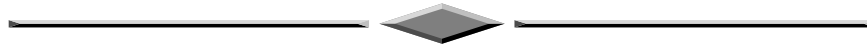


## **APPENDIX B**

### **PUBLIC INVOLVEMENT AND AGENCY COORDINATION**



# **Appendix B**

## **Public Involvement and Agency Coordination**

### **Introduction**

Appendix B contains agency and public coordination as part of intergovernmental review phase of Environmental Impact Analysis Process (EIAP) per Executive Order (EO) 12372, Intergovernmental Review of Federal Programs. This appendix contains the distribution list that was used to provide copies of the Draft Environmental Impact Statement (EIS) for review by appropriate agencies and Native American tribal governments. Additionally, this appendix includes correspondence between the National Guard Bureau (NGB) and the appropriate State Historic Preservation Offices (SHPOs) under Section 106 of the National Historic Preservation Act (NHPA) as well as the USFWS under Section 7 of the federal Endangered Species Act (ESA).

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**APPENDIX B**  
**INTERGOVERNMENTAL REVIEW**

Mr. Dick Pederson, Director  
Oregon Department of  
Environmental Quality  
DEQ Headquarters  
811 SW 6th Avenue  
Portland 97204-1390

Mr. Roy Elicker, Director  
Oregon Department of Fish and  
Wildlife  
3406 Cherry Avenue N.E  
Salem, OR 97303

Ms. Linda Anderson, Acting Director  
U.S. EPA, Region 10  
Office of Ecosystems, Tribal, and  
Public Affairs  
Mail Stop: ETPA-087  
1200 Sixth Avenue, Suite 900  
Seattle, WA 98101

Ms. Carrie Lovellette  
Oregon Parks and Recreation  
Department  
Planning  
725 Summer St NE, Suite C  
Salem OR 97301

Mr. Dennis Griffin, State  
Archaeologist  
State Historic Preservation Office  
725 Summer St NE, Suite C  
Salem, OR 97301

Ms. Robyn Thorson  
U.S. Fish and Wildlife Service  
Pacific Region 1  
911 NE 11<sup>th</sup> Ave  
Portland, OR 97232

Mr. Randy Fisher, Director  
Pacific States Marine Fisheries  
Commission  
05 SE Spokane Street, Suite 100  
Portland, OR 97202

Mr. Lanny R. Quackenbush  
Eastern Region Manager  
Land Management Division  
Oregon Department of State Lands  
1645 Forbes Road, Suite 112  
Bend, Oregon 97701

Ms. Nancy Pustis  
Western Region Manager  
Land Management Division  
Oregon Department of State Lands  
775 Summer St NE, Suite 100  
Salem, OR 97301-1279

Mr. Mitch Swecker, Director  
Oregon Department of Aviation  
3040 25th St. SE  
Salem, OR  
97302-1125

Col John Eisenhower, P.E.  
Commander and District Engineer  
U.S. Army Corps of Engineers  
Portland District  
P.O. Box 2946  
Portland, OR 97208-2946

Mr. Ron Alvarado, State  
Conservationist  
Natural Resources Conservation  
Services  
US Department of Agriculture  
1201 NE Lloyd Blvd, Suite 900  
Portland, Oregon 97232

Mr. Max Etheridge, Regional  
Director  
Northwest Area  
U.S. Geological Survey  
909 1st Avenue  
Seattle, WA 98104

Ms. Christine Lehnertz, Regional  
Director  
National Park Service  
Pacific West Region  
333 Bush Street, Suite 500  
San Francisco, CA 94104-2828

Mr. Ben Meyer, Branch Chief  
NOAA Fisheries (NMFS)  
Habitat Conservation Division  
1201 NE Lloyd Boulevard, Suite 1100  
Portland, OR 97232

Mr. Jerome E. Perez, State Director  
Bureau of Land Management  
P.O. Box 2965  
Portland, OR 97208

Ms. Jackie Andrew, Assistant  
Director of Resource, Planning, and  
Monitoring  
US Forest Service  
Pacific Northwest Region  
P.O. Box 3623  
Portland, OR 97208-3623

Ms. Rebecca L. Palmer, Acting State  
Historic Preservation Officer  
Nevada SHPO  
901 S. Stewart Street, Suite 5004  
Carson City, NV 89701-4285

Mr. Matt Crall, Planning Services  
Division Manager  
Oregon Department of Land  
Conservation and Development  
635 Capitol Street NE  
Suite 150  
Salem, OR 97301

Ms. Coleen Cripps, Administrator  
Department of Conservation &  
Natural Resources  
Nevada Division of Environmental  
Protection  
901 South Stewart Street, Suite 4001  
Carson City, Nevada 89701-5249

Mr. Tony Wasley, Director  
Nevada Department of Wildlife  
1100 Valley Road  
Reno, NV 89512

Ms. Allyson Brooks, Ph.D.  
State Historic Preservation Officer,  
DAHP Director  
Department of Archaeology and  
Historic Preservation  
P.O. Box 48343  
Olympia, WA 98504-8343

**FEDERALLY RECOGNIZED TRIBES**

Mr. Les Minthorn  
Tribal Chair  
Confederated Tribes of the Umatilla  
Indian Reservation  
46411 Timíne Way  
Pendleton, OR 97801

Ms. Randi DeSoto  
Tribal Chairwoman  
Summit Lake Paiute Tribe  
1708 H Street  
Sparks, NV 89431

Ms. Delores Pigsley  
Tribal Chair  
Confederated Tribes of Siletz Indians  
P.O. Box 549  
Siletz, OR 97380

Mr. Gary Frost  
Tribal Chair  
Klamath Tribes  
P.O. Box 436  
Chiloquin, OR 97624

Mr. Reynold Leno  
Tribal Council Chair  
Confederated Tribes of Grand Ronde  
9615 Grand Ronde Rd  
Grand Ronde, OR 97347

Mr. Dan Courtney  
Tribal Chair  
Cow Creek Band of Umpqua Tribe  
of Indians  
2371 NE Stephens Street, Suite 100  
Rosenburg, OR 97470

Ms. Brenda Meade  
Tribal Chair  
Coquille Indian Tribe  
3050 Tremont Street  
North Bend, OR 97459

Mr. Bob Garcia  
Tribal Chair  
Confederated Tribes of Coos, Lower  
Umpqua & Siuslaw  
1245 Fulton Avenue  
Coos Bay, OR 97420

Ms. Charisse Soucie  
Tribal Chair  
Burns Paiute Tribe  
100 Pasigo St  
Burns, OR 97720

Mr. Austin Greene  
Tribal Chair  
Confederated Tribes of Warm  
Springs  
P.O. Box C  
Warm Springs, OR 97761

Ms. Sally Bird, Cultural Resources  
Manager  
Confederated Tribes of Warm  
Springs  
P.O. Box C  
Warm Springs, OR 97761

Mr. Michon Ebon  
Reno-Sparks Indian Colony  
Tribal Historic Preservation Office  
1937 Prosperity Street  
Reno, Nevada 89502

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## NATIONAL GUARD BUREAU

3501 FETCHET AVENUE  
JOINT BASE ANDREWS MD 20762-5157

### SAMPLE AGENCY INTERGOVERNMENTAL REVIEW LETTER

NGB/A7AM

«Addressee»

«Address1»

«Address2»

«Address3»

«Address4»

Dear «Salutation»

The Oregon Air National Guard (ANG) is proposing modification and addition to military training airspace located over Oregon and the Pacific Ocean as well as small areas of northwestern Nevada and southwestern Washington. The purpose of the proposed Oregon Airspace Initiative is to provide adequately sized and appropriately configured airspace within close proximity to Oregon ANG flying units to support advanced 21st-century air-to-air tactical fighter technologies and training mission requirements.

The National Guard Bureau (NGB) has prepared a Draft Environmental Impact Statement (EIS) for the Proposed Action, which incorporates Federal, state, and local agency comments as well as public comments received during the scoping period for the Proposed Action, which closed on 21 July 2013. The Draft EIS, which was released on 24 July 2015, was prepared in accordance with Council on Environmental Quality regulations to comply with the National Environmental Policy Act of 1969 (NEPA).

In accordance with Executive Order 12372, *Intergovernmental Review of Federal Programs*, and the NEPA, we request your assistance in reviewing the Draft EIS and providing comments. We also request your assistance in advising appropriate agencies of this Proposed Action and soliciting their comments on the Draft EIS. Offices listed in Appendix B of the Draft EIS have already received this letter; if there are additional agencies you feel should review and comment on the proposal, please distribute this letter to them as well. The Draft EIS can be retrieved at <http://www.142fw.ang.af.mil/> or <http://www.173fw.ang.af.mil/>. Upon written request, an electronic (CD) copy of the Draft EIS will be provided.

Please respond with comments before the close of the comment period on 8 September 2015. If you have questions concerning the proposal, please contact me at (240) 612-8855. Please forward any written comments to: Kevin Marek, NGB/A7AM, Shepperd Hall, 3501 Fetchet Avenue, Joint Base Andrews MD 20762-5157, or email to [usaf.jbanafw.ngb-a7.mbx.A7A-NEPA-COMMENTS@mail.mil](mailto:usaf.jbanafw.ngb-a7.mbx.A7A-NEPA-COMMENTS@mail.mil). Thank you for your assistance.

Sincerely

KEVIN MAREK  
NGB/A7AM



## NATIONAL GUARD BUREAU

3501 FETCHET AVENUE  
JOINT BASE ANDREWS MD 20762-5157

NGB/A7AM

AUG 10 2015

Ms. Rebecca L. Palmer, Acting State Historic Preservation Officer  
Nevada SHPO  
901 S. Stewart Street, Suite 5004  
Carson City, NV 89701-4285

Subject: National Historic Preservation Act, Section 106 Consultation  
Proposed Airspace Establishment and Modification  
Oregon Air National Guard

Dear Ms. Palmer:

The National Guard Bureau (NGB) is preparing an Environmental Impact Statement (EIS) in accordance with the National Environmental Policy Act (NEPA) to evaluate the potential impacts on the human environment for the proposed establishment and expansion of Special Use Airspace over portions of Oregon and small areas over northwestern Nevada and southwestern Washington. The NGB sent a letter to you on 7 June 2013 as part of the scoping phase of the Environmental Impact Analysis Process (EIAP), requesting assistance in identifying any potential cultural resources issues or reasonably foreseeable impacts associated with the Proposed Action. The Nevada State Historic Preservation Office (SHPO) replied on 5 July 2013 with a letter suggesting additional consultation parties, including the Reno-Sparks Indian Colony. Consultation with this tribe, among others, is ongoing as described in the Draft EIS, and to date no cultural resources, including Traditional Cultural Properties, have been identified.

Following our previous correspondence, the proposed airspace boundaries have been revised (i.e., truncated) to address airspace- and air traffic-related concerns presented by the Federal Aviation Administration (FAA). Enclosed Figures 1 through 3 depict the locations of the currently proposed military airspace establishment and modifications included under the Proposed Action. Together, these areas constitute the Area of Potential Effect (APE) for the undertaking. It is important to note that this proposed action *would involve airspace only* and does not include any project components that would touch or otherwise directly affect the ground or water surface.

The proposed action to be evaluated in the EIS constitutes an undertaking as defined in 36 CFR 800.16(y) and, therefore, in accordance with 36 Code of Federal Regulations (CFR) 800, Section 106 of the National Historic Preservation Act (NHPA), the National Guard Bureau (NGB) is requesting consultation with you regarding the Proposed Action. We request your concurrence with the determination of "No Historic Properties Affected" (36 CFR §800.4) regarding the proposed undertaking. The Proposed Action and potential cultural resources impacts identified in the enclosed Draft EIS are described in further detail below.

In support of the Oregon Air National Guard's (ANG's) 142d and 173d Fighter Wings, the Air Force and the NGB are proposing (Proposed Action) to expand, modify, and establish air-to-air training airspace areas in four locations around the state: 1) proposed expansion of Warning Area 570 (W-570) to the west over the Pacific Ocean; 2) proposed establishment of the Eel Military Operations Area (MOA) directly underneath the existing Eel Air Traffic Control Assigned Area which is aligned north/south along the Oregon coast from approximately Astoria to Lincoln City and adjacent to W-570; 3) proposed establishment of the Redhawk MOA in north central Oregon roughly bounded by Highway 97/197 on the west, the towns of Wasco and Lexington on the north, US Highway 395 on the east, and US Highway 26 on the south; and 4) proposed expansion of the existing Juniper/Hart MOA Complex to the east approximately 20 miles which would extend from approximately Burns to Frenchglen in Oregon and to Big Mountain in northwestern Nevada.

In addition to the Proposed Action, three alternatives and the No-Action Alternative have also been analyzed. Alternative B includes the majority of airspace changes proposed for the Proposed Action; however, the Eel MOA would not be established. Alternative C includes the airspace changes proposed under the Proposed Action but the Redhawk MOA would not be established. Alternative D includes the airspace changes under the Proposed but would not include the eastward expansion of Juniper/Hart MOA Complex.

Subsurface artifacts or other intact cultural deposits would not be disturbed since there would be no ground-disturbing activities (e.g., construction or demolition) associated with any project components included in the Proposed Action. Consequently, the only potential effects of the Proposed Action on cultural resources underlying the affected or proposed airspaces would result from noise and/or noise generated vibrations, or the visual impact of military overflights within the affected and proposed airspace.

Under the Proposed Action, the floor of the proposed Eel MOA/ATCAA Complex and Redhawk MOA Complex would be established at 11,000 feet above mean sea level (MSL) (approximately 9,000 feet above ground level [AGL]), which would correlate with maximum noise levels between than 87 decibels (dB) and 90 dB at the ground surface. Consequently, there would be no potential for structural damage to historical structures located beneath this airspace complex, which can occur at approximately 130 dB. Under the Proposed Action, the floor of the existing Juniper Low MOA would be raised from 300 feet AGL to 500 feet AGL and the proposed Juniper East Low MOA would be established at 500 feet AGL. Based on the calculations presented in the Draft EIS, aircraft operations within the existing Juniper Low MOA and proposed Juniper East Low MOA would have the greatest potential to generate noise at levels high enough to cause vibration-related structural damage to historic structures. A sensitive receptor beneath an aircraft would be exposed to maximum noise levels of 116 dB. However, as described in Section 4.5, *Cultural Resources*, this noise level would not be great enough to cause vibration-related structural damage to historic structures. Therefore, the Draft EIS found that noise or vibration-related impacts to historic structures located beneath the existing Juniper Low MOA or proposed Juniper East Low MOA would not be expected under the Proposed Action.

Further, as described Section 4.3, *Land Use and Visual Resources* due to the relatively infrequent presence of aircraft within the APE and the infrequent and short-term nature of chaff

and flare use, the Draft EIS found that impacts on aesthetic characteristics would not be considered significant.

As part of an effort to conduct early and continuous consultation, the Oregon Military Department and Oregon ANG, in collaboration with NGB, have conducted previous outreach via formal correspondence as well as telephone with ten potentially affected Native American tribes under Section 106 of the NHPA, as amended, and associated implementing regulations (36 CFR 800). The Native American tribes include the Burns Paiute Tribe, Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians, Coquille Indian Tribe, Cow Creek Band of Umpqua Tribe of Indians, Confederated Tribes of the Grand Ronde Community, Klamath Tribes, Confederated Tribes of the Siletz Indians, Summit Lake Paiute Tribe, Confederated Tribes of the Umatilla Indian Reservation, and the Confederated Tribes of the Warm Springs. A copy of correspondence with the Native American tribes is available upon request.

Based on noise level calculations for tribal lands beneath the affected and proposed airspaces as well as feedback received in response to outreach to Native American representatives, no adverse effect to cultural resources, historic structures, or Traditional Cultural Properties would be expected as a result of the implementation of the Proposed Action.

Please review this information and respond with comments within 30 days. If you have questions concerning the Proposed Action, please contact me at (240) 612-8855. Please forward any written comments to: Mr. Kevin Marek, NGB/A7AM, Shepperd Hall, 3501 Fetchet Avenue, Joint Base Andrews, MD 20762-5157, or by e-mail: kevin.marek@ang.af.mil. Upon written request, a copy of the Final EIS and/or Record of Decision (ROD) will be provided. Thank you for your assistance.

Sincerely

**MAREK.KEVIN.  
P.1230396570**

Digitally signed by  
MAREK.KEVIN.P.1230396570  
DN: c=US, o=U.S. Government,  
ou=DoD, ou=PKI, ou=USAF,  
cn=MAREK.KEVIN.P.1230396570  
Date: 2015.08.07 17:56:51 -04'00'

KEVIN MAREK, REM  
Environmental Planner NGB A7AM  
Environmental Plans & Requirements Branch

**Attachments:**

1. Previous Correspondence
2. Figures 1-3
3. Notice of Availability for Draft EIS
4. Draft EIS on CD



## NATIONAL GUARD BUREAU

3501 FETCHET AVENUE  
JOINT BASE ANDREWS MD 20762-5157

AUG 10 2015

NGB/A7AM

Allyson Brooks, Ph.D.  
State Historic Preservation Officer, DAHP Director  
Department of Archaeology and Historic Preservation  
P.O. Box 48343  
Olympia, WA 98504-8343

Subject: National Historic Preservation Act, Section 106 Consultation  
Proposed Airspace Establishment and Modification  
Oregon Air National Guard

Dear Dr. Brooks:

The National Guard Bureau (NGB) is preparing an Environmental Impact Statement (EIS) in accordance with the National Environmental Policy Act (NEPA) to evaluate the potential impacts on the human environment for the proposed establishment and expansion of Special Use Airspace over portions of Oregon and small areas over northwestern Nevada and southwestern Washington. The NGB sent a letter to you on 7 June 2013 as part of the scoping phase of the Environmental Impact Analysis Process (EIAP), requesting assistance in identifying any potential cultural resources issues or reasonably foreseeable impacts associated with the Proposed Action. The Oregon SHPO replied on 20 June 2013 with a letter stating that the project will have no effect on any known archaeological resources.

Following our previous correspondence, the proposed airspace boundaries have been revised (i.e., truncated) to address airspace- and air traffic-related concerns presented by the Federal Aviation Administration (FAA). Enclosed Figures 1 through 3 depict the locations of the currently proposed military airspace establishment and modifications included under the Proposed Action. Together, these areas constitute the Area of Potential Effect (APE) for the undertaking. It is important to note that this proposed action *would involve airspace only* and does not include any project components that would touch or otherwise directly affect the ground or water surface.

The proposed action to be evaluated in the EIS constitutes an undertaking as defined in 36 CFR 800.16(y) and, therefore, in accordance with 36 Code of Federal Regulations (CFR) 800, Section 106 of the National Historic Preservation Act (NHPA), the National Guard Bureau (NGB) is requesting consultation with you regarding the Proposed Action. We request your concurrence with the determination of "No Historic Properties Affected" (36 CFR §800.4) regarding the proposed undertaking. The Proposed Action and potential cultural resources impacts identified in the enclosed Draft EIS are described in further detail below.

In support of the Oregon Air National Guard's (ANG's) 142d and 173d Fighter Wings, the Air Force and the NGB are proposing (Proposed Action) to expand, modify, and establish

air-to-air training airspace areas in four locations around the state: 1) proposed expansion of Warning Area 570 (W-570) to the west over the Pacific Ocean; 2) proposed establishment of the Eel Military Operations Area (MOA) directly underneath the existing Eel Air Traffic Control Assigned Area which is aligned north/south along the Oregon coast from approximately Astoria to Lincoln City and adjacent to W-570; 3) proposed establishment of the Redhawk MOA in north central Oregon roughly bounded by Highway 97/197 on the west, the towns of Wasco and Lexington on the north, US Highway 395 on the east, and US Highway 26 on the south; and 4) proposed expansion of the existing Juniper/Hart MOA Complex to the east approximately 20 miles which would extend from approximately Burns to Frenchglen in Oregon and to Big Mountain in northwestern Nevada.

In addition to the Proposed Action, three alternatives and the No-Action Alternative have also been analyzed. Alternative B includes the majority of airspace changes proposed for the Proposed Action; however, the Eel MOA would not be established. Alternative C includes the airspace changes proposed under the Proposed Action but the Redhawk MOA would not be established. Alternative D includes the airspace changes under the Proposed but would not include the eastward expansion of Juniper/Hart MOA Complex.

Subsurface artifacts or other intact cultural deposits would not be disturbed since there would be no ground-disturbing activities (e.g., construction or demolition) associated with any project components included in the Proposed Action. Consequently, the only potential effects of the Proposed Action on cultural resources underlying the affected or proposed airspaces would result from noise and/or noise generated vibrations, or the visual impact of military overflights within the affected and proposed airspace.

Under the Proposed Action, the floor of the proposed Eel MOA/ATCAA Complex and Redhawk MOA Complex would be established at 11,000 feet above mean sea level (MSL) (approximately 9,000 feet above ground level [AGL]), which would correlate with maximum noise levels between than 87 decibels (dB) and 90 dB at the ground surface. Consequently, there would be no potential for structural damage to historical structures located beneath this airspace complex, which can occur at approximately 130 dB. Under the Proposed Action, the floor of the existing Juniper Low MOA would be raised from 300 feet AGL to 500 feet AGL and the proposed Juniper East Low MOA would be established at 500 feet AGL. Based on the calculations presented in the Draft EIS, aircraft operations within the existing Juniper Low MOA and proposed Juniper East Low MOA would have the greatest potential to generate noise at levels high enough to cause vibration-related structural damage to historic structures. A sensitive receptor beneath an aircraft would be exposed to maximum noise levels of 116 dB. However, as described in Section 4.5, *Cultural Resources*, this noise level would not be great enough to cause vibration-related structural damage to historic structures. Therefore, the Draft EIS found that noise or vibration-related impacts to historic structures located beneath the existing Juniper Low MOA or proposed Juniper East Low MOA would not be expected under the Proposed Action.

Further, as described Section 4.3, *Land Use and Visual Resources* due to the relatively infrequent presence of aircraft within the APE and the infrequent and short-term nature of chaff and flare use, the Draft EIS found that impacts on aesthetic characteristics would not be considered significant.

As part of an effort to conduct early and continuous consultation, the Oregon Military Department and Oregon ANG, in collaboration with NGB, have conducted previous outreach via formal correspondence as well as telephone with ten potentially affected Native American tribes under Section 106 of the NHPA, as amended, and associated implementing regulations (36 CFR 800). The Native American tribes include the Burns Paiute Tribe, Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians, Coquille Indian Tribe, Cow Creek Band of Umpqua Tribe of Indians, Confederated Tribes of the Grand Ronde Community, Klamath Tribes, Confederated Tribes of the Siletz Indians, Summit Lake Paiute Tribe, Confederated Tribes of the Umatilla Indian Reservation, and the Confederated Tribes of the Warm Springs. A copy of correspondence with the Native American tribes is available upon request.

Based on noise level calculations for tribal lands beneath the affected and proposed airspaces as well as feedback received in response to outreach to Native American representatives, no adverse effect to cultural resources, historic structures, or Traditional Cultural Properties would be expected as a result of the implementation of the Proposed Action.

Please review this information and respond with comments within 30 days. If you have questions concerning the Proposed Action, please contact me at (240) 612-8855. Please forward any written comments to: Mr. Kevin Marek, NGB/A7AM, Shepperd Hall, 3501 Fetchet Avenue, Joint Base Andrews, MD 20762-5157, or by e-mail: kevin.marek@ang.af.mil. Upon written request, a copy of the Final EIS and/or Record of Decision (ROD) will be provided. Thank you for your assistance.

Sincerely

**MAREK.KEVIN.  
P.1230396570**

Digitally signed by  
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DN: c=US, o=U.S. Government,  
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cn=MAREK.KEVIN.P.1230396570  
Date: 2015.08.07 17:56:02 -04'00'

KEVIN MAREK, REM  
Environmental Planner NGB A7AM  
Environmental Plans & Requirements Branch

**Attachments:**

1. Previous Correspondence
2. Figures 1-3
3. Notice of Availability for Draft EIS
4. Draft EIS on CD



## NATIONAL GUARD BUREAU

3501 FETCHET AVENUE  
JOINT BASE ANDREWS MD 20762-5157

AUG 10 2015

NGB/A7AM

Mr. Dennis Griffin, State Archaeologist  
State Historic Preservation Office  
725 Summer St NE, Suite C  
Salem, Oregon 97301

Subject: National Historic Preservation Act, Section 106 Consultation  
Proposed Airspace Establishment and Modification  
Oregon Air National Guard

Dear Mr. Griffin:

The National Guard Bureau (NGB) is preparing an Environmental Impact Statement (EIS) in accordance with the National Environmental Policy Act (NEPA) to evaluate the potential impacts on the human environment for the proposed establishment and expansion of Special Use Airspace over portions of Oregon and small areas over northwestern Nevada and southwestern Washington. The NGB sent a letter to you on 7 June 2013 as part of the scoping phase of the Environmental Impact Analysis Process (EIAP), requesting assistance in identifying any potential cultural resources issues or reasonably foreseeable impacts associated with the Proposed Action. The Oregon State Historic Preservation Office (SHPO) replied on 20 June 2013 with a letter stating that the project will have no effect on any known archaeological resources.

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Subsurface artifacts or other intact cultural deposits would not be disturbed since there would be no ground-disturbing activities (e.g., construction or demolition) associated with any project components included in the Proposed Action. Consequently, the only potential effects of the Proposed Action on cultural resources underlying the affected or proposed airspaces would result from noise and/or noise generated vibrations, or the visual impact of military overflights within the affected and proposed airspace.

Under the Proposed Action, the floor of the proposed Eel MOA/ATCAA Complex and Redhawk MOA Complex would be established at 11,000 feet above mean sea level (MSL) (approximately 9,000 feet above ground level [AGL]), which would correlate with maximum noise levels between than 87 decibels (dB) and 90 dB at the ground surface. Consequently, there would be no potential for structural damage to historical structures located beneath this airspace complex, which can occur at approximately 130 dB. Under the Proposed Action, the floor of the existing Juniper Low MOA would be raised from 300 feet AGL to 500 feet AGL and the proposed Juniper East Low MOA would be established at 500 feet AGL. Based on the calculations presented in the Draft EIS, aircraft operations within the existing Juniper Low MOA and proposed Juniper East Low MOA would have the greatest potential to generate noise at levels high enough to cause vibration-related structural damage to historic structures. A sensitive receptor beneath an aircraft would be exposed to maximum noise levels of 116 dB. However, as described in Section 4.5, *Cultural Resources*, this noise level would not be great enough to cause vibration-related structural damage to historic structures. Therefore, the Draft EIS found that noise or vibration-related impacts to historic structures located beneath the existing Juniper Low MOA or proposed Juniper East Low MOA would not be expected under the Proposed Action.

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As part of an effort to conduct early and continuous consultation, the Oregon Military Department and Oregon ANG, in collaboration with NGB, have conducted previous outreach via formal correspondence as well as telephone with ten potentially affected Native American tribes under Section 106 of the NHPA, as amended, and associated implementing regulations (36 CFR 800). The Native American tribes include the Burns Paiute Tribe, Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians, Coquille Indian Tribe, Cow Creek Band of Umpqua Tribe of Indians, Confederated Tribes of the Grand Ronde Community, Klamath Tribes, Confederated Tribes of the Siletz Indians, Summit Lake Paiute Tribe, Confederated Tribes of the Umatilla Indian Reservation, and the Confederated Tribes of the Warm Springs. A copy of correspondence with the Native American tribes is available upon request.

Based on noise level calculations for tribal lands beneath the affected and proposed airspaces as well as feedback received in response to outreach to Native American representatives, no adverse effect to cultural resources, historic structures, or Traditional Cultural Properties would be expected as a result of the implementation of the Proposed Action.

Please review this information and respond with comments within 30 days. If you have questions concerning the Proposed Action, please contact me at (240) 612-8855. Please forward any written comments to: Mr. Kevin Marek, NGB/A7AM, Shepperd Hall, 3501 Fetchet Avenue, Joint Base Andrews, MD 20762-5157, or by e-mail: kevin.marek@ang.af.mil. Upon written request, a copy of the Final EIS and/or Record of Decision (ROD) will be provided. Thank you for your assistance.

Sincerely

**MAREK.KEVIN.P.** Digitally signed by MAREK.KEVIN.P.1230396570  
 DN: c=US, o=U.S. Government, ou=DoD,  
 ou=PKI, ou=USAF,  
 cn=MAREK.KEVIN.P.1230396570  
 Date: 2015.08.07 17:55:09 -0400  
**1230396570**

KEVIN MAREK, REM  
 Environmental Planner NGB A7AM  
 Environmental Plans & Requirements Branch

**Attachments:**

1. Previous Correspondence
2. Figures 1-3
3. Notice of Availability for Draft EIS
4. Draft EIS on CD



## NATIONAL GUARD BUREAU

3501 FETCHET AVENUE  
JOINT BASE ANDREWS MD 20762-5157

9 September 2015

NGB/A7AM

Ms. Robyn Thorson  
U.S. Fish and Wildlife Service  
Pacific Region 1  
911 NE 11th Ave  
Portland, OR 97232

Subject: Endangered Species Act Consultation for the Environmental Impact Statement for  
Proposed Establishment and Modification of Oregon Military Training Airspace

Dear Ms. Thorson

The National Guard Bureau (NGB) is preparing an Environmental Impact Statement (EIS) in accordance with the National Environmental Policy Act (NEPA) to evaluate the potential impacts associated with the proposed establishment and expansion of Special Use Airspace, i.e. the Proposed Action, over portions of Oregon and small areas over northwestern Nevada and southwestern Washington. The NGB is requesting your written concurrence by 9 Oct 2015 on our determinations of “no effect” and “may affect but not likely to adversely affect”, as described below.

In support of the Oregon Air National Guard’s (ANG’s) 142d and 173d Fighter Wings, the Air Force and the NGB are proposing (Proposed Action) to expand, modify, and establish air-to-air training airspace areas in four locations around the state: 1) proposed expansion of Warning Area 570 (W-570) to the west over the Pacific Ocean; 2) proposed establishment of the Eel MOA directly underneath the existing Eel Air Traffic Control Assigned Area which is aligned north/south along the Oregon coast from approximately Astoria to Lincoln City and adjacent to W-570; 3) proposed establishment of the Redhawk MOA in north central Oregon roughly bounded by Highway 97/197 on the west, the towns of Wasco and Lexington on the north, US Highway 395 on the east, and US Highway 26 on the south; and 4) proposed expansion of the existing Juniper/Hart MOA Complex to the east approximately 20 miles which would extend from approximately Burns to Frenchglen in Oregon and to Big Mountain in northwestern Nevada.

In addition to the Proposed Action, three alternatives and the No-Action Alternative have also been analyzed. Alternative B includes the majority of airspace changes proposed for the Proposed Action; however, the Eel MOA would not be established. Alternative C includes the airspace changes proposed under the Proposed Action but the Redhawk MOA would not be established. Alternative D includes the airspace changes under the Proposed but would not include the eastward expansion of Juniper/Hart MOA Complex.

The NGB sent a letter to you on 7 June 2013 as part of the scoping phase of the Environmental Impact Analysis Process (EIAP), requesting assistance in identifying any potential biological resources issues or reasonably foreseeable impacts associated with the Proposed Action. Mr. Ted Buerger (USFWS Oregon Fish and Wildlife Office) replied on 28 June 2013 with a letter identifying permit requirements and recommended restrictions for aircraft operations within the proposed Eel Military Operations Area (MOA) and Juniper East Low MOA. The NGB engaged the USFWS in additional discussion regarding the integration of NEPA and Section 7 consultation under the federal Endangered Species Act in April

2014. In May 2014 Mr. Larry Salata provided the necessary information to include in order to integrate NEPA and Section 7 consultation at 50 CFR 402.14(c).

Following our previous correspondence, the proposed airspace boundaries have been revised (i.e., truncated) to address airspace- and air traffic-related concerns presented by the Federal Aviation Administration (FAA). Enclosed Figures 1 through 3 depict the locations of the currently proposed military airspace establishment and modifications included under the Proposed Action. Together, these areas constitute the project area for the Proposed Action. It is important to note that this proposed action *would involve airspace only* and does not include any components that would touch or otherwise directly affect the ground or water surfaces. The Proposed Action and potential impacts to federally listed species identified in the enclosed Draft EIS are described in further detail below.

The NGB is requesting your written concurrence of our determinations of “*no effect*” and “*may affect, but is not likely to adversely affect*” regarding federally listed species as contained in the enclosed Draft EIS for the proposed Establishment and Modification of Oregon Military Training Airspace. Please refer to the Sections 3.4 and 4.4 of the Draft EIS for greater detail on the species and our analysis.

The NGB has determined that the proposed establishment and modification military training airspace would have “*no effect*” on the following species:

• Columbian white-tailed deer	<i>Odocoileus virginianus leucurus</i>	Endangered
• Marbled murrelet	<i>Brachyramphus marmoratus</i>	Threatened
• Northern spotted owl	<i>Strix occidentalis caurina</i>	Threatened
• Short-tailed albatross	<i>Phoebastria albatrus</i>	Endangered
• Red tree vole	<i>Arborimus longicaudus</i>	Candidate
• Washington ground squirrel	<i>Urocitellus washingtoni</i>	Candidate
• Western snowy plover	<i>Charadrius nivosus ssp. nivosus</i>	Threatened

Further, the NGB has determined that the establishment and modification military training airspace “*may affect, but is not likely to adversely affect*” the following species as the effects of this action are insignificant, discountable, or reduced to negligible levels through the implementation of special procedures described in Section 6, *Special Procedures* of the Draft EIS.

• Gray wolf	<i>Canis lupus</i>	Endangered
• Greater sage-grouse	<i>Centrocercus urophasianus</i>	Candidate
• Yellow-billed cuckoo	<i>Coccyzus americanus</i>	Threatened

Additionally, though bald eagles are no longer listed under the federal ESA, and golden eagles have never been federally listed as threatened or endangered, these species are still protected under the Bald and Golden Eagle Protection Act (BGEPA), Migratory Bird Treaty Act, and the Lacey Act. Although the Proposed Action is unlikely to have significant impacts on bald and golden eagles, the USFWS expressed concerns during the scoping process over the potential for noise-related impacts on nesting pairs of bald eagles. The Draft EIS incorporates the USFWS recommendations for avoiding flights below 1,000 feet above ground-level (AGL) over these sites during the nesting season. All airspace floors, with the exception of the proposed Juniper Low MOA and Juniper Low East MOA, would have minimum altitude limits for flights at 11,000 feet MSL which corresponds to approximately 4,500 feet AGL so there would be no potential for aircraft to be within 1,000 feet of a nest site. However, the minimum altitude limit for the Juniper Low MOA and Juniper East Low MOA would be 500 feet AGL under the Proposed Action, which would allow for an aircraft to potentially be within 1,000 feet of a nest site. Consequently, implementation of the Proposed Action would include special procedures during

nesting season (1 January – 15 August) to reduce potential impacts to bald and golden eagles in areas underlying the proposed Juniper Low MOA and Juniper East Low MOA. Further, the Oregon ANG would comply with all permit requirements and would consult with the USFWS on an annual basis to identify eagle-related avoidance areas during low-altitude training activities (see Section 6.0, *Special Procedures*).

The Draft EIS also contains information on the potential for bird aircraft strikes. Bird strikes may occur during any phase of flight but are most likely to occur during the take-off, initial climb, approach and landing phases due to the greater number of birds flying at lower altitudes. As there would be no net increase in total allocated flying hours the number of bird strikes would be expected to remain consistent. The existing and proposed airspace areas are located within the Pacific North American Flyway; therefore, the greatest potential for bird strikes under existing and proposed conditions would occur during spring and fall migrations, when the number of birds in the air column increases and birds are typically flying at higher altitudes. The ANG has developed the Avian Hazard Advisory System (AHAS) to address and mitigate in-flight bird collision risks. The AHAS includes a Bird Avoidance Model (BAM) used to generate projected and actual geospatial bird data for use in airspaces. The AHAS uses Geographic Information System (GIS) technology combined with data on bird habitat, migration, and breeding characteristics to create a visual tool for analyzing bird-aircraft collision risk. Additionally, each installation maintains and implements a Bird Aircraft Strike Hazard (BASH) Plan that outlines procedures to minimize bird and other wildlife strikes by aircraft. This information, and the effective application of associated planning and management tools, can reduce the likelihood of collisions.

We appreciate your thorough review and assistance in this consultation process as we are committed to the conservation of federally listed species occurring beneath the existing and proposed military training airspace. If you have questions concerning the Proposed Action, please contact me at (240) 612-8855. Please forward any written comments by 9 Oct to: Mr. Kevin Marek, NGB/A7AM, Shepperd Hall, 3501 Fetchet Avenue, Joint Base Andrews MD 20762-5157, or by email: kevin.p.marek.civ@mail.mil. Upon written request, a copy of the Final EIS and/or Record of Decision (ROD) will be provided. Thank you for your assistance.

Sincerely

**MAREK.KEVIN.P.1230396570**  
Digitally signed by  
 DN: c=US, o=U.S. Government,  
 ou=DoD, ou=PKI, ou=USAF,  
 cn=MAREK.KEVIN.P.1230396570  
 Date: 2015.09.09 13:54:10 -04'00'

**KEVIN MAREK, REM**  
 Environmental Planner

#### Attachments:

1. Previous Correspondence
2. Figures 1-3
3. County Species Lists
4. Notice of Availability for Draft EIS
5. Draft EIS



# Oregon

Kate Brown, Governor

## Parks and Recreation Department

State Historic Preservation Office

725 Summer St NE Ste C

Salem, OR 97301-1266

Phone (503) 986-0690

Fax (503) 986-0793

[www.oregonheritage.org](http://www.oregonheritage.org)



October 29, 2015

Mr. Robert Dogan  
NGB/A7AM Shepperd Hall  
3501 Fetchet Ave  
Joint Base Andrews, MD 20762-5157

RE: SHPO Case No. 13-0875

Airspace Establishment & Modification Over Oregon, Nevada & SW Washington

EIS/establish & expand special use area over portions of Oregon

Multiple legals, Various, Various County

Dear Mr. Dogan:

We have reviewed the Draft Environmental Impact Statement submitted for the project referenced above, and we concur that the Double "O" Ranch, listed in the National Register of Historic Places, is the only National Register-listed or eligible property within the Juniper Low and Juniper East Low MOA's. We would note in addition, that while it appears (based on provided maps) that the P Ranch & Landmark and Frenchglen Hotel, both listed in the National Register, are within the Juniper D MOA, both are located extremely close to the portion of Juniper D that is within the Juniper East Low MOA. We urge added caution when approaching operational floors in the vicinity of Frenchglen, Oregon to avoid effects to these resources as well. We concur with the finding of no adverse effect for the proposed project.

This letter refers to above-ground historic resources only. Comments pursuant to a review for archaeological resources, if applicable, will be sent separately. Unless there are changes to the project, this concludes the requirement for consultation with our office under Section 106 of the National Historic Preservation Act (per 36 CFR Part 800) for above-ground historic resources. Local regulations, if any, still apply and review under local ordinances may be required. Please feel free to contact me if you have any questions, comments or need additional assistance.

Sincerely,

Jason Allen, M.A.  
Historic Preservation Specialist  
(503) 986-0579  
[jason.allen@oregon.gov](mailto:jason.allen@oregon.gov)



NEVADA  
**STATE HISTORIC  
PRESERVATION OFFICE**

**Department of Conservation and Natural Resources**

**Brian Sandoval, Governor  
Leo M. Drozdoff, P.E., Director  
Rebecca L. Palmer, SHPO**

November 12, 2015

Mr. Kevin P. Marek, R.E.M.  
Environmental Planner, NGB A7AM  
Environmental Plans & Requirements Branch  
National Guard Bureau  
3501 Fetchet Avenue  
Joint Base Andrews, MD 20762-5157

Re: Section 106 Consultation for Proposed Oregon Airspace Initiative, Oregon Air National Guard  
(NGB/A7AM/UT2013-2749)

Dear Mr. Marek:

The Nevada State Historic Preservation Office (SHPO) acknowledges receipt of supporting documentation and request for consultation under the authority of Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended. The proposed undertaking, the Oregon Airspace Initiative, is the modification and addition to military training airspace--predominantly within close proximity to ANG flying units in Oregon, as well as over small areas of southwestern Washington and northwestern Nevada. The SHPO's authority is limited to portions of the undertaking occurring in airspace over Nevada.

The SHPO acknowledges that the National Guard Bureau (NGB) has undertaken its National Environmental Policy Act (NEPA) and NHPA compliance responsibilities in tandem. Consequently, the NGB provided the SHPO with a copy of the *Draft Environmental Impact Statement for Proposed Establishment and Modification of Oregon Military Airspace* (July, 2015) for review and comment. The DEIS was prepared with a high degree of care, and addresses the potential consequences of several alternatives: (1) the Proposed Action, (2) Alternative B: No Modifications to Eel ATCAA, (3) Alternative C: No Redhawk MOA Complex, (4) Alternative D: No Expansion of Juniper/Hart MOA Complex, and a (5) No Action Alternative.

The SHPO understands that the portions of the undertaking located in Nevada airspace are limited to the southernmost portion of the Hart D MOA [military operations area] and Hart E and Hart F MOAs. Existing and proposed airspace usage for the Juniper/Hart MOA complex, a portion of which includes Nevada airspace, appears in Table ES-3 (p. ES-10) of the DEIS. The Executive Summary characterizes effects of the proposed undertaking to cultural resources on the ground, which includes archaeological and architectural historic properties, as "no impacts or negligible adverse impacts" (ES-15). The proposed undertaking involves no ground-disturbing activity at all, and potential indirect effects will be limited to visual, auditory (noise), and atmospheric (vibration) effects of military overflights on architectural historic properties. However, the NGB cites a National Research Council/National Academic of Sciences study that limits potential damage to structural components of historic architectural resources to note that the flight activity proposed in Nevada airspace will occur at or above a minimum altitude of 11,000 feet MSL and will therefore not generate a maximum sound level sufficient to generate noise vibration.

Mr. Kevin P. Marek, R.E.M.

Page 2 of 2

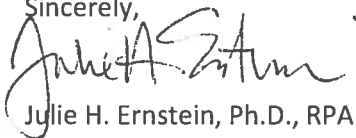
November 12, 2015

The SHPO notes that Native American consultation for the undertaking included the Summit Lake Paiute Tribe. Also, at SHPO request, the NGB contacted the Reno-Sparks Indian Colony. The tribes expressed no concerns regarding "the Proposed Action, affected or proposed airspaces, or sacred sites or other cultural resources-related concerns" (p. 3-87).

On the basis of the information contained in the DEIS and associated correspondence, the SHPO concurs with the federal agency finding of effect (No Adverse Effect) for the Proposed Action alternative.

Should you have any questions concerning this correspondence, please do not hesitate to contact me at 775.684.3437 or via e-mail at [jernstein@shpo.nv.gov](mailto:jernstein@shpo.nv.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "Julie H. Ernstein".

Julie H. Ernstein, Ph.D., RPA

Deputy State Historic Preservation Officer

20632 & 20687



Allyson Brooks Ph.D., Director  
State Historic Preservation Officer

October 28, 2015

Mr. Kevin Marek  
NGB/A7AM  
Shepperd Hall  
3501 Fetchet Avenue  
Joint Base Andrews, Maryland 20762-5157

In future correspondence please refer to:

Log: 102815-10-DOD

Re: Oregon ANG Airspace Establishment & Modification Project

Dear Mr. Marek:

The Washington State Department of Archaeology and Historic Preservation (DAHP) is in receipt of your letter and the Draft Environmental Impact Statement regarding the above referenced proposal. From your letter, we understand that the Oregon Air National Guard is proposing to expand, modify, and establish air to air training areas in four locations around Oregon plus portions of Washington, Nevada and California. In response, DAHP staff have reviewed your letter and the DEIS. As a result of our review we are providing the following comments and recommendations for your consideration:

- 1) APE Definition-Based upon our review of figure 4.2-1 in the DEIS, we understand that the southern tier of Pacific County is included in the EEL MOA. However, we recommend preparation of a map specifically titled as the Area of Potential Effects for cultural resources. We also recommend an APE map at a larger scale (at least for the Washington portion of the project) so we can get a more specific idea of the communities (i.e. Long Beach, Ilwaco, Chinook, etc.) that could be affected.
- 2) Tribal Consultation and TCPs-We recommend clarification of the consultation with Tribes within the APE in addition to description of the level of effort to identify traditional cultural properties within the APE. We have reviewed the matrix of tribal contact in Appendix H but the table is not clear about the nature or content of any feedback from tribes and if any TCPs have been identified.
- 3) Flight Patterns from Portland ANG Station-We understand that training flights will begin and end at the Oregon Air National Guard facility near Portland International Airport. However, the APE does not include flight patterns around the airport where decibel levels at take-offs and landings could be much higher than in EEL MOA. Our concern is the impact of noise levels at the Vancouver National Historic Reserve (VNHR) and the visitor experience at this National Park Service site. Therefore, we recommend that the APE be expanded to include areas surrounding the airport that could experience a change in noise levels and/or duration levels.



Thank you for the opportunity to review and comment. Should you have any questions, please feel free to contact me.

Sincerely,



Greg Griffith  
Deputy State Historic Preservation Officer  
(360) 586-3073  
[Greg.griffith@dahp.wa.gov](mailto:Greg.griffith@dahp.wa.gov)

c: Oregon SHPO





# United States Department of the Interior

## FISH AND WILDLIFE SERVICE

Bend Field Office  
63095 Deschutes Market Road  
Bend, Oregon 97701  
(541) 383-7146 FAX: (541) 383-7638



File Name: National Guard Bureau Airspace Training.doc  
Tracking Numbers: 16-0190 and 15-0796  
TAILS: 01EOFW00-2016-TA-0140

February 8, 2016

Kevin Marek, NGB/A7AM  
Shepperd Hall  
3501 Fetchet Avenue  
Joint Base Andrews, MD 20762-5157

Re: Environmental Impact for Proposed Establishment and Modification of Oregon Military Training Airspace

Dear Mr. Marek:

The U.S. Fish and Wildlife Service Bend Field Office (Service) received your comment solicitation letter on December 10, 2015 regarding the preparation of an Environmental Impact Statement (EIS) to evaluate the potential impacts associated with the proposed establishment and expansion of Special Use Airspace, over portions of Oregon and small areas over northwestern Nevada and southwestern Washington. The Service provided comments during public scoping on September 8, 2015. We offer the following comments for use in finalizing the environmental impact analysis associated with this proposed action.

In your letter dated December 10, 2015, the National Guard Bureau (NGB) determined that the proposed action would have "no effect" on the following Endangered Species Act (ESA) listed species: Columbian white-tailed deer (*Odocoileus virginianus leucurus*), marbled murrelet (*Brachyramphus marmoratus*), northern spotted owl (*Strix occidentalis caurina*), short-tailed albatross (*Phoebastria albatrus*), red tree vole (*Arborimus longicaudus*), Washington ground squirrel (*Urocitellus washingtoni*), and western snowy plover (*Charadrius nivosus ssp. nivosus*). Your determination that the action will have no effect on these listed species rests with the federal action agency. The Service has no regulatory or statutory authority for concurring with "no effect" determinations, and no consultation with the Service is required. We recommend that the federal action agency document their analyses, and maintain that documentation as part of their files.

The NGB also determined that the proposed establishment and modification of military training airspace “may affect, but is not likely to adversely affect” the gray wolf (*Canis lupus*) and yellow-billed cuckoo (*Coccyzus americanus*) within areas identified within the Juniper/Hart MOA Complex allowing a minimum altitude flight limit of 500 feet above ground level (AGL).

Sufficient information has been provided to determine the effects of the action to federally listed species, and to conclude whether the action is likely to adversely affect those species. Our concurrence is based on information included in the EIS, complete and successful implementation of the conservation measures described in the EIS, and the following rationale:

1. There are no known gray wolf territories within the Juniper/Hart MOA Complex area. Further, if wolves do move into this area, the proposed flight activities in this airspace are not expected to have any substantive effect on them. Wolves are highly adaptable, resilient animals. There is no evidence that they are sensitive to aerial activities occurring overhead, unless those activities involve direct pursuit of individuals by flying right at them near ground level (e.g., helicopter capture activities). In a recent incident in northeast Oregon, an Oregon Department of Fish and Wildlife crew flew low overhead while multiple wolves were engaged in pursuing an elk. The presence of the plane circling directly over them did not alter the wolves’ hunting behavior.
2. Juniper/Hart MOA Complex does not provide both riparian woodlands greater than 81 ha in size and dynamic riverine processes necessary to create broad complex floodplains for yellow-billed cuckoo breeding and foraging. Therefore, the Juniper/Hart MOA Complex does not provide the primary constituent elements for yellow-billed cuckoo breeding or foraging.
3. Disturbance to individual yellow-billed cuckoo’s from low level flight (below 1,000 feet AGL) will be limited to the occasional individual dispersing through the Juniper/Hart MOA Complex.

The Service recognizes the NGB’s conservation efforts to reduce the threat of wildfire and/or noise to the greater sage-grouse (*Centrocercus urophasianus*) and golden eagle (*Aquila chrysaetos*) within areas proposed for low-altitude training activities (EIS, p. 4-66 and 4-97). The proposed conservation effort will require annual coordination between Oregon Air National Guard and the Service to identify potential changes to the eagle avoidance areas during low-altitude training activities.

This concludes informal consultation pursuant to the regulations implementing the Act (50 CFR 402.13). This action should be reanalyzed if new information reveals effects of the action that may affect listed species or critical habitat in a manner, or to an extent, not considered in this consultation. This action should also be reanalyzed if subsequently modified in a manner that causes an effect to a listed species or critical habitat that was not considered in this consultation, and/or a new species is listed or critical habitat is designated that may be affected by the action.

If you have any questions regarding the Service's comments, please contact Jerry Cordova or me at the Bend Field Office at 541/383-7146.

Sincerely,

A handwritten signature in blue ink, appearing to read 'B. Moran', with a stylized flourish at the end.

Bridget Moran  
Acting Field Supervisor