIR FORCE
AIR FORCE RESERVE COMMAND

18 December 2024

MEMORANDUM FOR DISTRIBUTION

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

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

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AIR FORCE RESERVE COMMAND

18 December 2024

MEMORANDUM FOR DISTRIBUTION

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

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

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

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

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

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

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

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

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

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

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

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MICHAEL MALONEY, Colonel, USAF
Commander

2 Attachments:

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



DEPARTMENT OF THE AIR FORCE
AIR FORCE RESERVE COMMAND

18 December 2024

MEMORANDUM FOR DISTRIBUTION

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

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

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DEPARTMENT OF THE AIR FORCE
AIR FORCE RESERVE COMMAND

18 December 2024

MEMORANDUM FOR DISTRIBUTION

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

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

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

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DEPARTMENT OF THE AIR FORCE
AIR FORCE RESERVE COMMAND

18 December 2024

MEMORANDUM FOR DISTRIBUTION

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

FROM: 910 AW/CC
3976 King Graves Road Unit 37
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ATTENTION: Kanani Nunies, THPO
Oneida Nation of Wisconsin
P.O. Box 365
Oneida, WI 54155
(920) 496-5379
oneida_thpo@oneidanation.org

FROM: 910 AW/CC
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a. The project will be limited to the 2.1 acre of disturbance associated with the Fire Station construction and the nearby laydown areas. The project occurs in a location that was heavily disturbed during construction of Building 415 and its associated infrastructure. As a result, any cultural resources that might have existed within the project APE have likely been disturbed and no longer maintain integrity of location and/or association; therefore, they would be ineligible for inclusion in the NRHP.

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

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

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

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MICHAEL MALONEY, Colonel, USAF
Commander

2 Attachments:

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



DEPARTMENT OF THE AIR FORCE
AIR FORCE RESERVE COMMAND

18 December 2024

MEMORANDUM FOR DISTRIBUTION

ATTENTION: Kalisha Dixon, Chief
Ottawa Tribe of Oklahoma
13 South Highway 69a
Miami, OK 74354
(918) 540-1536
kalisha.oto@gmail.com

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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DEPARTMENT OF THE AIR FORCE
AIR FORCE RESERVE COMMAND

18 December 2024

MEMORANDUM FOR DISTRIBUTION

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

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

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

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2 Attachments:

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



DEPARTMENT OF THE AIR FORCE
AIR FORCE RESERVE COMMAND

18 December 2024

MEMORANDUM FOR DISTRIBUTION

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

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

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

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

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DEPARTMENT OF THE AIR FORCE
AIR FORCE RESERVE COMMAND

18 December 2024

MEMORANDUM FOR DISTRIBUTION

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

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

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

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DEPARTMENT OF THE AIR FORCE
AIR FORCE RESERVE COMMAND

18 December 2024

MEMORANDUM FOR DISTRIBUTION

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

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

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

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

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

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

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

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

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

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

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

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MICHAEL MALONEY, Colonel, USAF
Commander

2 Attachments:

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



DEPARTMENT OF THE AIR FORCE
AIR FORCE RESERVE COMMAND

18 December 2024

MEMORANDUM FOR DISTRIBUTION

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

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

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

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

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

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DEPARTMENT OF THE AIR FORCE
AIR FORCE RESERVE COMMAND

18 December 2024

MEMORANDUM FOR DISTRIBUTION

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

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

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

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

18 December 2024

MEMORANDUM FOR DISTRIBUTION

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

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

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

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DEPARTMENT OF THE AIR FORCE
AIR FORCE RESERVE COMMAND

18 December 2024

MEMORANDUM FOR DISTRIBUTION

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

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

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MICHAEL MALONEY, Colonel, USAF
Commander

2 Attachments:

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



DEPARTMENT OF THE AIR FORCE
AIR FORCE RESERVE COMMAND

18 December 2024

MEMORANDUM FOR DISTRIBUTION

ATTENTION: Tom Jonathan, Chief
Tuscarora Nation
5226 Walmore Road
Lewistown, NY 14092
(716) 264-6007 x110
tuscnationhouse@gmail.com

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

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

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

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

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

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

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

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

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

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

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

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

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

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Tuscarora Nation
5226 Walmore Road
Lewistown, NY 14092
(716) 264-6011
bprintup@hetf.org

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

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MEMORANDUM FOR DISTRIBUTION

ATTENTION: Billy Friend, Chief
Wyandotte Nation
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(918) 678-2297
bfriend@wyandotte-nation.org

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

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DEPARTMENT OF THE AIR FORCE
AIR FORCE RESERVE COMMAND

18 December 2024

MEMORANDUM FOR DISTRIBUTION

ATTENTION: Sherri Clemons, THPO
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Wyandotte, OK 74370
(918) 678-6344
sclemons@wyandotte-nation.org

FROM: 910 AW/CC
3976 King Graves Road Unit 37
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Attachment 1

1. Introduction

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

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

1.1 Background

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

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

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

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

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

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

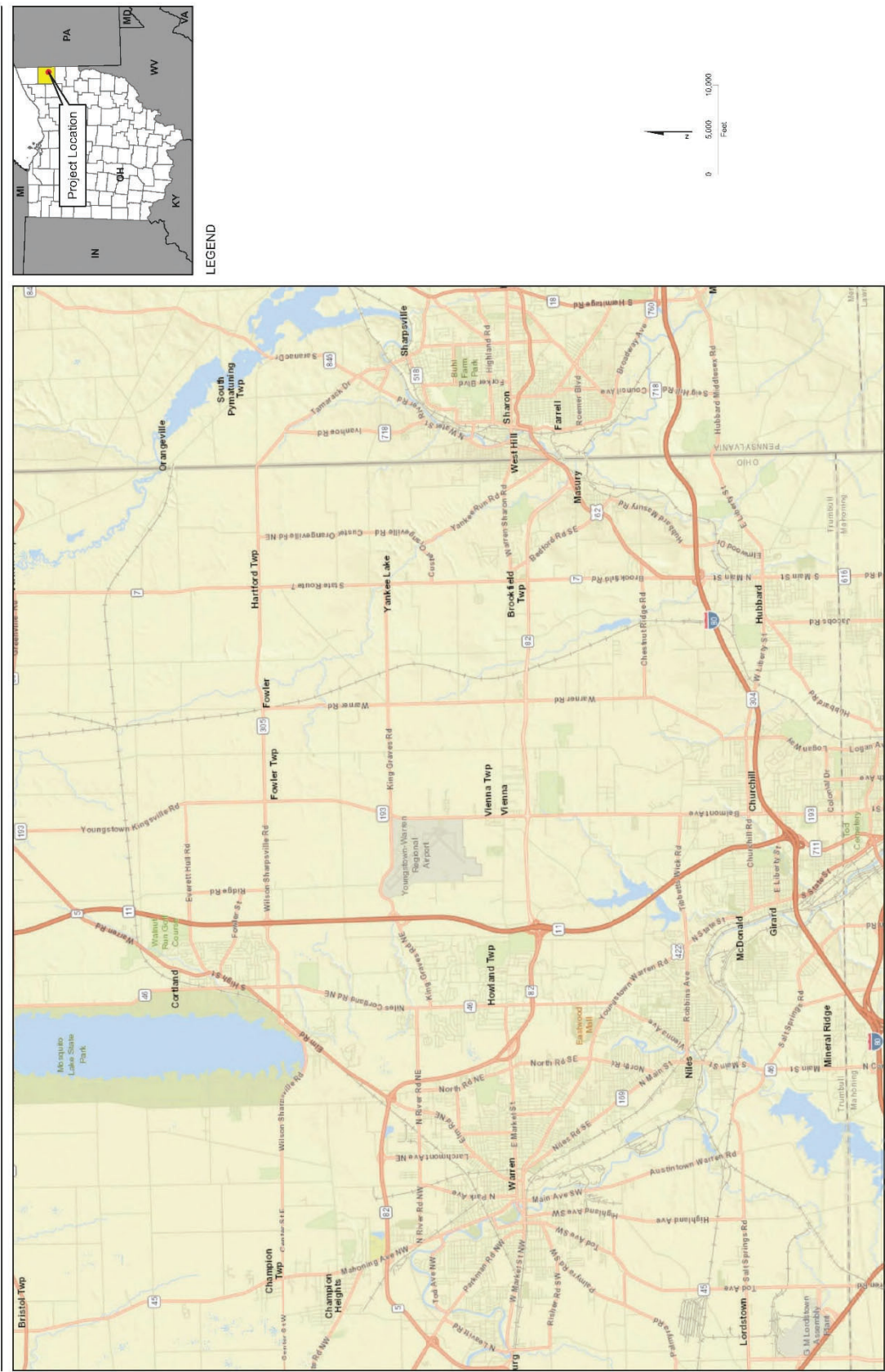


Figure 1-1 Youngstown Air Reserve Station

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

1.2 Purpose and Need

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

1.3 Relevant Plans, Laws, and Regulations

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

1.4 Summary of Key Environmental Compliance Requirements

1.4.1 National Environmental Policy Act

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

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

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

1.4.2 Integration of Other Environmental Statutes and Regulations

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

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

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

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

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

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

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

1.4.3 Interagency Coordination and Public Involvement

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

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

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

2. Description of Proposed Action and Alternatives

2.1 Proposed Action

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

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

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

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

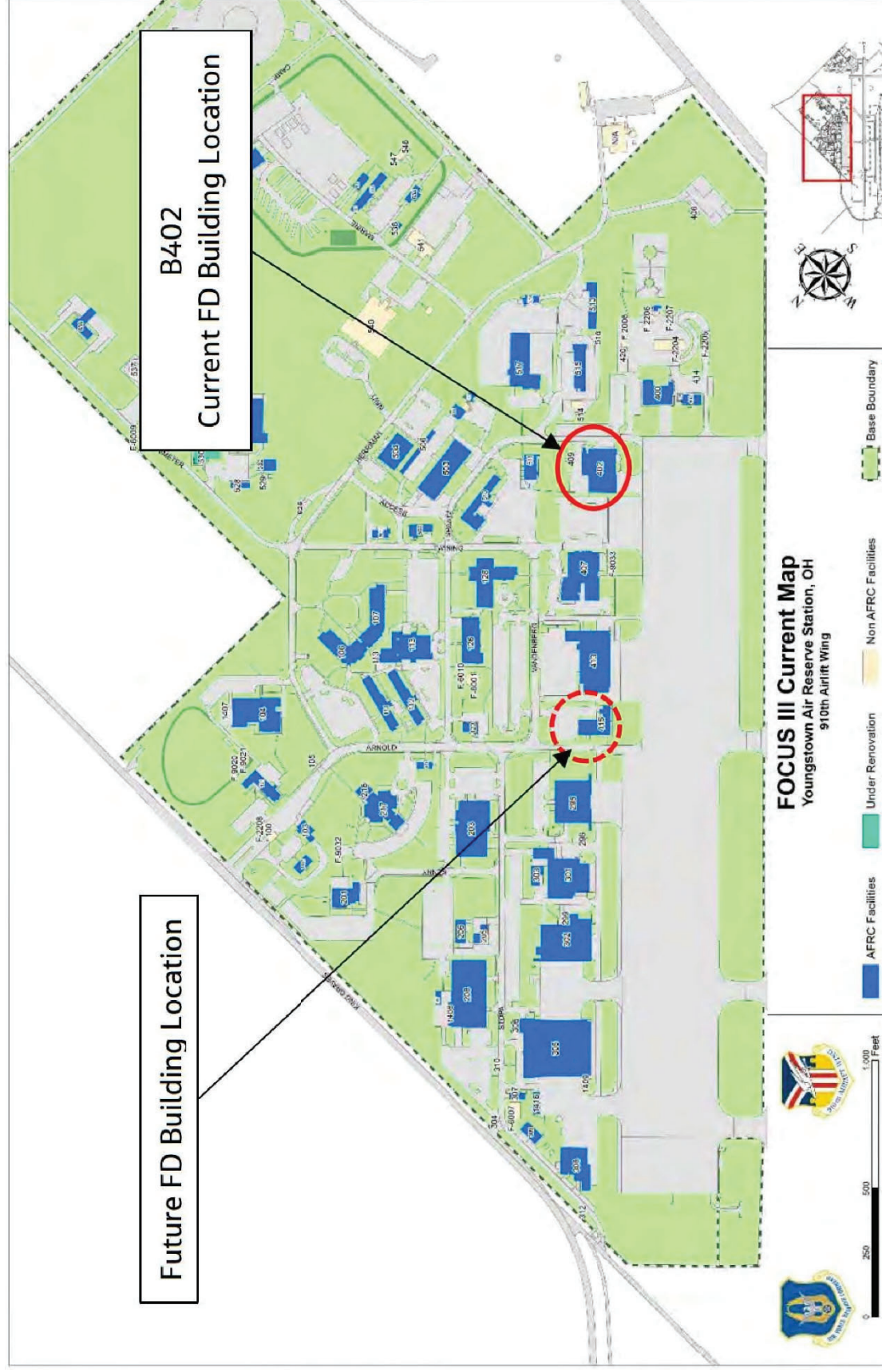


Figure 2-1. Location of Current and Proposed Base Fire Stations



Figure 2-2. Proposed Project Site

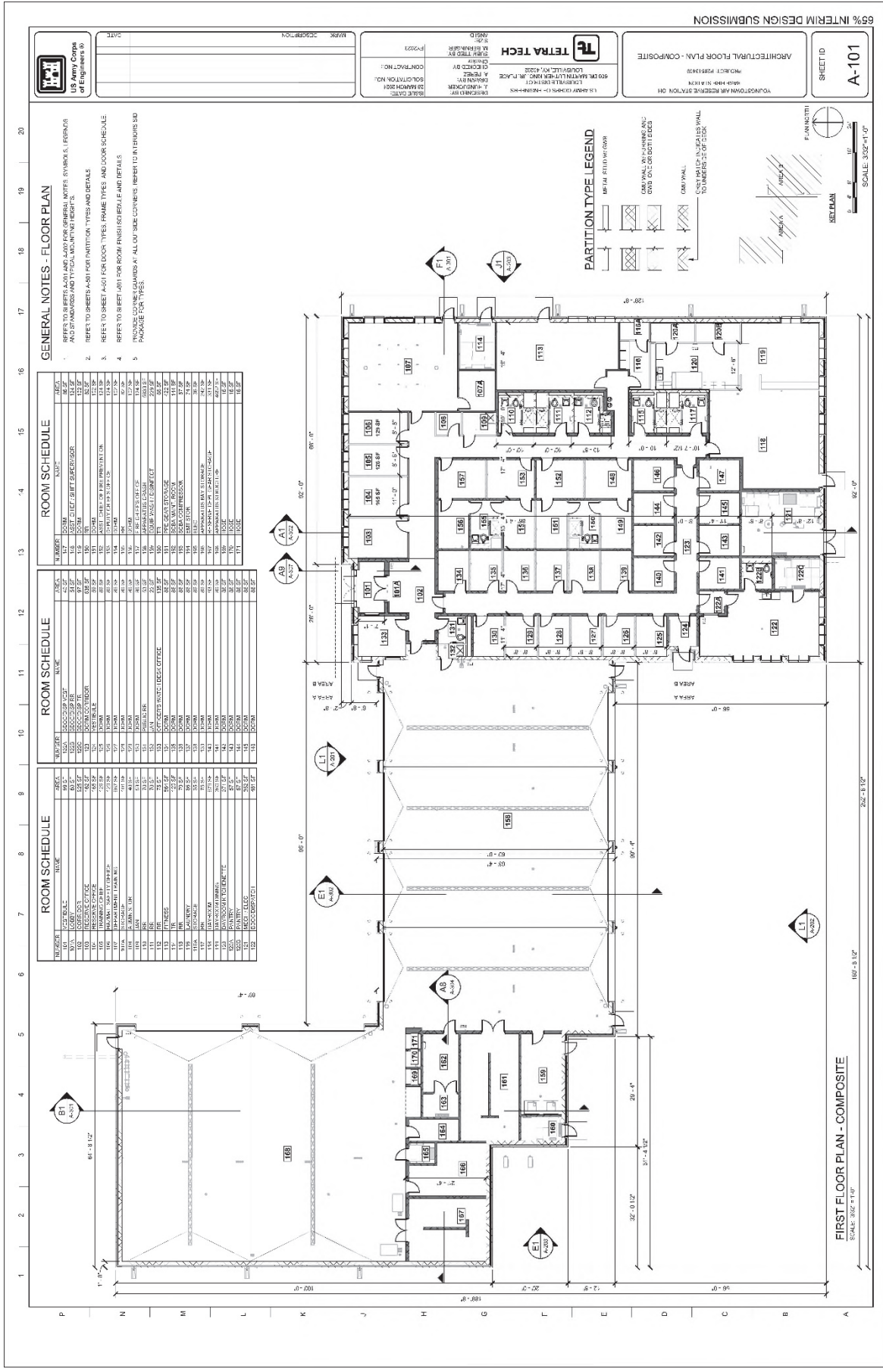


Figure 2-3. Proposed Fire Station Floor Plan.



Figure 2-4. Proposed Laydown Areas.

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

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

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

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

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

2.2 Alternatives

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

2.2.1 Alternatives Considered in Detail

2.2.1.1 Alternative 1 – Preferred Alternative

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

2.2.1.2 No Action Alternative

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

2.2.2 Alternatives Considered but Eliminated from Further Consideration

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

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

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

Attachment 2

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

Cultural Resources Contingency Plan
25 January 2017



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




CULTURAL RESOURCES CONTINGENCY PLAN

25 JANUARY 2017

PREPARED BY: 910 MSG/CEV

APPROVAL:


WILLIAM E. FINK
Environmental Engineer

25 January 2017
DATE

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APPENDIX

Appendix A - Distribution List

RECORD OF CHANGES

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

<u>CHANGE</u>	<u>DATE OF CHANGE</u>	<u>DATE POSTED</u>	<u>PERSON POSTING CHANGE</u>

RECORD OF REVIEW

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

CHAPTER 1

1.0 INTRODUCTION

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

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

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

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

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

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

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

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

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

CHAPTER 2

2.0 PROCEDURES

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

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

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

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

2.2 Reporting Requirements:

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

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

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

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

APPENDIX A

DISTRIBUTION LIST

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



DEPARTMENT OF THE AIR FORCE
AIR FORCE RESERVE COMMAND

18 December 2024

MEMORANDUM OR LETTER FOR DISTRIBUTION

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

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

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

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

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

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

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Attachment
Draft Description of Proposed Action and Alternatives

1. Introduction

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

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

1.1 Background

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

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

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

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

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

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

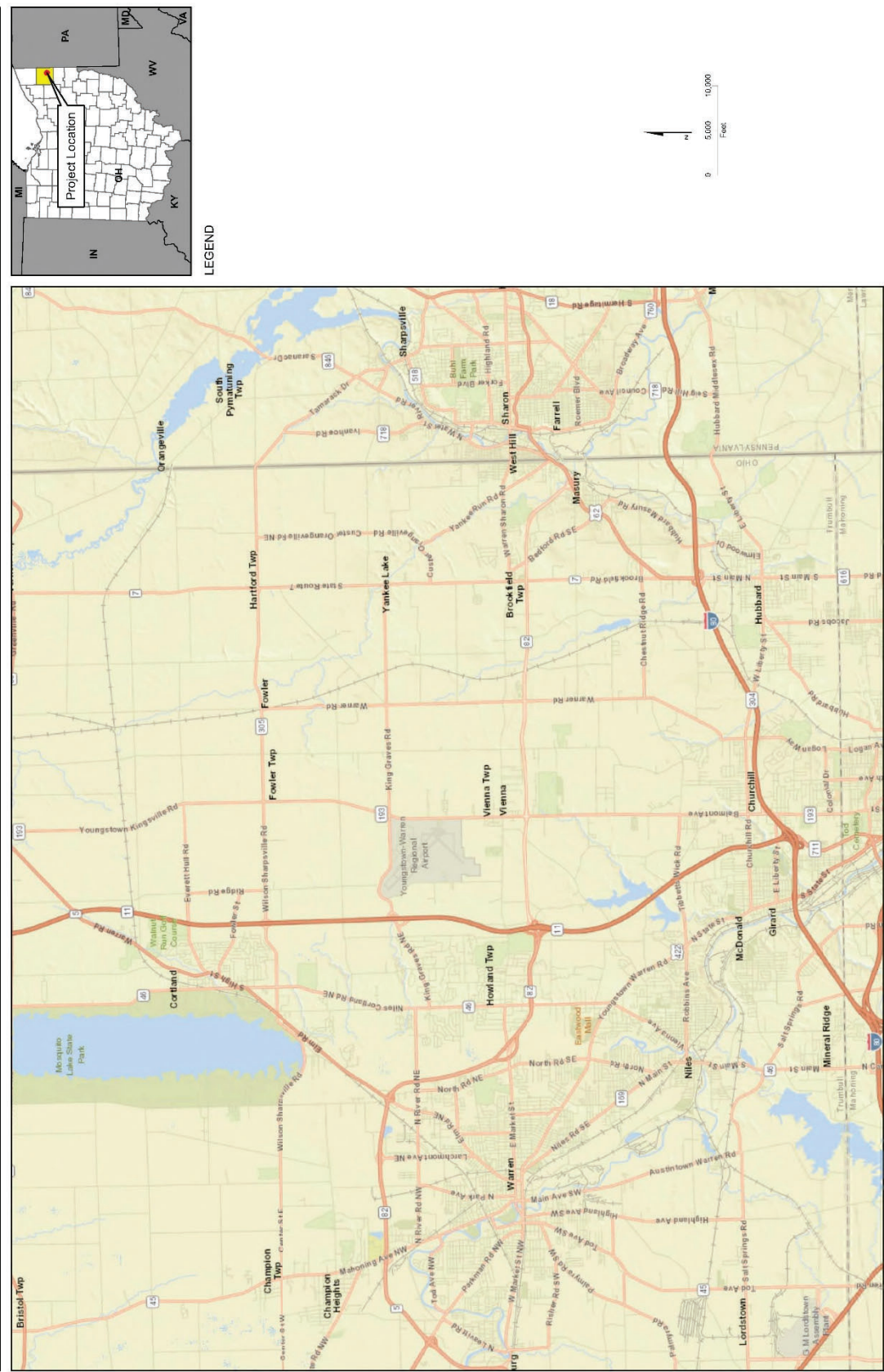


Figure 1-1 Youngstown Air Reserve Station

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

1.2 Purpose and Need

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

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

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

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

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

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

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

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

1.4.3 Interagency Coordination and Public Involvement

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

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

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

2. Description of Proposed Action and Alternatives

2.1 Proposed Action

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

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

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

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

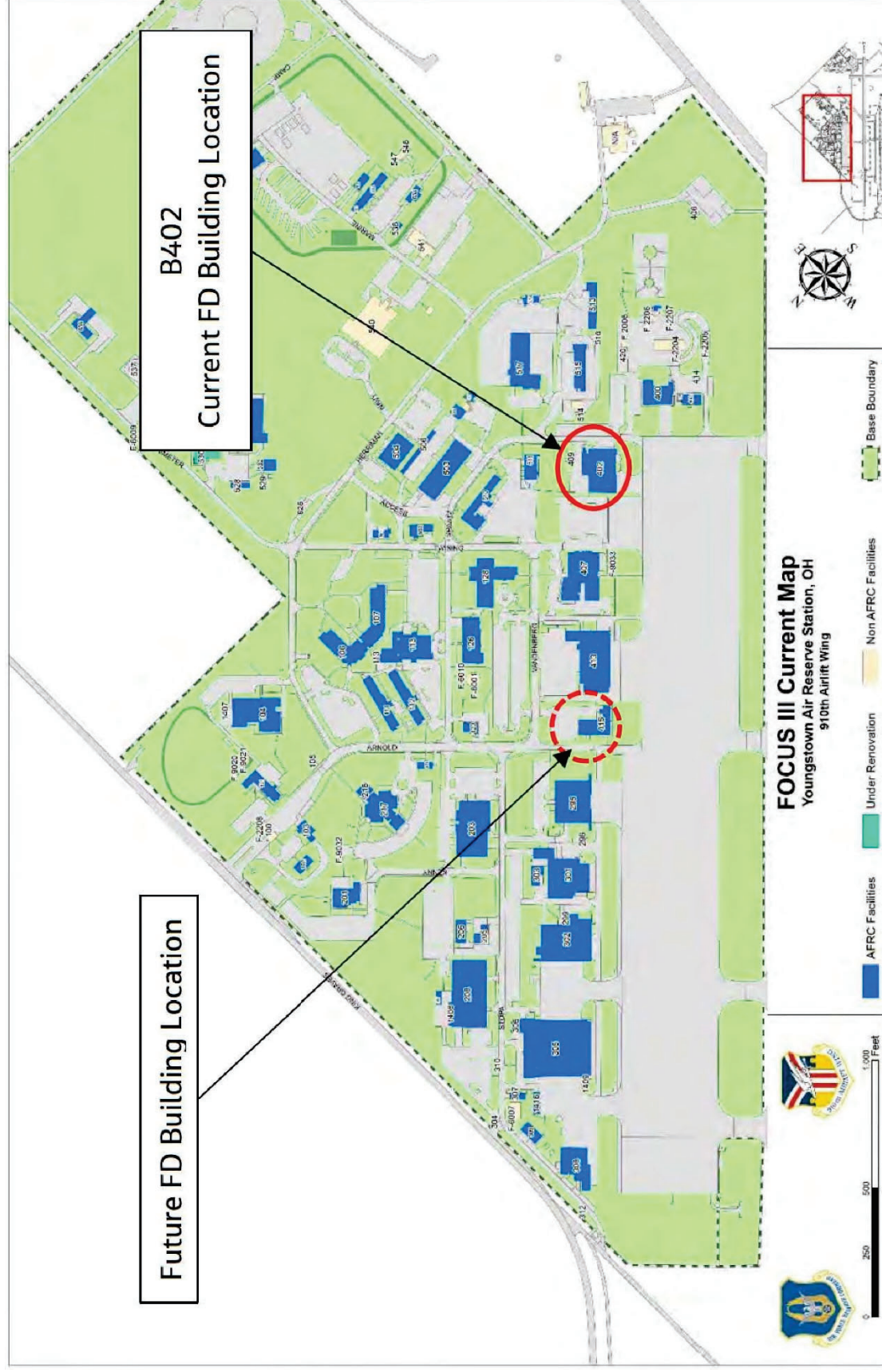


Figure 2-1. Location of Current and Proposed Base Fire Stations

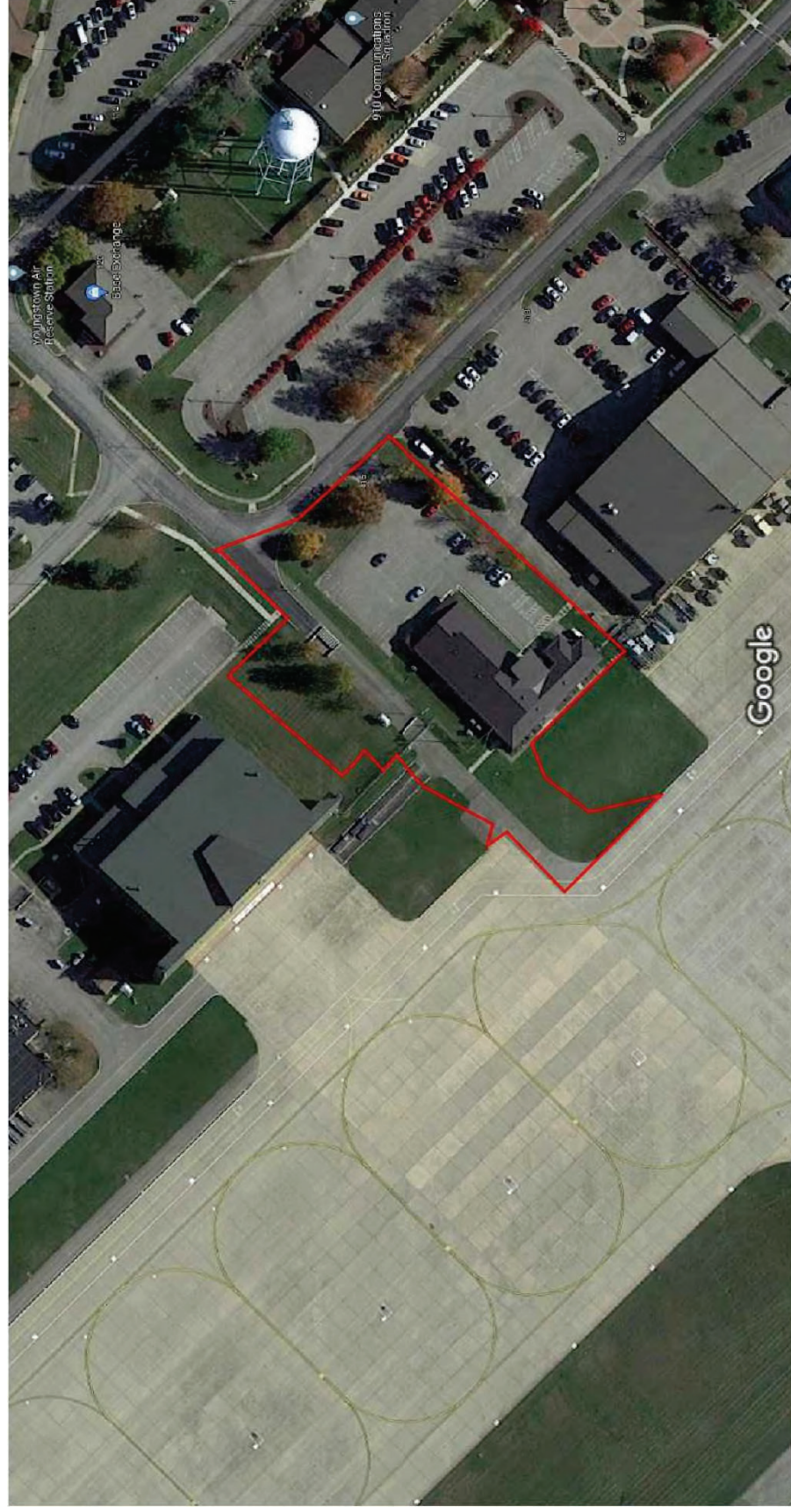


Figure 2-2. Proposed Project Site

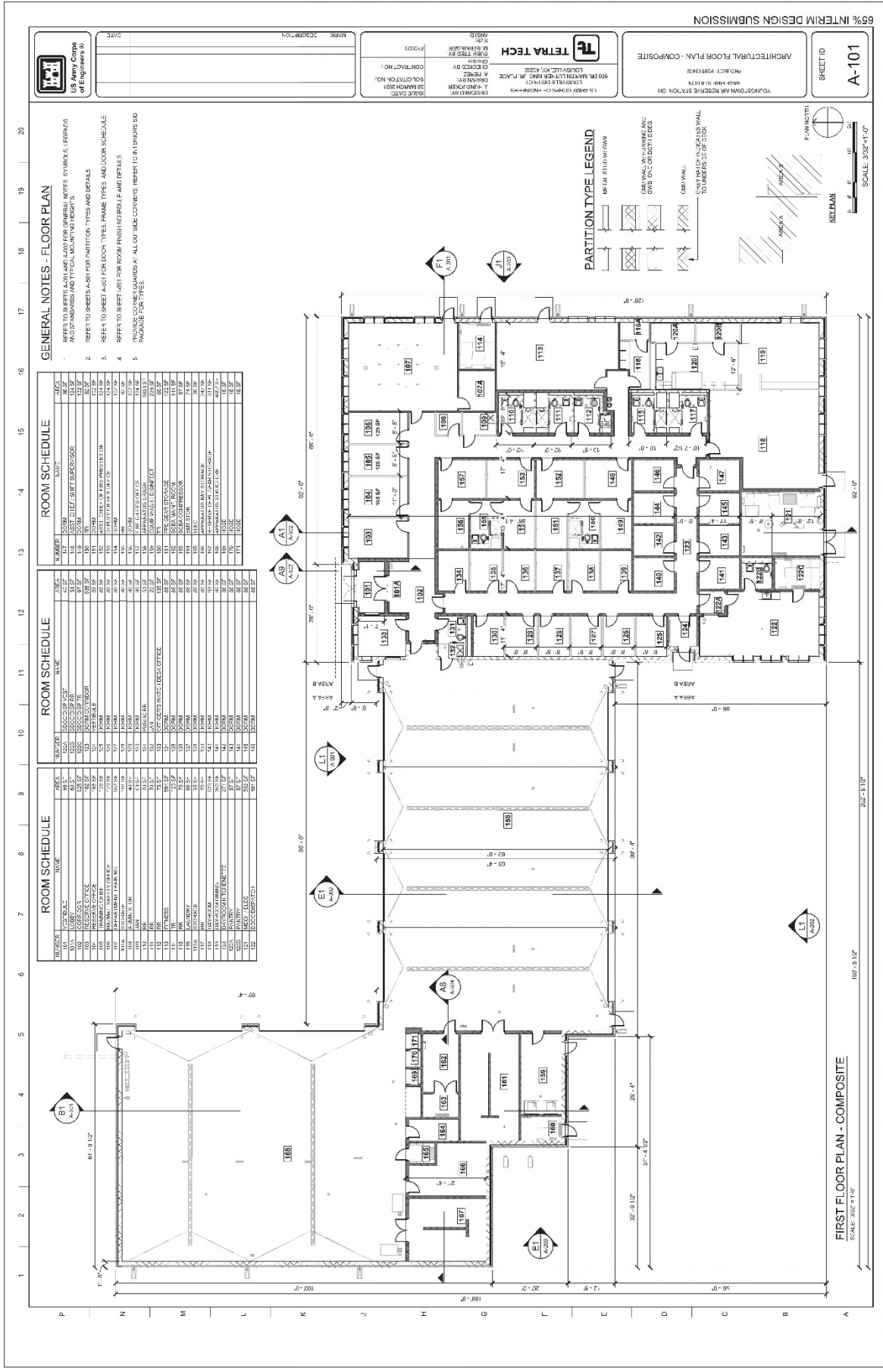


Figure 2-3. Proposed Fire Station Floor Plan.



Figure 2-4. Proposed Laydown Areas.

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

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

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

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

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

2.2 Alternatives

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

2.2.1 Alternatives Considered in Detail

2.2.1.1 Alternative 1 – Preferred Alternative

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

2.2.1.2 No Action Alternative

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

2.2.2 Alternatives Considered but Eliminated from Further Consideration

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

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

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

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

Federal Agency Contacts

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

State and Local Contacts

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

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(330) 394-2319

Michael Haddle, Trustee
Vienna Township
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Vienna, Ohio 44473
(330) 394-2319

Phil Pegg, Trustee
Vienna Township
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Vienna, Ohio 44473
(330) 394-2319

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

Julie Green, Director
Trumbull County Planning Commission
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2nd Floor
Warren, Ohio 44481
(330) 675-2480

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

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

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

Appendix B – Notices of Availability of Draft EA

NOTICE OF 30-DAY PERIOD FOR PUBLIC COMMENT

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

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

AFFIDAVIT OF PUBLICATION

State of Florida, County of Orange, ss:

Tatiana Dorval, being first duly sworn, deposes and says: That (s)he is a duly authorized signatory of Column Software, PBC, duly authorized agent of Vindicator, a newspaper printed and published in the City of Warren , County of Trumbull , State of Ohio, and that this affidavit is Page 1 of 1 with the full text of the sworn-to notice set forth on the pages that follow, and the hereto attached:

PUBLICATION DATES:

Feb. 21, 2025

Feb. 23, 2025

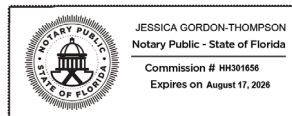
NOTICE ID: efmREqKdlynGCBIMyg1T

PUBLISHER ID: L17744

NOTICE NAME: Draft Final YARS EA NOA

Publication Fee: 308.51

(Signed) Tatiana Dorval



VERIFICATION

State of Florida
County of Orange

Subscribed in my presence and sworn to before me on this: 03/04/2025

J. Thompson

Notary Public

Notarized remotely online using communication technology via Proof.

PUBLIC 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 constructing and operating a new Base Fire Station at the Youngstown Air Reserve Station (YARS) in Vienna, OH. The EA and draft Finding of No Significant Impact are available for 30 days of public review and comment at the Cortland Branch and the Howland Branch libraries, and on the internet at <https://www.youngstown.afrc.af.mil/About/Public-Notice>.

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#052-2T-February 21,23, 2025-#1234

Appendix C – Soils



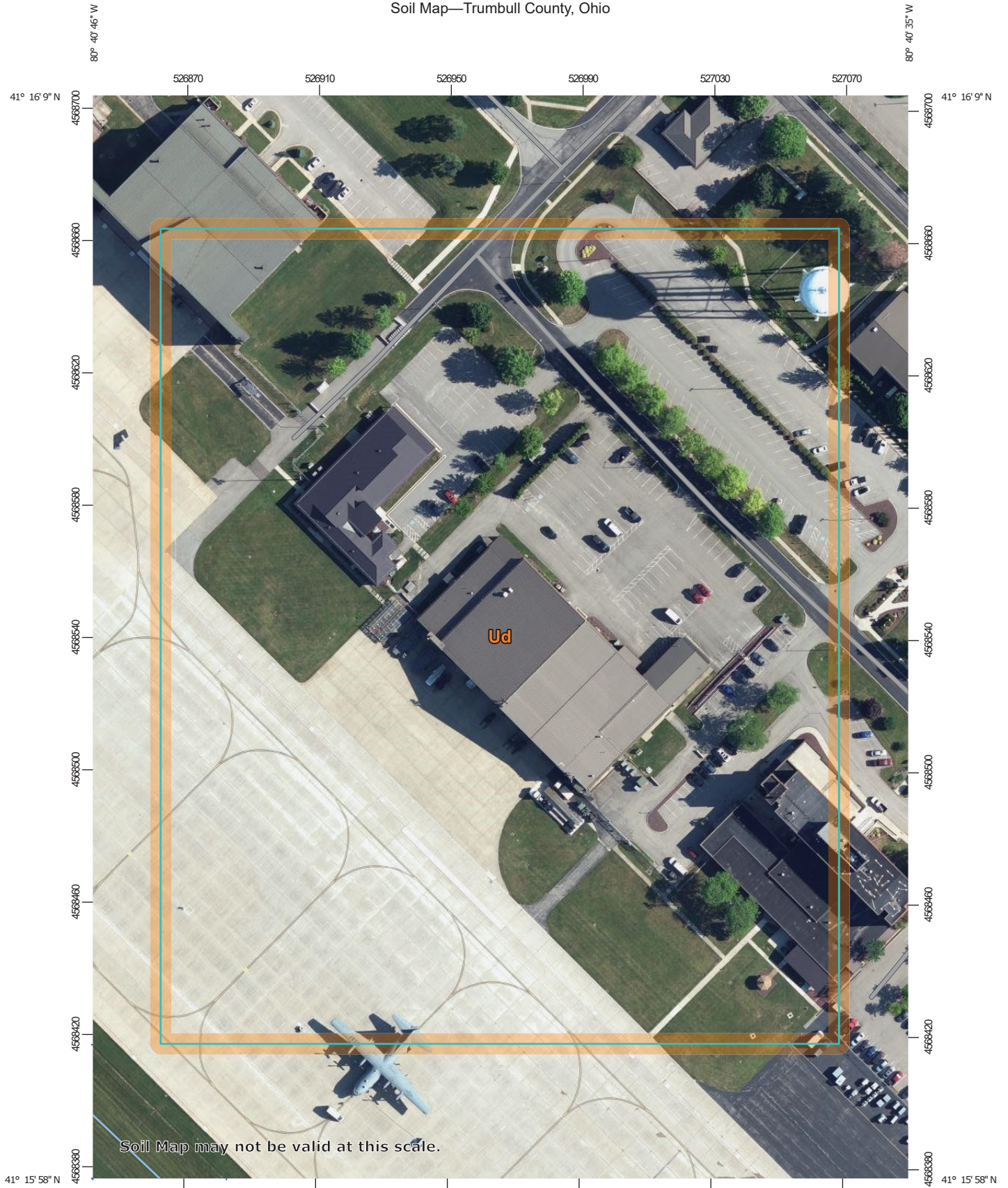
October 28, 2024

Wetlands

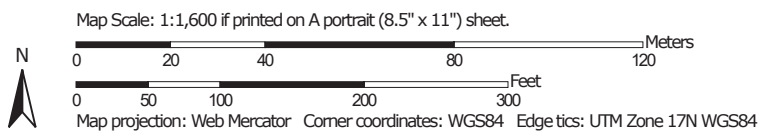
- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

Project

Soil Map—Trumbull County, Ohio



Soil Map may not be valid at this scale.



**Natural Resources
Conservation Service**

Web Soil Survey
National Cooperative Soil Survey

10/28/2024
Page 1 of 3

MAP LEGEND

Area of Interest (AOI)

Area of Interest (AOI)

Soils

Soil Map Unit Polygons

Soil Map Unit Lines

Soil Map Unit Points

Special Point Features

Blowout

Borrow Pit

Clay Spot

Closed Depression

Gravel Pit

Gravelly Spot

Landfill

Lava Flow

Marsh or swamp

Mine or Quarry

Miscellaneous Water

Perennial Water

Rock Outcrop

Saline Spot

Sandy Spot

Severely Eroded Spot

Sinkhole

Slide or Slip

Sodic Spot

Water Features

Streams and Canals

Transportation

Rails

Interstate Highways

US Routes

Major Roads

Local Roads

Background

Aerial Photography

Spoil Area

Stony Spot

Very Stony Spot

Wet Spot

Other

Special Line Features

MAP INFORMATION

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

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

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

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

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

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

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

Soil Survey Area: Trumbull County, Ohio
Survey Area Data: Version 22, Aug 29, 2024

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

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

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

Map Unit Legend

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

Trumbull County, Ohio

Ud—Udorthents, loamy

Map Unit Setting

National map unit symbol: 9mlp

Elevation: 800 to 2,000 feet

Mean annual precipitation: 28 to 40 inches

Mean annual air temperature: 46 to 54 degrees F

Frost-free period: 170 to 200 days

Farmland classification: Not prime farmland

Map Unit Composition

Udorthents and similar soils: 100 percent

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

Description of Udorthents

Properties and qualities

Depth to restrictive feature: More than 80 inches

Drainage class: Well drained

Depth to water table: More than 80 inches

Frequency of flooding: None

Frequency of ponding: None

Interpretive groups

Land capability classification (irrigated): None specified

Land capability classification (nonirrigated): 6s

Hydric soil rating: No

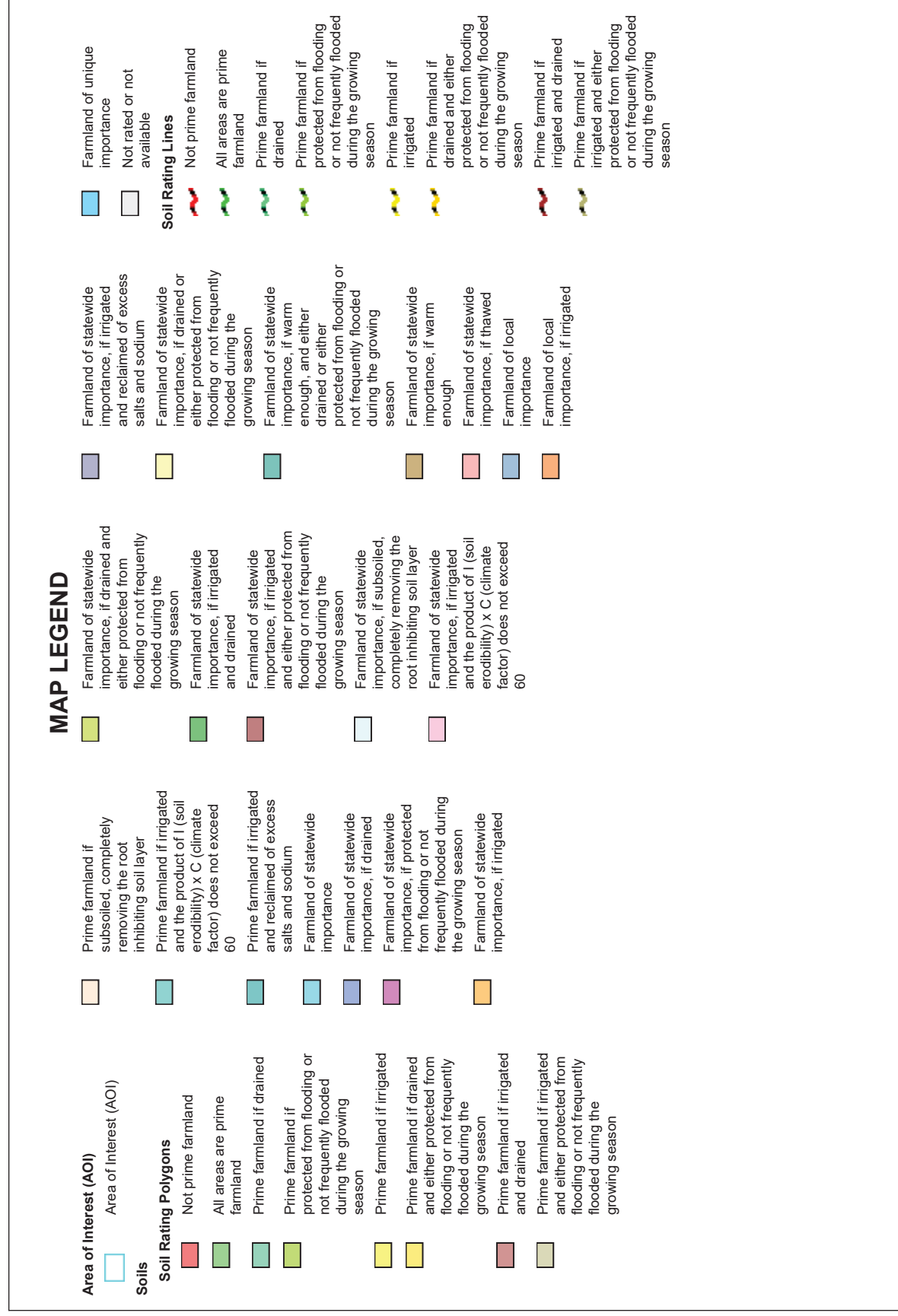
Data Source Information

Soil Survey Area: Trumbull County, Ohio






































Survey Area Data: Version 22, Aug 29, 2024

Farmland Classification—Trumbull County, Ohio





Farmland Classification—Trumbull County, Ohio

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

<p>The soil surveys that comprise your AOI were mapped at 1:15,800.</p>		<p>The soil surveys that comprise your AOI were mapped at 1:15,800.</p>	
<p>Warning: Soil Map may not be valid at this scale.</p> <p>Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.</p>		<p>Please rely on the bar scale on each map sheet for map measurements.</p> <p>Source of Map: Natural Resources Conservation Service Web Soil Survey URL: Coordinate System: Web Mercator (EPSG:3857)</p> <p>Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.</p> <p>This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.</p> <p>Soil Survey Area: Trumbull County, Ohio Survey Area Data: Version 22, Aug 29, 2024</p> <p>Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.</p> <p>Date(s) aerial images were photographed: Jul 4, 2020—Aug 9, 2020</p> <p>The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.</p>	
<p>Farmland of statewide importance, if drained and either protected from flooding or not frequently flooded during the growing season</p>	<p>Farmland of statewide importance, if irrigated and reclaimed of excess salts and sodium</p>	<p>Farmland of statewide importance, if drained or either protected from flooding or not frequently flooded during the growing season</p>	<p>Farmland of unique importance</p>
<p>Farmland of statewide importance, if irrigated and drained</p>	<p>Farmland of statewide importance, if irrigated and either protected from flooding or not frequently flooded during the growing season</p>	<p>Farmland of statewide importance, if warm enough, and either drained or either protected from flooding or not frequently flooded during the growing season</p>	<p>Not rated or not available</p>
<p>Farmland of statewide importance, if subsoiled, completely removing the root inhibiting soil layer</p>	<p>Farmland of statewide importance, if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60</p>	<p>Farmland of statewide importance, if warm enough</p>	<p>Water Features</p> <p>Streams and Canals</p>
<p>Farmland of statewide importance, if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60</p>	<p>Farmland of statewide importance, if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60</p>	<p>Farmland of statewide importance, if warm enough</p>	<p>Transportation</p> <p>Rails</p> <p>Interstate Highways</p> <p>US Routes</p> <p>Major Roads</p> <p>Local Roads</p>
<p>Farmland of statewide importance, if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60</p>	<p>Farmland of statewide importance, if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60</p>	<p>Farmland of statewide importance, if warm enough</p>	<p>Background</p> <p>Aerial Photography</p>

Farmland Classification

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

Description

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

Rating Options

Aggregation Method: No Aggregation Necessary

Tie-break Rule: Lower

Appendix D – Sensitive Species



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Ohio Ecological Services Field Office

4625 Morse Road, Suite 104

Columbus, OH 43230-8355

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



In Reply Refer To:

03/20/2025 16:00:11 UTC

Project Code: 2025-0071820

Project Name: Youngstown AirForce Base

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

To Whom It May Concern:

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

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

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

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

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

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

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

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

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

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

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

Attachment(s):

- Official Species List

OFFICIAL SPECIES LIST

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

This species list is provided by:

Ohio Ecological Services Field Office

4625 Morse Road, Suite 104

Columbus, OH 43230-8355

(614) 416-8993

PROJECT SUMMARY

Project Code: 2025-0071820

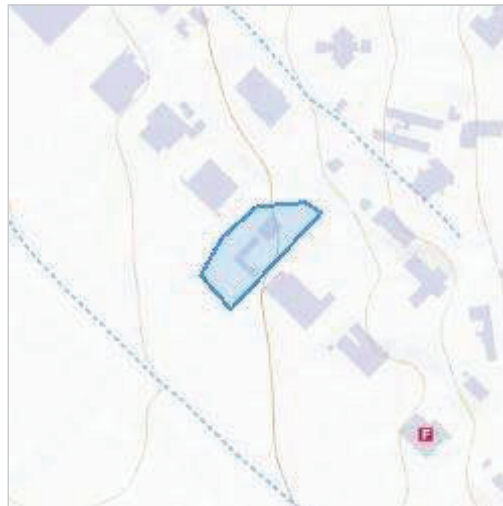
Project Name: Youngstown AirForce Base

Project Type: Federal Grant / Loan Related

Project Description: The Proposed Action is to construct a new modern Base Fire Station at the Youngstown Air Reserve Station, Ohio. The new Base Fire Station would be sited at the eastern corner of Vandenburg Road and Arnold Road on the northeastern side of the flight line, where Building 415 LRS Deployment Center is located (Figure 2-1). Building 415 would be demolished along with the roadway extension from Arnold Drive and the parking lot to make room for the new facility (Figure 2-2). After construction, fire support operations would be moved from their current location in Building 402 to the new Station. This proposed action also includes providing a paved parking area, sidewalks, area lighting, utilities, site landscaping, and paved access roads to support new facility. The proposed project footprint would be approximately 1.82-acre acres in size.

Project Location:

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@41.26821665,-80.67860973549233,14z>



Counties: Trumbull County, Ohio

ENDANGERED SPECIES ACT SPECIES

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

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

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

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

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

MAMMALS

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

REPTILES

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

INSECTS

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> There is proposed critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/9743	Proposed Threatened

CRITICAL HABITATS

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

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

IPAC USER CONTACT INFORMATION

Agency: Tetra Tech
Name: Kyle Bartelink
Address: 2301 Lucien Way
City: Maitland
State: FL
Zip: 32751
Email: kyle.bartelink@tetrattech.com
Phone: 4072523619

Trumbull County State Listed Animal Species

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



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

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

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

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



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

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



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

Trumbull County State Listed Plant Species

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

Data from the Ohio Natural Heritage Database

Species reported extant in county since 1980

6/22/2023

Status:

X = Extirpated
E = Endangered
T = Threatened

P = Potentially Threatened
U = Undetermined



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

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



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

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

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

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Appendix E – Sensitive Species Habitat

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

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

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

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

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

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

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

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

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

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

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

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

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