Bipartisan Infrastructure Law (BIL) Airport Traffic Control Tower (ATCT) Replacement

Pocatello Regional Airport (PIH) ATCT Draft Tiered Environmental Assessment (EA)

Pocatello, Idaho

May 2024

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ACRONYMS AND ABBREVIATIONS

ADO.....Airports District Office
AGL .....Above Ground Level
AMSL.....Above Mean Sea Level
APE.....Area of Potential Effect
ATCT.....Airport Traffic Control Tower
AVCO .....The Aviation Corporation
BIL.....Bipartisan Infrastructure Law
BLM.....Bureau of Land Management
BMP .....Best Management Practice
CAA .....Clean Air Act
CATEX.....Categorical Exclusion
CEQ .....Council on Environmental Quality
CFR.....Code of Federal Regulations
CZMA.....Coastal Zone Management Act
DOT.....Department of Transportation
EA .....Environmental Assessment
EPA.....U.S. Environmental Protection Agency
ESA.....Endangered Species Act
FAA.....Federal Aviation Administration
FY.....Fiscal Year
FBO .....Fixed Base Operator
FEMA.....Federal Emergency Management Agency
FONSI.....Finding of No Significant Impact
LLC .....Limited Liability Company
NAAQS .....National Ambient Air Quality Standards
NAS.....National Airspace System
NEPA .....National Environmental Policy Act
NFHL.....National Flood Hazard Layer
NOAA.....National Oceanic and Atmospheric Administration
NPDES.....National Pollutant Discharge Elimination System
NPS.....National Park Service
NRHP.....National Register of Historic Places
PEA.....Programmatic Environmental Assessment
PIH.....Pocatello Regional Airport
PM.....Particulate Matter
PRA.....Pocatello Regional Airport Site Number
ROD .....Record of Decision
SHPO.....State Historic Preservation Officer
U.S.....United States of America
U.S.C. .....U.S. Code
USFWS .....U.S. Fish and Wildlife Service
USGS .....United States Geological Survey
VISTA.....Virtual Immersive Siting Tower Assessment

SECTION 1 | INTRODUCTION

1.1 OVERVIEW

The Federal Aviation Administration (FAA) is proposing to replace the existing Airport Traffic Control Tower (ATCT) at Pocatello Regional Airport (PIH). The Infrastructure Investment and Jobs Act (IIJA; Public Law [P.L] 117-58), enacted on November 15, 2021, also known as the Bipartisan Infrastructure Law (BIL), appropriated $25 billion (B) over a five-year period (Fiscal Year 2022 [FY22] to 2026 [FY26]) for National Airspace System (NAS) improvements, which includes airport traffic control and other airport infrastructure projects. As a result, the FAA Air Traffic Organization established the BIL ATCT Replacement Program to use the BIL funding to replace existing FAA-owned ATCTs at mainly non-major airports with modern ATCT facilities (FAA, n.d. (a)). The National Environmental Policy Act (NEPA) of 1969, as amended (42 United States Code [U.S.C.] § 4321 et seq.) requires that a federal agency prepare a statement of environmental impacts as part of the development process for projects requiring a federal action, such as funding, approving, or permitting.

The FAA prepared a Final Programmatic Environmental Assessment (PEA) for the BIL ATCT Replacement Program (referred to as BIL ATCT Final PEA[1]) (FAA BIL ATCT PEA, 2023) in accordance with NEPA; the White House Council on Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of NEPA (40 Code of Federal Regulations [CFR] Parts 1500-1508); FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*; and other applicable federal laws and regulations. The BIL ATCT Final PEA provided sufficient evidence and analysis for a Finding of No Significant Impact (FONSI) / Record of Decision (ROD) determination (FAA BIL ATCT PEA, 2023).

This ATCT EA for PIH tiers[2] from the BIL ATCT Final PEA to evaluate the existing environment and analyze the anticipated environmental consequences of the proposed alternatives at a site-specific level through the framework established by the BIL ATCT Final PEA and FONSI/ROD.

[1] The BIL ATCT Final PEA can be found here:
https://www.faa.gov/air-traffic/bilatctfinalpea21sept2023signed

[2] Tiering in accordance with NEPA is defined in 40 CFR 1502.20 and 1502.28.

1.2 PROPOSED ACTION

The FAA's Proposed Action is to replace the existing FAA-owned PIH ATCT with a modern, sustainable ATCT facility. Figure 1-1 provides an aerial image of the proposed project site and study area considered within this EA. The Proposed Action is anticipated to include the following activities:

- Acquisition of a new lease with the airport authority to construct an ATCT in a new location.
- Approval of a new airport layout plan incorporating the relocation of the ATCT.
- Construction and operation of a replacement ATCT, and other associated facility support features such as a parking area and security fences.
- Extension and/or relocation of access roads and utilities to the replacement ATCT.
- Installation of modern air traffic control electronic equipment in the replacement ATCT.
- Commissioning of the replacement ATCT, cutover of air traffic services to the replacement ATCT, and decommissioning of the existing ATCT.
- Demolition and disposal of the existing ATCT facility and associated infrastructure.
- Relocation of existing radio communications link repeater to enable project implementation.

The estimated construction start date to replace the ATCT is March 1, 2025.

Figure 1-1. Aerial Image of Study Area and Area of Potential Effects (APE)

Source: (Booz Allen Hamilton, 2024a)

1.3 BACKGROUND

1.3.1 Airport Information

The Pocatello Regional Airport (PIH) is located in the City of Pocatello in southeastern Idaho, and serves the cities of Pocatello, Chubbuck, and the southeast Idaho region with service to 39,000 passenger enplanements annually. This airport is located approximately 5 miles west of the City of Pocatello and falls within the boundaries of the Fort Hall Indian Reservation. The airport property is a former U.S. Army Air Base constructed in the early 1940s and converted to a public regional airport in 1949.

The airport is owned and operated by the City of Pocatello. PIH offers a mechanic training program for Idaho State University students and is supported by a rail spur that enables intermodal transfer of goods and materials. Support facilities at the airport include fixed base operators, other tenants, air cargo facilities, aircraft storage/hangars, aircraft rescue and firefighting, maintenance building, fuel storage, deicing storage, and utilities. Significant updates to the airport continued well into the 1970s including the construction of a new terminal building, construction of a new asphalt apron, the 1972 700-foot (ft) extension of the main runway, the 1973 expansion of the fire station, the 1972 addition of a new ATCT, a new taxiway, lighting upgrades, and the addition of storage and maintenance facilities.

1.3.2 Existing Airport Traffic Control Tower Information

Constructed in 1972, the existing FAA-owned PIH ATCT is a Hunt/Aviation Corporation (AVCO) design (see Figure 1-2), Tier 4 facility, Facility Security Level 2. The ATCT has a cab size of 250 square feet with cab eye level at 77 ft above ground level (AGL). The ATCT operates daily from 0600 to 2200 and controllers maintain all air to ground communications and visual signaling within 5 nautical miles and up to 2,500 feet of elevation above the airport during these hours. The existing ATCT is located to the northeast of the commercial service passenger terminal at 42° 54’ 25.4736” N, -112° 35’ 13.9632” W.

Figure 1-2. Photo of Existing Hunt/AVCO ATCT at PIH

Source: (Booz Allen Hamilton, 2024b)

SECTION 2 | PURPOSE AND NEED

This Purpose and Need is tiered from, and consistent with the BIL ATCT PEA (BIL PEA, 2023), but focuses on the specific requirements of the PIH ATCT.

2.1 PURPOSE

The PIH ATCT is an FAA-owned ATCT eligible for replacement under the BIL ATCT Replacement Program. The purpose of the Proposed Action is to replace the PIH ATCT with a modern ATCT providing for uninterrupted air traffic control services.

The Proposed Action at this airport would provide for a modern, operationally efficient ATCT that would meet all applicable FAA requirements. This replacement ATCT would enable the installation of modern and required air traffic control equipment, improve visibility of the airport property, provide adequate space and an enhanced work environment for FAA personnel, lower operating costs, and improve environmental performance, resulting in energy savings, water efficiency, reduced carbon emissions, and improved indoor air quality.

2.2 NEED

The FAA recognizes the need to provide continual air traffic control services at PIH. The PIH ATCT does not have the ability to accommodate upgrades to the latest air traffic control technologies, does not meet personnel space requirements, and lacks modern amenities. The tower lacks a large cabinet for the Runway Visual Range and requires a collocated Automatic Terminal Information Service transmitter to resolve a buried cable issue that has failed continuity tests. Improvements made to rectify this must ensure uninterrupted air traffic control services to maintain the safety of the NAS.

SECTION 3 | ALTERNATIVES

In compliance with FAA Order 6480.4B, *Airport Traffic Control Tower Siting Process*, the FAA adheres to a siting process to determine the single-most technically feasible site for the establishment or replacement of an ATCT facility (FAA, 2018). This siting process takes into consideration multiple technical criteria, as prescribed in Order 6480.4B.

Representatives from the FAA and PIH airport conducted siting for this project in conjunction with FAA's Virtual Immersive Siting Tower Assessment (VISTA). FAA and PIH airport representatives met virtually to participate in siting activities in accordance with the VISTA Memo to determine viable and preferred ATCT sites for a potential new ATCT (FAA, 2023d).

This tiered EA evaluates the selected site alternative and no action alternative for the proposed replacement of the PIH ATCT. Other alternatives considered in the siting report were not carried forward as they did not best meet the technical siting criteria as outlined in FAA Order 6480.4B. Figure 3-1 displays a preliminary layout plan of the proposed replacement tower at Site 1.

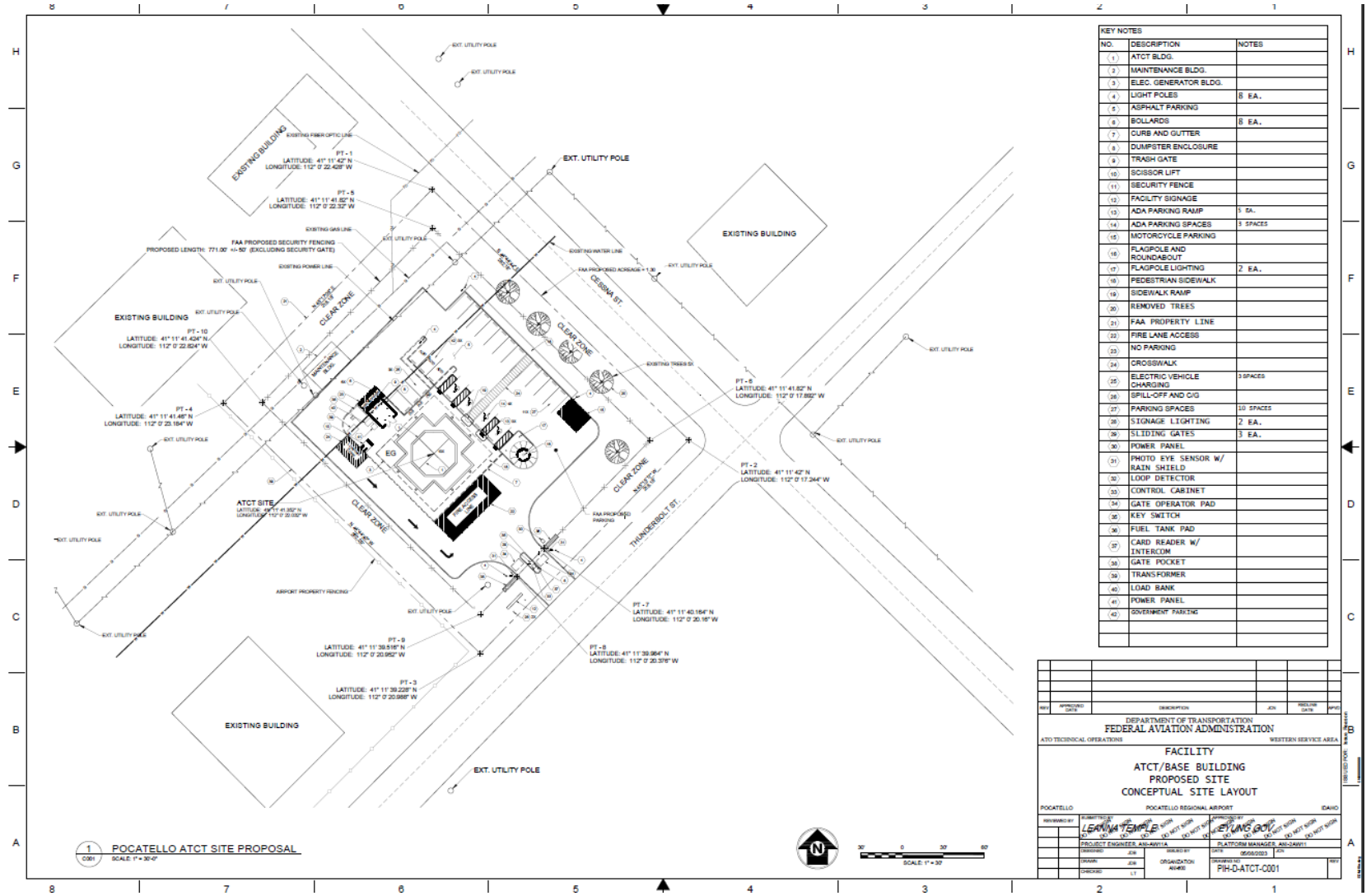

Figure 3-1. Proposed Layout of Replacement Tower Facility Site

Source: (FAA, 2023b)

3.1 ALTERNATIVE 1: PROPOSED ACTION (RECOMMENDED ALTERNATIVE)

The Proposed Action, as determined by the siting process described in FAA Order 6480.4B, *Airport Traffic Control Tower Siting Process,* is construction and operation of a replacement ATCT at the Recommended Site 1. Site 1 is located at a latitude of 42°54'29.12" N and a longitude of 112°35'5.0"W, approximately 770 feet northeast from the existing ATCT. This location was deemed most technically feasible of the siting alternatives considered based on the siting criteria referenced in Chapter 3 of the PEA (FAA BIL ATCT PEA, 2023). Site 1, located at the intersection of Thunderbolt Street and Cessna Street (northwest quadrant), is an approximately 1.3 acre site providing the most optimal visibility of the considered alternatives for air traffic control. Site 1 is an open lot with maintained grass vegetation that abuts Hangar 2 to the south. The proposed tower cab floor elevation is 115 ft AGL and 4,563 ft above mean sea level (AMSL). This is the minimum height that would meet all siting criteria under the Safety Management System (FAA, 2023c). At this height, controllers would have unobstructed views of all airport controlled areas and all airborne traffic. The tower would have an 8-sided, 440 square foot cab. The proposed design includes space for four air traffic controller positions: Ground Control, Local Control, Flight Data, and Supervisor. Stairs would be located opposite the Ground Control position. This proposed design would allow for a safe operating environment and would include upgrades for resistance against seismic events that have potential to occur in the area (USGS, 2022). New utilities would be placed from existing lines within the study area. Existing local roads would be used for construction and maintenance traffic.

3.2 ALTERNATIVE 2: NO ACTION

A No Action Alternative is required to be included in this EA in accordance with the CEQ's NEPA implementing regulations (40 CFR § 1508.14(c)). The No Action Alternative is defined as maintaining the status quo (baseline conditions) without federal agency involvement. The No Action Alternative is used to evaluate the effects of not replacing the ATCT and provides a benchmark against which other alternatives may be evaluated. Therefore, for purposes of comparative analysis in this EA, the No Action Alternative represents the conditions that would be anticipated if Alternative 1 (Proposed Action) were not implemented.

SECTION 4 | AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

This Section describes the existing environmental resource conditions or affected environment at PIH and surrounding areas. This Section also analyzes the anticipated environmental consequences from each alternative for each resource category.

As detailed in the BIL ATCT Final PEA and FONSI/ROD, the FAA identified and analyzed potential environmental impacts for the broad scope of actions planned for ATCT replacement activities (FAA BIL ATCT PEA, 2023). This programmatic approach allows the FAA to review project-specific details and potential impacts during the site selection, planning, and construction processes for those ATCT projects within the scope of the PEA analysis.

4.1 RESOURCE CATEGORIES PREVIOUSLY CLEARED BY BIL ATCT FINAL PEA

The BIL ATCT Final PEA and FONSI/ROD identified several resource categories as having "no significant impact" (FAA BIL ATCT PEA, 2023). The following resource categories were reviewed for project specific impacts and determined to be consistent with the PEA in that no significant impacts are anticipated from implementation of the Proposed Action.

☐ Air Quality – This resource was programmatically cleared in the BIL ATCT PEA and FONSI/ROD; however, a site-specific analysis validated the need to include for this EA due to local conditions. Section 4.1.1 includes a description of the existing environment and potential environmental consequences for air quality.

☒ Climate

☒ Farmlands

☒ Hazardous Materials, Solid Waste, and Pollution Prevention

☒ Land Use

☒ Natural Resources and Energy Supply

☒ Noise

☒ Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks

4.2 RESOURCE CATEGORIES REQUIRING SITE-SPECIFIC ANALYSIS PER THE BIL ATCT FINAL PEA

The BIL ATCT Final PEA also identified six resource categories that were unlikely to be significantly impacted but would require a site-specific analysis (FAA BIL ATCT PEA, 2023). In accordance with the BIL ATCT Final PEA, this EA reviews the following resource categories:

- Biological Resources – Section 4.2.2 includes a description of the existing environment and potential environmental consequences for biological resources.
- Coastal Resources – Section 4.2.3 includes a description of the existing environment and potential environmental consequences for coastal resources regulated by the National Oceanic and Atmospheric Administration (NOAA) under the Coastal Zone Management Act (CZMA) (16 U.S.C. §§ 1451 et seq.).
- Historical Architectural, Archaeological, and Cultural Resources – Section 4.2.4 includes a description of the existing environment and potential environmental consequences for historic and cultural resources.
- Department of Transportation (DOT) Act, Section 4(f) – Section 4.2.5 includes a description of the existing environment and potential environmental consequences for Section 4(f) properties on or near PIH.
- Visual Effects – Section 4.2.6 includes a description of the existing environment and potential environmental consequences for visual effects.
- Water Resources – Section 4.2.7 includes a description of the existing environment and potential environmental consequences for water resources.

Regulatory requirements for these resource categories can be reviewed in more detail in the BIL ATCT PEA (FAA BIL ATCT PEA, 2023).

4.2.1 Air Quality

Air quality is the measure of the type and quantity of pollutants emitted into and currently exist in the atmosphere, the size and topography of the airshed, and meteorological (weather) conditions. Overall, the concentration of pollutants in the atmosphere forms the basis of air quality in an area. Air quality regulations are founded on concerns that high concentrations of air pollutants can harm human health, particularly for the elderly, children, and people with compromised health conditions, in addition to causing potential damage to the natural (e.g., agricultural lands, vegetation) and built environments (e.g., buildings, infrastructure).

4.2.1.1 Affected Environment

The Portneuf Valley Area that includes parts of Bannock and Power counties is located within a maintenance action[3] area of the National Ambient Air Quality Standards (NAAQS) through a State Implementation Plan for particulate matter (PM)-10 (1987, moderate) (EPA, 2024a) (EPA, 2024b). Portneuf Valley includes Pocatello, Chubbuck, and the surrounding areas which were designated as nonattainment for the 1987 PM-10 NAAQS in 1990 (Idaho Department of Environmental Quality, 2024).

[3] "Maintenance area means an area that was designated as nonattainment and has been re-designated in 40 CFR Part 81 to attainment, meeting the provisions of section 107(d)(3)(E) of the Act and has a maintenance plan approved under section 175A of the Act." (EPA, 2024a)

PIH is located on the western side of the Pocatello Range ridge which reaches an altitude of 6,600 feet. The abrupt rise in elevation from the Portneuf Valley to the top of the mountain range creates a circulation barrier that plays a part in trapping air pollutants. The geography and weather conditions in conjunction with pollutants, which could primarily be from population centers in the Salt Lake Valley region to the south, lead to degraded air quality and maintenance of the NAAQS for PM-10 (EPA, 2024a) (EPA, 2024b). In addition, the Portneuf Valley tends to experience inversions in the wintertime that trap pollutants from road dust, industrial sources, and residential wood heating near the ground (Idaho Department of Environmental Quality, 2024). The Portneuf Valley has met the NAAQS since 2002 and was designated as attainment with a maintenance plan in 2006 (EPA, 2024c).

4.2.1.2 Environmental Consequences

As noted in the FAA Order 1050.1F Desk Reference, the FAA has established a significance threshold for air quality (FAA, 2020a).

- No Impact: Impacts to air quality would not occur as a result of the Proposed Action.
- Significant Impact: Significant Impact: The FAA identified the significance threshold as pollutant concentrations to exceed one or more of the NAAQS "for any of the time periods analyzed, or to increase the frequency or severity of any such existing violations" (FAA, 2015).

Alternative 1: Proposed Action

Demolition of the existing ATCT and construction of the Preferred Alternative replacement tower is unlikely to result in an exceedance of air quality standards or in more than a temporary de minimis increase in emissions. Demolition and construction activities are presumed to conform under the Clean Air Act (CAA). Overall increased energy efficiency of the new ATCT would result in lower long-term emissions than the existing ATCT. Following the CAA, the FAA identified the in-kind replacement of an ATCT as "presumed to conform because these activities would not generate emissions that exceed de minimis levels." Emissions generated by heavy construction equipment are negligible given the temporary nature of these activities and limited number of vehicles involved (Federal Register, 2007).

Emissions would not be expected to exceed NAAQS for criteria air pollutants. It is anticipated that air quality impacts resulting from construction related activities under the Preferred Alternative would be short term and temporary in nature. Demolition of the existing ATCT and construction of a new ATCT is unlikely to result in an exceedance of air quality standards, regulated release of Hazardous Air Pollutants (HAPs), or in more than a de minimis increase in emissions and are presumed to conform with the CAA. The Proposed Action would occur at Site 1 (Preferred Alternative) and is accessible through existing access roads and requires no expanded roadways.

The construction of the proposed ATCT is not expected to increase the previously forecast number of future operations; no additional aircraft emissions at PIH would be anticipated by the Proposed Action beyond previous forecasts. The proposed ATCT would support the safety and efficiency of air traffic controls required by any potential increase in operations.

No significant impacts to air quality are expected from the Proposed Action.

Alternative 2: No Action Alternative

Under the No Action Alternative, the current ATCT would not be removed and replaced, and activities associated with the ATCT would remain the same. No impacts to existing air quality conditions or emissions would occur.

4.2.1.3 Best Management Practices

Construction-related emissions for air quality can be reduced using best management practices (BMP).

- Dust control BMPs can include, but are not limited to, spraying water to minimize dust, limiting the area of uncovered soil to the minimum needed for each activity, proper siting of staging areas to minimize fugitive dust, placement of mulch or a temporary gravel cover, using a soil stabilizer (or chemical dust suppressor), limiting the number and speed of construction vehicles at the site, and adding covers to trucks hauling dirt on or off the site.
- Revegetation of sites immediately following ground disturbance.
- Emission BMPs for construction vehicles and equipment can include, but are not limited to, limiting vehicle idling times, usage of low or ultra-low sulfur fuel and biodiesel, conducting proper vehicle engine maintenance, and using electric instead of gas-powered tools.
- Source locally available products and materials to reduce transportation-related emissions to the site.

4.2.2 Biological Resources (including Fish, Wildlife, and Plants)

Biological resources include native plants, animals, and their habitats. Protected and sensitive biological resources include federally listed (endangered[4] or threatened[5]), and candidate[6] species designated by the U.S. Fish and Wildlife Service (USFWS), National Marine Fisheries Service, or a State. Sensitive habitats described in this Section include those areas designated by the USFWS as critical habitat[7] protected by the Endangered Species Act of 1973 (ESA; 16 U.S.C. Chapter 35 § 1531 et seq.)

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[4] Endangered species are "any species which is in danger of extinction throughout all or a significant portion of its range" (ESA, Section 3(6))

[5] Threatened species are "any species which is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range" (ESA, Section 3(20))

[6] Candidate species are any species whose status is under review "to determine whether it warrants listing under the ESA" (ESA, Section 4)

[7] Critical habitat refers to "(i) the specific areas within the geographical area occupied by the species, at the time it is listed in accordance with the provisions of section 4 of this Act, on which are found those physical or biological features (I) essential to the conservation of the species and (II) which may require special management considerations or protection; and (ii) specific areas outside the geographical area occupied by the species at the time it is listed in accordance with the provisions of section 4 of this Act, upon a

4.2.2.1 Affected Environment

Vegetation

The PIH airport is in the U.S. Environmental Protection Agency's (EPA) Level III Ecoregion 12, just on the boundary of the 12e (Upper Snake River Plain) and 80b (Semiarid Hills and Low Mountains) ecoregions of Idaho (EPA, 2013). The airport is surrounded by farmlands within the southwestern portion of the study area, and highway roads to the south. The proposed ATCT site and existing ATCT are located centrally within the airport property and surrounded by existing buildings, hangars, and runways. The proposed ATCT site is located on a vegetated lot at the corner of an intersection. Site 1 is regularly mowed to maintain a plant height of approximately 4-inches tall. Vegetation onsite consists of grassy/scrub species including poverty oatgrass (*Danthonia spicata*), saltgrass (*Distichlis*), and tumbleweed or common saltwort (*Kali tragus*). There are also five (5) tall spruce trees (*Picea*) along the northeastern boundary bordering Cessna Street. No structures are present within this vegetated area, although there are existing utility features including a utility pole and two manholes.

Wildlife and Fish

Due to the proposed ATCT site being located on airport property, surrounded by airport facilities, and on a previously disturbed area (mowed grass), high-quality habitat for wildlife species is not present. The proposed ATCT site is located adjacent to developed areas on or near the airport. No aquatic or other native critical habitat is present within or adjacent to the proposed ATCT site. Highly mobile species such as birds, bats, or flying insects could be transiently present, but it is unlikely most wildlife would use the proposed site and existing ATCT as permanent habitat. Common birds, such as the American robin (*Turdus migratorius*), non-native house sparrow (*Passer domesticus*), or mourning dove (*Zenaida macroura*), could use the spruce trees or nearby existing structures for nesting or rearing of young.

PIH is obligated to comply with the wildlife hazard management requirements, standards, and recommendations made by the FAA in Advisory Circulars as well as the Wildlife Hazard Management Plan developed for the PIH airport, to maintain a safe operating environment.

Special Status Species

Special status species generally occupy unique or specific habitat, such as riverine forests, wetlands, or native ecosystems. No federal or state-listed endangered, threatened, or candidate species have been documented or observed within the airport study area (Figure 1-1).

Table 4-1 displays the federally listed species within Power County, where PIH is located. According to the USFWS Environmental Conservation Online System, there are six (6) special status species known to occur within Power County. A more focused search of the proposed and existing tower locations and surrounding areas using the USFWS Information for

determination by the Secretary that such areas are essential for the conservation of the species." (ESA, Section 3(5)(A))

Planning and Consultation identified one (1) species, which was already identified in the County list, as shown in Table 4-1 of the USFWS lists provided in Appendix A.

Table 4-1. Federally Listed Species

Common Name	Scientific Name	County Listed Status	Study Area Status
Gray wolf	*Canis lupus*	Under Review	Not Available
Yellow-billed cuckoo	*Coccyzus americanus*	Threatened	Not Available
Monarch butterfly	*Danaus plexippus*	Candidate	Candidate
North American wolverine	*Gulo gulo luscus*	Threatened	Not Available
Little brown bat	*Myotis lucifugus*	Under Review	Not Available
Ute ladies' tresses	*Spiranthes diluvialis*	Threatened	Not Available

Source: (USFWS, 2024a) (USFWS, 2024b)

A focused search for federally listed species within the project area resulted in only one (1) species: monarch butterfly (*Danaus plexippus*) (USFWS, 2024a). No critical habitat for this species overlaps with the airport property. Adult monarch butterflies feed on the nectar of flowering plants and their larva requires milkweed plants to develop. Monarch butterflies only reproduce where milkweed plants are located (USDA, n.d.). The species could use airport habitat for resting or feeding if flowering plants were present. No milkweed plants were identified during the site survey conducted in February 2024. Roosting habitat and hibernacula (places for bats to hibernate) could be present at Site 1 for the 'under review' little brown bat (*Myotis lucifugus*) in the spruce trees or the existing tower. It is possible for the status of this species to change to candidate, threatened, or endangered during the development of this project. This species was not observed during the February 2024 site survey, however the open space is not ideal foraging habitat for bats as it is regularly mowed and maintained prohibiting an accumulation of prey (insects). Given the disturbed nature of the land and consistent mowing at Site 1, available habitat and food sources are limited and thus it is unlikely that bats would be present.

In addition to the federally listed species above, 84 other state listed species have been documented in Power County (Idaho Fish and Game, 2024). Species that are motile such as birds, small or flying mammals, or flying insects could be found within the proposed ATCT site, but due to the disturbed nature of the site and frequent mowing, it is unlikely that suitable habitat is present.

Migratory Birds

Idaho is located within the Pacific Flyway for migratory birds. The USFWS lists eight (8) migratory birds as potentially using or passing through the project area. These species include the American white pelican (*Pelecanus erythorhynchos*), bald eagle (*Haliaeetus leucocephalus*), California gull (*Larus californicus*), evening grosbeak (*Coccothraustes vespertinus*), Franklin's gull (*Leucophaeus pipixcan*), lesser yellowlegs (*Tringa flavipes*),

rufous hummingbird (*Selaphorus rufus*), and western grebe (*Aechmophorus occidentalis*). At PIH, the probability of presence for American white pelican, bald eagle, California gull, and evening grosbeak is likely during winter and spring months while the probability of presence for Franklin's gull, golden eagle, lesser yellowlegs, rufous hummingbird, western grebe, and willet is likely during summer months (USFWS, 2024a). According to the E-bird data mapping tool, PIH has been surveyed and no bald eagles have been observed on the property (The Cornell Lab of Ornithology, 2024). The bald eagle is not a Bird of Conservation Concern in the study area; however, it warrants additional attention due to its inclusion in the Bald and Golden Eagle Protection Act (16 U.S.C. 668-668d). Bald eagles could be migrating or breeding in the area; bald eagle management guidelines would apply if any nests were observed in the study area (USFWS, 2024).

Invasive Species

Invasive terrestrial plant species could be present within or surrounding Site 1 and the existing ATCT location. Plants such as common mouse-ear chickweed (*Cerastium fontanum),* red clover (*Trifolium pratense*), saltcedar (*Tamarix ramosissima Violales*), houndstongue (*Cynoglossum officinale L.*), Canada thistle (*Cirsium arvense*), white clover (*Trifolium repens Fabales*) and flowering rush (*Butomus umbellatus*) are able to thrive in the gravelly loam and saline meadow landscape, however, the existing tower site is developed and not suitable habitat for these species (University of Georgia, 2024); (USDA, 2024). Noxious and invasive plant species can be spread by vehicles, machinery, wildlife, and by natural forces such as by wind or water. Areas that are disturbed through construction, by vehicles, or fire may be vulnerable to the introduction and spread of noxious weeds. None of these invasive species were observed at the existing or proposed tower sites during the site visit conducted in February 2024.

4.2.2.2 Environmental Consequences

Detailed guidance on significance thresholds and effects determinations for biological resource impacts can be found in the BIL ATCT PEA and the FAA Order 1050.1F Desk Reference, Section 2.3.1 (FAA, 2020).

Alternative 1: Proposed Action

Site 1 (Preferred Alternative) would involve construction on a previously cleared portion of the PIH property. The site consists of a regularly mowed grass lot with five mature spruce trees along the northeastern boundary. Based on Figure 3-1, the spruce trees would be removed during construction of the replacement ATCT. While none of the vegetation identified during the February 2024 site visit were determined to be protected species, and no animal species were observed in the trees, the tree removal could impact potential roosting habitat for the 'under review' little brown bat. As mentioned above, common bird species could also use the spruce trees for nesting or rearing of young. However, it is unlikely that bird or bat species would choose these trees as permanent habitat due to the surrounding development and airport facilities. No critical habitat exists at this location and construction activities are not likely to impact any wildlife and/or fish, migratory birds, or special status species. Based on the lack of milkweed species and low probability for species occurrence within the project area, the Proposed Action will have 'No Effect' on the monarch

butterfly. There would be no significant impacts to biological resources from the Proposed Action.

Site 1 is adjacent to a developed area on the PIH property with existing exterior lighting. Although the new tower would require additional lighting at Site 1, the new exterior lighting is unlikely to result in any new effects on wildlife species. The increased lighting at Site 1 is not anticipated to increase the overall effect of lighting on wildlife at the existing airport. The increase of human foot traffic, vehicle traffic, and heavy equipment usage during construction and demolition could introduce noxious weeds and invasive plant species to the construction and demolition sites; however, these impacts are not anticipated. The proposed ATCT would be landscaped with species native to the Pocatello area.

In January 2021, the Airport approved a wildlife management plan for PIH (Kestrel Environmental Services, LLC., 2021). The Proposed Action would be constructed in compliance with the PIH wildlife management plan to avoid the potential to affect wildlife and suitable habitat within the study area. Habitat management techniques discussed in this plan include turf management, a controlled selection of any new vegetative species, and removal of weeds and sagebrush that may attract wildlife. In addition, airport staff monitor all airport structures for wildlife use and attraction and, if necessary, would take appropriate non-lethal action to remove the attraction and/or wildlife. Existing buildings and other structures should not provide nesting, perching, or roosting sites for birds (Kestrel Environmental Services, LLC., 2021).

Alternative 2: No Action Alternative

Under the No Action Alternative, the current ATCT would not be removed and replaced, and activities associated with the ATCT would remain the same. No impacts to existing biological resources would occur.

4.2.2.3 Best Management Practices

The removal of the five mature spruce trees within the study area would require a contract provision for tree removal restrictions to ensure tree removal occurs outside the nesting season in order to prevent the take of any migratory birds. Tree clearing within the study area can be restricted during Idaho's core egg/nesting dates. According to Idaho's Bureau of Land Management (BLM), Idaho migratory birds may be nesting between February 1 and September 20 (Bureau of Land Management, 2020).

In order to maintain native species to the Pocatello area, a contract provision would be included to ensure landscaping activities are conducted only with native species to the Pocatello area.

4.2.3 Coastal Resources

Coastal resources are the natural resources occurring within coastal waters and adjacent shorelands. Coastal resources include islands, transitional and intertidal areas, salt marshes, wetlands, floodplains, estuaries, beaches, dunes, barrier islands, and coral reefs, as well as fish and wildlife and their respective habitats within these areas.

The PIH airport is landlocked and not adjacent to or near any coastal or inland shorelines, regulated under the CZMA (16 U.S.C. §§ 1451 et seq.). Therefore, this resource category is not analyzed further within this EA.

4.2.4 Historical, Architectural, Archaeological, and Cultural Resources

Historic and cultural resources are sites, structures, buildings, districts, or objects associated with important historic events or people, demonstrating design or construction associated with a historically significant movement, or with the potential to yield historic or prehistoric data, that are considered important to a culture, a subculture, or a community for scientific, traditional, religious, or other reasons (NPS, 1997). Historic and cultural resources may be subdivided into the following categories: Archaeological resources, Architectural resources, Native resources, and Traditional Cultural Properties.

4.2.4.1 Affected Environment

In accordance with applicable federal laws and regulations, the FAA evaluated the proposed alternatives and APE for historic and cultural resources. The APE is "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist" (36 CFR § 800.16(d)). The FAA assessed previously identified cultural resources within the APE and the potential for unidentified resources for each alternative.

Actions that have the potential to affect historic and cultural resources typically involve construction, ground disturbance, or modification of a historic property or a property in the viewshed of a historic property or district. Other effects to consider include noise, vibration, lighting, and increased traffic. Because all actions with the potential to affect historic and cultural resources would occur within the project area, the APE is defined as the area shown on Figure 1-1.

No historic properties listed on the National Register of Historic Places (NRHP) are shown within a one-mile radius of the airport on the National Park Service's (NPS's) NRHP Database (NPS, 2020). A 2015 cultural resources survey, *Class III Cultural Resource Inventory and Architectural History for The City of Pocatello Airport Improvements, Power County, Idaho*, recommended the Pocatello Regional Airport (site number PRA-1) ineligible for the NRHP and Hangar 4 (Building 13) (site number PRA-2), built in 1942 and modified in 1965, eligible for the NRHP under Criterion A "for its association with the Idaho State University Aircrafts Maintenance Program" (North Wind Resource Consulting & AECOM, 2015). Hangar 3 was also previously recorded as eligible for the NRHP due to its association with the property's World War II-era history (Idaho State Historic Preservation Office, 2023). Previously recorded Old U.S. Highway 30 (site number 77-17112) and Oregon Short Line Railroad (site number 77-17111) are adjacent to the airport property and unevaluated for the NRHP.

The existing ATCT proposed for demolition is a Hunt/AVCO tower type commissioned in 1972. The tower is part of the Pocatello Regional Airport (site number PRA-1) previously determined ineligible for the NRHP (North Wind Resource Consulting & AECOM, 2015). The Hunt/AVCO standard ATCT design consists of a square functional steel framed shaft supporting a hexagonal steel framed cab. In the early to mid-1970s, this modular type ATCT was constructed at numerous low activity level airports. The prefabricated nature for the

whole tower construction allowed them to be erected in a very short time from a "kit of parts". The FAA commissioned the first Hunt ATCT in July 1971. Most of the Hunt/AVCO towers were commissioned in the 1973-1975 timeframe with the design type predominately phased out by the end of the 1970s (FAA, 2021).

Review of historical aerial photographs and topographic maps indicates ground disturbance within the project area during the late 20th and early 21st centuries (Nationwide Environmental Title Research, LLC., 2023). Previous modern ground disturbance suggests little to no potential for archaeological resources in the project area.

The only known two historic properties within the boundary of the PIH airport property are the NRHP-eligible Hangars 3 and 4, located over 0.25 miles northeast of Site 1. In consultation with the Idaho State Historic Preservation Officer (SHPO) (September 29, 2023), the FAA found the Proposed Action to have No Effect on Historic Properties. The FAA also initiated consultation and notified federally recognized tribes with known affiliations with and interests in the project area of its Finding of No Historic Properties Affected via certified mail on October 2, 2023, and followed up via email on November 30, 2023. No responses from these parties were received within and after the 30-day review period.

4.2.4.2 Environmental Consequences

Detailed guidance on significance thresholds and effects determinations for historical, architectural, archaeological, and cultural resources impacts can be found in the BIL ATCT PEA and the FAA Order 1050.1F Desk Reference, Chapter 8 (FAA, 2020).

Alternative 1: Proposed Action

The preferred Site 1 would not impact historic or cultural resources within the APE. The Pocatello Regional Airport (site number PRA-1), which includes the existing ATCT, was previously determined ineligible for the NRHP. Structures adjacent to the existing ATCT and proposed ATCT were also previously identified as ineligible for the NRHP as part of PRA-1. Therefore, the demolition of the existing ATCT would not result in impacts to historic or cultural resources. Construction of the proposed ATCT would occur within an area with previous modern ground disturbance from the late 20th and early 21st centuries. Because demolition and construction would occur within areas previously disturbed by modern activity, there is little to no potential for impacts to archaeological resources within the project area.

The FAA consulted with the Idaho SHPO on the undertaking on September 29, 2023, and received SHPO concurrence on November 22, 2023, for the FAA's Finding of No Historic Properties Affected (Appendix B). The FAA also initiated consultation and notified Federally Recognized Tribes with known affiliations with and interests in the project area of its Finding of No Historic Properties Affected on October 2, 2023, and followed up on November 30, 2023. No responses from these parties were received within and after the 30-day review period.

Alternative 2: No Action Alternative

Under the No Action Alternative, the current ATCT would not be removed and replaced, and activities associated with the ATCT would remain the same. No impacts to existing historical, architectural, archaeological, and cultural resources would occur.

4.2.4.3 Unanticipated Discovery

The study area has been previously disturbed and is unlikely to hold cultural resources. As such, the FAA will require that the airport include an Inadvertent Discovery Plan as a contract provision. As mentioned in the coordination letters to the Idaho SHPO and Tribes, if during construction, demolition, and/or maintenance activities any unanticipated cultural resources are discovered, activity would cease in the area of the resource and the appropriate state, federal, and tribal officials would be notified and given the opportunity to review (FAA, 2020). The uncovered resources would be protected. In compliance with all applicable laws and regulations, the FAA would coordinate with the appropriate consulting parties and consider their recommendations, conduct appropriate actions, then provide a report of those actions after they are completed (36 CFR 800.13).

4.2.5 Department of Transportation Act, Section 4(f)

Section 4(f) of the U.S. DOT Act of 1966 (codified in 49 U.S.C. § 303 and 23 U.S.C. § 138) applies to projects that receive funding from or require approval by agencies within the DOT and provides for the consideration of certain properties of national, state, and/or local significance during transportation project development, such as: publicly owned parks, recreational areas, wildlife and waterfowl refuges, and public and private historic sites.

Before approving a transportation project requiring the use of these properties, the DOT agency must determine that there is no feasible and prudent alternative to using that land and the project includes all possible planning to minimize harm resulting from the use (FAA, 2020).

4.2.5.1 Affected Environment

In general, actions that have the potential to affect Section 4(f) properties involve a physical or constructive use. Further detail on what constitutes a physical or constructive occupation of the property may be found in the BIL ATCT PEA.

According to the Bureau of Land Management (BLM) National Data Viewer, the airport property is located on Bureau of Indian Affairs land (Fort Hall Indian Reservation); however, there are no listed recreational sites or wildlife refuges listed within the airport project area (Bureau of Land Management, 2024).

The "Bessie M. Wright Park" is located across from the PIH terminal on airport property at the intersection of Thunderbolt Street and Terminal Way. This park is a 1.05-acre area of grass cover with several trees and a small pavilion. As this park is owned by PIH airport and open to public recreational use, it is categorized as a Section 4(f) resource.

No historic properties listed on the NRHP are shown within a one-mile radius of the airport on the NPS's NRHP Database (NPS, 2020). As discussed in Section 4.2.3, there are two NRHP-eligible resources, Hangars 3 and 4, within the boundary of the airport property, located over 0.25 miles northeast of Site 1. These NRHP-eligible resources are also Section 4(f) resources. A 2015 cultural resources survey of the airport property recommended the Pocatello Regional Airport (PRA-1) ineligible for the NRHP and Hangar 4 (Building 13) (PRA-2), built in 1942 and modified in 1965, eligible for the NRHP under Criterion A "for its association with the Idaho State University Aircrafts Maintenance Program" (North Wind Resource

Consulting & AECOM, 2015). Hangar 3 was also previously recorded as eligible for the NRHP due to its association with the property's World War II-era history (Idaho State Historic Preservation Office, 2023). Archaeological

The nearest recreational Section 4(f) resource outside the airport property, Cotant Park, is located 5.31 miles east of Site 1, in Chubbuck, ID.

4.2.5.2 Environmental Consequences

Detailed guidance on significance thresholds and effects determinations for Section 4(f) resources impacts can be found in the BIL ATCT PEA and the FAA Order 1050.1F Desk Reference, Chapter 5 (FAA, 2020).

Alternative 1: Proposed Action

The construction of a replacement ATCT within the Site 1 alternative would not impact any Section 4(f) resources. Although the Bessie M. Wright Park is located in close proximity to the existing tower, the park would not be impacted by the demolition of the existing tower. Any temporary increase in construction traffic to complete the Proposed Action would not affect recreational uses of the park. The park would remain unchanged throughout the existing tower demolition activities and construction of the new tower. The FAA found the onsite NRHP-eligible Hangars 3 and 4 would not be affected by the construction or demolition of the ATCTs; the Idaho SHPO concurred with the FAA's finding. The Proposed Action would have no impact on Section 4(f) resources.

Alternative 2: No Action Alternative

Under the No Action Alternative, the current ATCT would not be removed and replaced, and activities associated with the ATCT would remain the same. No impacts to existing DOT 4(f) resources would occur.

4.2.6 Visual Effects

Visual effects are considered under two categories: light emissions and visual resources/character. Light emissions from outdoor lighting in parking lots, streets, and within businesses or homes affect the darkness of the night sky, particularly in rural areas where fewer light sources are present. Visual character is the overall description of an area, such as rural, farmland, urban, coastal, or mountainous. (FAA, 2020)

4.2.6.1 Affected Environment

The proposed Site 1 is located within approximately 770 feet of the existing ATCT and is positioned centrally within the study area shown on Figure 1-1. The surrounding area is characterized by rural and agricultural land with sparse housing. Users of the Pocatello Trap Club and Pocatello Raceway, which are located approximately 0.7 miles northeast of the new proposed tower, would have this new ATCT within their viewshed. The nearest sensitive receptor is a small residential neighborhood located approximately 2.8 miles northwest of the airport, the Garica and Patrica Export. Once constructed, the PIH ATCT would be one of the highest structures in the area. Light emissions are a highly subjective resource due to the difference in perception and value that a user associates with the specific feature and surrounding landscape.

Light Emissions

The ATCT operates from 0600 to 2200 and the lighting of the runways, taxiways, and other airfield safety lights are controlled by air traffic controllers. At this time, the airport operates in the standard configuration at night with light emissions from the following areas: runways, taxiways, navigational aids, apron areas, parking lots, fixed base operator (FBO), terminal building, fire station, and U.S. Forest Service BLM building. The PIH is located adjacent to a major transportation corridor (Interstate 86) and is bordered to the south by industrial facilities. Due to the surrounding transportation corridor and existing airport facilities, Site 1 would have existing lighting that illuminates the area at night. (Pocatello Regional Airport, 2012)

Wildlife, especially nocturnal species, may be sensitive to nighttime light sources which may disrupt migratory or breeding cycles. As mentioned in Section 4.2.1, the light-sensitive little brown bat was not identified as a species of concern within the study area. Due to the very few trees within the study area, it is not likely that this mobile species would utilize habitat surrounding the tower for roosting or nesting.

Visual Resources and Visual Character

Visual resources around the Site 1 are consistent with those of the existing ATCT at PIH. The area of the existing airport is characterized as rural, with surrounding agriculture, sparse housing, and industrial development. Visual resources surrounding the airport property include agricultural land, local roadways, and highways (Google Earth, 2024). The closest visual receptors to Site 1, the Pocatello Raceway and Pocatello Trap Club, are located to the northeast of Site 1. The nearest residential area, which includes Garica and Patrica Export, is more than 2.5 miles from the airport property. Other visual resources within the existing airport environment include active runways and taxiways, a commercial service passenger terminal building, a maintenance building, fuel storage building, air cargo facilities, aircraft storage hangars, and FBO buildings. The tallest structure at PIH is the existing ATCT having a cab floor eye level elevation of 77 ft AGL. The next tallest structure is the original ATCT building (commissioned in 1951) which is currently used for storage and is located 300 ft to the west of the existing ATCT, adjacent to the Utah Helicopter training building (North Wind Resource Consulting & AECOM, 2015).

4.2.6.2 Environmental Consequences

Detailed guidance on significance thresholds and effects determinations for visual resource impacts can be found in the BIL ATCT PEA and the FAA Order 1050.1F Desk Reference, Section 13.3.3 (FAA, 2020).

Alternative 1: Proposed Action

The Proposed Action would involve construction of the new ATCT on previously cleared airport property. Site 1 is located approximately 770 feet northeast of the existing ATCT and is adjacent to a lot with existing airport lighting, and therefore would not impose any change to the light emissions in the immediate area. Site 1 provides an unobstructed view of all areas of responsibility for the PIH ATCT, including approach and departure paths and all movement areas. In addition, Site 1 provides a clear view of the General Aviation ramp and parked aviation aircraft. Site 1 provides improved access for utilities and has the largest

available land area of approximately 1.25 acres. Light emissions would be reduced following decommissioning and removal of the existing tower. The proposed tower cab floor elevation is 115 ft AGL and 4,563 ft AMSL. The reflective surfaces of the new ATCT and support building could alter the visual character of the airport area due to the tower height and change to the viewshed. However, the change in location of light emission from the existing tower to the new tower is unlikely to create additional light emissions once the existing tower is decommissioned, and the new tower is operational. The addition of a newly lit parking area for the proposed ATCT could result in new light emissions as there is no existing lighting at Site 1. However, existing lighting is present across Thunderbolt Street to the south of Site 1; therefore, the addition of lighting at Site 1 would not change the general character of the area. The closest visual receptors, the Pocatello Raceway and Pocatello Trap Club, would receive minimal to no effects from the minor changes in lighting. As the nearest residential area is over 2.5 miles away from Site 1, visual and lighting concerns are not anticipated. The changes in lighting are not anticipated to affect the visual nature of the existing developed area and the existing lighting present.

Changes to visual resources and visual character from construction of the new tower and removal of the existing tower would not affect or obstruct visually important resources. Although the new proposed ATCT would be 43 ft taller than the existing PIH ATCT, it would not contrast with the area's visual character upon completion due to the study area being an existing and active airport. The FAA found that visual resources on site would not be affected by the construction or demolition of the ATCTs. The Proposed Action would have no impact on visual resources.

Alternative 2: No Action Alternative

Under the No Action Alternative, the current ATCT would not be removed and replaced, and activities associated with the ATCT would remain the same. No impacts to existing visual effects would occur.

4.2.7 Water Resources

Water resources include wetlands, floodplains, surface water, groundwater, and Wild and Scenic rivers. These resources provide drinking water, irrigation, and other water uses for communities, in addition to recreation and transportation opportunities, and habitat for vegetation and wildlife species.

4.2.7.1 Affected Environment

Wetlands

The USFWS shows the nearest wetland as a 1.23-acre freshwater emergent wetland located 0.67 miles south of Site 1 (Booz Allen Hamilton, 2024c) (EPA, 2024d). There is a freshwater pond 1 mile northeast of Site 1. There are no documented wetlands located within the PIH airport property, shown on Figure 4-1.

Floodplains

While the project study area shown in Figure 1-1 has not been mapped in the Federal Emergency Management Agency's (FEMA) National Flood Hazard Layer (NFHL) Viewer, PIH is not anticipated to be in an area of flood hazard due to the classifications of nearby and

similar land uses mapped on the NFHL Viewer. The land northeast of PIH airport, which is of similar use, is mapped as Zone X: Areas of 0.2% annual chance of floodplain. The nearest river to the study area is the Snake River (and the American Falls Reservoir that the river discharges to) approximately 3.75 miles northwest of Site 1. (FEMA, 2024)

Surface Water

There are no man-made or naturally occurring ponds or lakes within the study area at PIH airport. While there are no streams located within the study area, there is a catchment located across the northern portion of the airport property. The nearest stream, Michaud Creek, is located 0.71 miles south of Site 1. Michaud Creek flows northward and discharges to the catchment (Taghee Canal) bordering the southern portion of the PIH property. The nearest surface water is located 1.5 miles southeast of Site 1, shown on Figure 4-1. (Booz Allen Hamilton, 2024c)

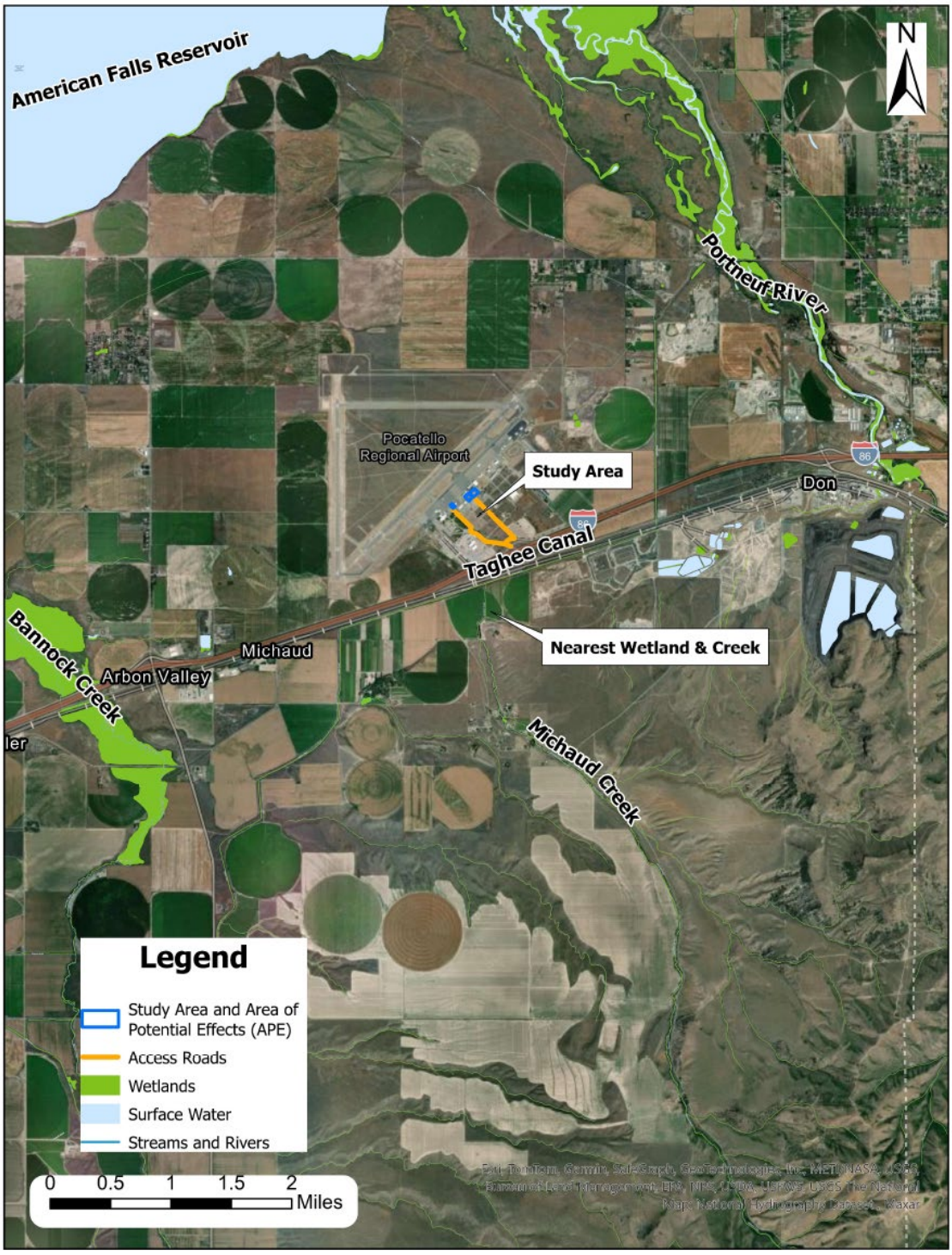

Figure 4-1. Aerial Image of Wetlands and Surface Water Features near PIH Airport

Source: (Booz Allen Hamilton, 2024c)

Groundwater

The study area is located within the Michaud Flats alluvial plain aquifer system, which is comprised of sandstone. The aquifer spans from the base of the Bannock Range at the

American Falls Reservoir to the southwest and to the Snake River to the northwest (Stewart, Nace, & Deutsch, 1951). The flow of groundwater within the study area is towards the Snake River to the northwest (USGS, 2024).

Wild and Scenic Rivers

According to the National Wild and Scenic River System map (National Wild and Scenic Rivers System, 2024), there are no Wild and Scenic rivers listed within 150 miles of the study area. The nearest Wild and Scenic River to the study area is Jarbridge Creek, located 159 miles west of the Site near Grasmere, Idaho.

4.2.7.2 Environmental Consequences

Detailed guidance on significance thresholds and effects determinations for water resource impacts can be found in the BIL ATCT PEA and the FAA Order 1050.1F Desk Reference, Sections 14.1.3 through 14.5.3.1 (FAA, 2020).

Alternative 1: Proposed Action

Construction of the new ATCT would cause temporary, short term surface disturbing activities in the span of approximately four acres involving increased vehicle traffic and use of machinery. No direct impacts to wetlands would occur due to the absence of these areas within the study area. Indirect impacts to wetlands are unlikely to occur given the nearest wetland area is approximately 0.67 miles south of Site 1 and the existing ATCT. Implementing BMPs that include erosion and sedimentation controls would reduce or prevent impacts to downstream waters.

As stated above, PIH is not anticipated to be in a flood hazard area and no impacts to floodplains are likely to result from the Proposed Action.

Disruption of soil surfaces, introduction of non-native plant species through transfer of seeds, and contamination of soils from chemicals such as hydraulic fluids or petroleum leaks, could occur during ground disturbing activities. Runoff containing contaminated soil could result in offsite interface with surface waters downstream from Site 1 and the existing ATCT, such as Michaud Creek, but is unlikely. Soil, sediment, or chemical runoff could directly or indirectly damage water quality, alter habitat from sediment build-up, or cause changes to the ecosystems from the introduction of non-native species. The increased presence of heavy construction equipment, fuels, chemicals, or solvents during construction/demolition activities could affect groundwater if spills or leaks were to occur. The severity would depend on the volume or duration of the spill or leak and ability to respond appropriately. Applying BMPs such as spill/leak monitoring and runoff prevention could reduce or prevent impacts to groundwater from excavation and construction.

Excavation volume and depth for foundation structural components is unknown at this time. As such, groundwater could be encountered during excavation and construction activities. If this were to occur and pumping was required to extract water and continue construction, the excess water may be discharged offsite through the PIH stormwater system. Discharging this water could result in sediment and chemical runoff where outflow occurs. Disruption of groundwater or groundwater flow could occur at excavation sites and where placement of structural components is located, however these potential impacts would be temporary in

nature. Applying runoff and contamination prevention BMPs could reduce or prevent impacts to groundwater from excavation and construction.

As there are no Wild or Scenic Rivers within 150 miles of the study area, there would be no significant impacts to this resource from the Proposed Action.

Alternative 2: No Action Alternative

Under the No Action Alternative, the current ATCT would not be removed and replaced, and activities associated with the ATCT would remain the same. No impacts to existing water resources would occur.

4.2.7.3 Best Management Practices

BMPs to offset unavoidable impacts to water resources allow for onsite absorption of rainwater such as permeable surfaces, allowing natural drainage processes, and erosion prevention measures. Descriptions of BMP examples for wetlands, surface water, and groundwater are below.

As Site 1 exceeds 1 acre, and the project has potential to discharge to the wetland located approximately 0.67 miles from the site, a National Pollutant Discharge Elimination System (NPDES) construction stormwater general permit would be required. The State of Idaho Department of Environmental Quality is the NPDES permitting authority for the state of Idaho. Key requirements of this construction general permit would include the development of a stormwater pollution prevention plan, a Notice of Intent to be submitted to EPA, erosion and sedimentation controls implemented on site, stormwater inspections conducted, routine discharge elimination measures conducted, dewatering procedures completed, stormwater monitoring performed, and compliance with state, tribal and/or territory-specific requirements met (EPA, 2022).

Measures for reducing runoff and erosion, as described below, would prevent or reduce sediment and the introduction of non-native plant species from degrading nearby wetlands. These measures should be implemented within the study area to avoid the potential for temporary construction impacts to Michaud Creek and its associated wetlands.

- Use pervious surfaces where practicable.
- Control runoff, while ensuring the runoff control measure do not attract wildlife hazardous to aviation.
- Control waste and spoils disposal to prevent contaminating ground and surface water, while not attracting wildlife hazardous to aviation (e.g., control the use of pesticides and herbicides, maintain vegetative buffers to reduce sedimentation and delivery of chemical pollutants to the waterbody).
- Limit ground disturbance to the areas necessary for project-related construction.
- Employ erosion control measures to minimize sedimentation of surface waters.
- Restore vegetation on disturbed areas to prevent soil erosion following project completion.

BMPs to reduce direct impacts to groundwater include, but are not limited to, the following:

- Protect water quality of surface water runoff that may infiltrate into the ground.
- Restore vegetation on disturbed areas to prevent soil erosion following project completion.
- Limit the area of new impervious surfaces to the areas necessary for project-related construction.

4.3 CUMULATIVE IMPACTS

The CEQ regulations implementing the procedural provisions of NEPA of 1969, as amended defines cumulative effects as:

> *"the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions" (40 CFR Part 1508.7).*

Based on these regulations, if the alternative does not have direct or indirect effects, there can be no cumulative effects resulting from the project because there would be no impacts added to past, present, or reasonably foreseeable actions.

The CEQ regulations also describe cumulative impacts as impacts that "can result from individually minor but collectively significant actions taking place over a period of time" (40 CFR Part 1508.7).

Recent or proposed PIH airport improvement projects to support aircraft operations and address facility needs, as described below, are expected to have no significant impacts because they do not involve significant risks or impacts to sensitive areas at PIH.

Several recent Categorical Exclusion (CATEX) projects were undertaken at PIH: re-marking Runway 3-21; acquiring snow removal equipment for PIH (FY2023); reconstructing and rehabilitating portions of the main apron of PIH; and the proposed rehabilitation of a segment of Terminal Way (FY2024). The first two projects required no disturbances to the natural or human environment and were maintenance actions with no significant impacts. Although the project study area for reconstruction and rehabilitation of the main apron of PIH lies near the northern boundary of Site 1, the two areas do not overlap. The apron reconstruction construction is limited to the paved apron. The Terminal Way rehabilitation project would perform maintenance at the main and long-term parking lots and would include mill and inlay with new asphalt markings. This project may cause increased traffic and noise impacts during construction access on Terminal Way. However, these impacts would be temporary cumulative impacts and the two study areas do not overlap.

In addition, construction of a new Morton Buildings plant in 2021 occurred down the road from the Site 1 on the eastern side of the airport. This project lies outside the proposed ATCT study area with no concerns raised from the Fort Hall Indian Reservation.

Temporary cumulative impacts may result related to noise, construction emissions and construction-related traffic. During construction activities, minor erosion and sedimentation may occur. The proposed ATCT would not contribute to a significant adverse cumulative

impact to natural resources or energy supply. The sustainable design of the proposed ATCT is anticipated to exhibit energy and water efficiencies, thereby reducing energy and resource supply needs.

Related to noise, air quality emissions, and climate, the ATCT construction and demolition activities would contribute to an adverse cumulative impact, but not to a level of significance which would require mitigation requirements, and on a temporary basis, if the projects discussed above are occurring during the same timeframe at the airport. The ATCT project would benefit to the local economy at PIH.

Implementation of BMPs would further reduce the potential for any identified limited impacts. The cumulative impact of the replacement ATCT presented in this EA is not anticipated to result in significant impacts or significant cumulative impacts to either human health or the environment.

Based on this site-specific analysis, the FAA has preliminarily determined there would not be a significant impact to the human environment from implementation of the Proposed Action.

SECTION 5 | PUBLIC INVOLVEMENT

The FAA is providing a 508-compliant electronic copy of this EA for review by the public on the following website: https://www.faa.gov/air_traffic/atf. Comments can be submitted to the FAA (Patrick.Walsh@faa.gov). The FAA published a Notice of Availability advertisement in the Idaho State Journal to advertise the availability of the EA to allow the public to view the document electronically and how to submit comments.

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APPENDIX A

APPENDIX B FEDERALLY LISTED SPECIES REPORTS FOR POWER COUNTY AND THE STUDY AREA

This appendix contains the list of threatened, endangered, candidate, or species under review by the U.S. Fish and Wildlife Service for Power County, Idaho. Appendix A also provides site-specific species list, critical habitat, migratory birds, and other information.

IPaC Information for Planning and Consultation **U.S. Fish & Wildlife Service**

IPaC resource list

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

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

Location

Power County, Idaho

Local office

Idaho Fish And Wildlife Office

(208) 378-5243
(208) 378-5262

1387 South Vinnell Way, Suite 368
Boise, ID 83709-1657

Endangered species

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

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

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

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

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

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

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

1. Species listed under the Endangered Species Act are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the listing status page for more information. IPaC only shows species that are regulated by USFWS (see FAQ).
2. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

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

Insects

NAME	STATUS
Monarch Butterfly Danaus plexippus Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/9743	Candidate

Critical habitats

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

There are no critical habitats at this location.

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

Bald & Golden Eagles

Bald and golden eagles are protected under the Bald and Golden Eagle Protection Act[1] and the Migratory Bird Treaty Act[2].

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

Additional information can be found using the following links:

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

There are bald and/or golden eagles in your project area.

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

NAME	BREEDING SEASON
Bald Eagle Haliaeetus leucocephalus This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds Dec 1 to Aug 31
Golden Eagle Aquila chrysaetos This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1680	Breeds Jan 1 to Aug 31

Probability of Presence Summary

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

Probability of Presence ( )

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

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

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

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

Breeding Season ( )

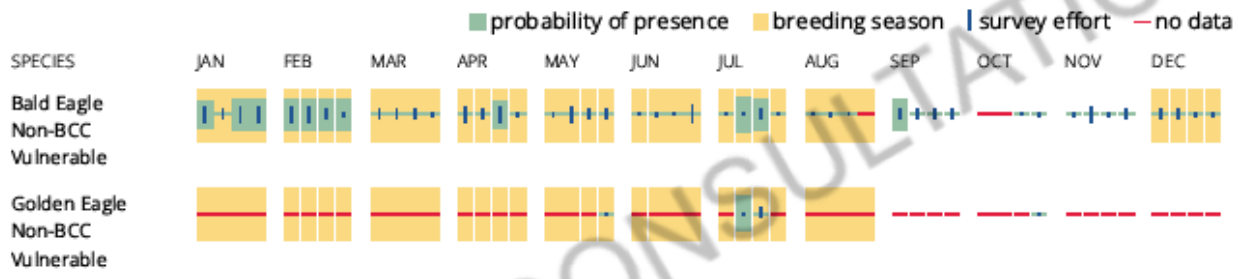
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

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

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

No Data (–)
A week is marked as having no data if there were no survey events for that week.

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



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

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

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

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

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

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

What if I have eagles on my list?

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

Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act[1] and the Bald and Golden Eagle Protection Act[2].

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

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.

Additional information can be found using the following links:

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

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

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

NAME	BREEDING SEASON

American White Pelican pelecanus erythrorhynchos This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/6886	Breeds Apr 1 to Aug 31
Bald Eagle Haliaeetus leucocephalus This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds Dec 1 to Aug 31
California Gull Larus californicus This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Mar 1 to Jul 31
Evening Grosbeak Coccothraustes vespertinus This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 15 to Aug 10
Franklin's Gull Leucophaeus pipixcan This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 1 to Jul 31
Lesser Yellowlegs Tringa flavipes This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9679	Breeds elsewhere
Rufous Hummingbird selasphorus rufus This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8002	Breeds Apr 15 to Jul 15
Western Grebe aechmophorus occidentalis This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/6743	Breeds Jun 1 to Aug 31

Probability of Presence Summary

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

Probability of Presence ( )

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

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

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
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3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

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

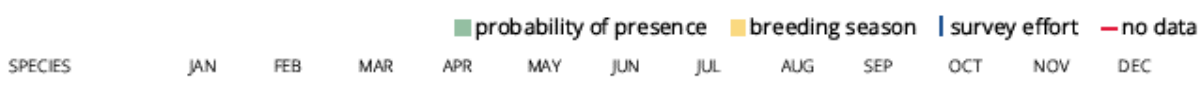
Breeding Season ( )
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

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

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

No Data (–)
A week is marked as having no data if there were no survey events for that week.

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



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

Nationwide Conservation Measures describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. Additional measures or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

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

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

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

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

U.S. Fish & Wildlife Service

Search ECOS

ECOS Environmental Conservation Online System

Conserving the Nature of America

ECOS / Species Reports / Species County Report

Listed species believed to or known to occur in Power, Idaho

This report includes species only if they have a **Spatial Current Range** in ECOS.

The following report contains species that are known to or are believed to occur in this county, based on the species current range, as defined by the USFWS. The definition of current range that the FWS uses is the general geographic area where we know or suspect that a species currently occurs.

This list of species by county cannot be used for consultation purposes. To obtain an official list of species that should be considered during consultation, please visit IPaC.

CSV

Show 10 entries Search:

7 Species Listings

Group	Name	Population		Status	Lead Region
Insects	Monarch butterfly (Danaus plexippus)	Wherever found	Candidate	3	Assistant Regional Director-Ecological Services
Mammals	Little brown bat (Myotis lucifugus)	Wherever found	Under Review	3	Indiana Ecological Services Field Office

Flowering Plants	Ute ladies'-tresses (Spiranthes diluvialis)	Wherever found	Threatened	6	Utah Ecological Services Field Office	Ut Tr Dr Re Pl
Mammals	Gray wolf (Canis lupus)	Northern Rocky Mountain Distinct Population Segment: Montana, Idaho, Wyoming, eastern Washington, eastern Oregon, and north central Utah	Recovery	6	Assistant Regional Director-Ecological Services	
Snails	Utah valvata snail (Valvata utahensis)	Wherever found	Original Data in Error - New Information Discovered	1	Idaho Fish and Wildlife Office	
Birds	Yellow-billed Cuckoo (Coccyzus americanus)	Western DPS: U.S.A. (AZ, CA, CO (western), ID, MT (western), NM (western), NV, OR, TX (western), UT, WA, WY (western)); Canada (British Columbia (southwestern); Mexico (Baja California, Baja California Sur, Chihuahua, Durango (western), Sinaloa, Sonora)	Threatened	2	Arizona Ecological Services Field Office	
Birds	Greater sage-grouse (Centrocercus urophasianus)	Wherever found	Resolved Taxon	6	Wyoming Ecological Services Field Office	

Showing 1 to 7 of 7 entries Previous 1 Next

APPENDIX B | SHPO LETTER AND CONCURRENCE

U.S. Department
of Transportation
Federal Aviation Administration

Air Traffic Organization
Engineering Services
Des Moines, WA 98198

September 29, 2023

Ashley Molloy
State Historic Preservation Office
210 Main Street
Boise, ID 83702

Subject: Initiation of Consultation under Section 106 of the National Historic Preservation Act and Finding of No Historic Properties Affected for the proposed replacement Airport Traffic Control Tower at Pocatello Regional Airport, Pocatello, Idaho

Dear Ms. Molloy:

Introduction

The Federal Aviation Administration (FAA), in accordance with Section 106 of the National Historic Preservation Act of 1966 and implementing regulations (36 CFR Part 800), invites you to participate in consultation for the proposed construction and operation of a new Airport Traffic Control Tower (ATCT) and demolition of the existing ATCT at Pocatello Regional Airport, Pocatello, Idaho. This letter's purpose is to initiate Section 106 consultation with your office and seek your concurrence with the FAA's findings.

Under the Bipartisan Infrastructure Law (BIL) funded ATCT Replacement Program (Program), the FAA plans to replace existing FAA-managed Airport Traffic Control Towers (ATCTs) with modern facilities at airports across the nation. The Infrastructure Investment and Jobs Act (Public Law 117-58), also known as the BIL, provided funding to improve ATCTs. As a requirement of the law, the Secretary of Transportation submitted to Congress a detailed spend plan including a list of recommended initial ATCTs to be replaced with BIL funding. This initial phase of the Program will be followed by additional phases to be detailed in future submissions to Congress. The purpose of the Program is to replace select ATCTs with modern ATCTs providing for uninterrupted air traffic control services.

This project is a result of the Program and is an undertaking under Section 106 to construct a new ATCT and demolish the existing ATCT at Pocatello Regional Airport. The FAA will be coordinating its review under Section 106 with its compliance with the National Environmental Policy Act (NEPA). The proposed action would occur within Pocatello Regional Airport, Pocatello, Idaho (see **Attachment A**).

Description of the Undertaking

The FAA is proposing to build and operate an ATCT at the SW ¼ of the SE ¼ of Section 10, Township 6 South, Range 33 East Boise Principal Meridian, 1.5-acre plot, north of 1494 Thunderbolt Street (Lat/Lon: 42.908058, -112.584853) (see **Attachment A**). The proposed action would provide for a modern, operationally efficient ATCT that would meet all applicable FAA requirements. The proposed ATCT would enable the installation of modern and required air traffic control equipment, provide adequate space and an enhanced work environment for FAA personnel, lower operating costs, and improve environmental performance, resulting in energy savings, water efficiency, reduced carbon emissions, and improved indoor air quality.

The proposed location for the new ATCT is approximately 770 feet northeast of the existing ATCT on an approximately 1.5-acre site and would include a maintenance shed, parking lot, utility lines and driveways where construction, maintenance, and usage effects would occur. The new ATCT would be approximately 150 feet tall and would have an approximately 440 square foot cab with a rotating beacon

on the roof (see **Attachment B**). Existing airport roads, primarily Cessna Street would be used during construction and maintenance. Adjacent to the east of the site is a 1.5-acre warehouse and gravel lot that was identified by airport staff as an available staging area.

For uninterrupted air traffic control services, the current ATCT at SE ¼ of the SW ¼ of Section 10, Township 6 South, Range 33 East Boise Principal Meridian, 0.25-acre plot, west of 20377 Piper Avenue (Lat/Lon: 42.907076/-112-587212), would be demolished after construction of the new ATCT is completed (see **Attachment A**). The ATCT was built in 1975, is a contributing resource of Pocatello Regional Airport (PRA-1, previously determined not eligible for the NRHP), and is approximately 85 feet tall with a 200 square foot cab. Upon removal of the structure, the 0.25-acre area would be matched to the surrounding impervious surfaces. The existing ATCT is beyond its useful design life and has reached its operational and functional capability. This ATCT does not have the ability to accommodate upgrades to the latest air traffic control technologies, lacks personnel space requirements and modern amenities, and exhibits physical problems such as maintenance-intensive deficient mechanical appurtenances (e.g., heating and ventilation, plumbing).

Area of Potential Effects

The Area of Potential Effects (APE), as defined at 36 CFR 800.16(d), is the geographic area or areas within which the undertaking may directly or indirectly cause alterations in the character or use of any historic properties.

The APE for the proposed action includes an approximately 3.25-acre area around the proposed ATCT, existing ATCT, and staging area, where construction, demolition, maintenance, and usage effects may occur (see **Attachment A**). New utilities would be placed from existing lines within the APE. Existing airport perimeter and maintenance roads and public access roads would be used for construction and maintenance traffic.

The proposed ATCT would be visible from much of the surrounding area. The design intention for the proposed ATCT is to create an efficient, low maintenance facility which meets the operational requirements of the Airport.

Historic Property Identification

No historic properties listed on the NRHP are shown within a one-mile radius of the Airport on the National Park Service's NRHP Database. A cultural resources survey, *Class III Cultural Resource Inventory and Architectural History for The City of Pocatello Airport Improvements, Power County, Idaho,* was conducted on the Airport property in 2015; it recommended the Pocatello Regional Airport (PRA-1) not eligible for the NRHP and Hangar 4 (Building 13) (PRA-2), built in 1942 and modified in 1965, eligible for the NRHP under Criterion A "for its association with the Idaho State University Aircrafts Maintenance Program" (see **Attachment D**). Previously recorded Old U.S. Highway 30 (77-17112) and Oregon Short Line Railroad (77-17111) are adjacent to the Airport property and unevaluated for the NRHP (see **Table 1**).

Table 1: Previously Identified Sites Within One Mile of the Airport

Site #	Type of Property	Artifacts/Features	NRHP Eligibility
PRA-1	Historic/Modern	Pocatello Regional Airport	Not Eligible
PRA-2	Historic	Hangar 4(Building 13)	Eligible (A)
77-17112	Historic	Old US Highway 30 alignment- Power County highway	Undetermined
77-17111	Historic	Oregon Short Line Railroad, Union Pacific Railroad/railroad	Undetermined

The abovementioned report was conducted in support of capital improvement projects planned for the Pocatello Regional Airport. Project activities had the potential to affect the setting of the Pocatello Regional Airport, therefore the Airport, as a whole, was evaluated for eligibility to the NRHP and was recommended as not eligible due to the introduction of modern buildings and comparable lack of resources that could collectively contribute to the airport either during the World War II period or in the post-war period.

The existing ATCT to be demolished was evaluated as a contributing resource to Pocatello Regional Airport (PRA-1), which was determined not eligible for the NRHP. The ATCT was constructed in 1972 and is of the Hunt/AVCO design. Between 1967 and 2000 approximately 84 of the Hunt/AVCO modular type towers were constructed, including three within Idaho: Great Falls, Pocatello, and Lewiston. The prefabricated nature of the tower construction allowed them to be constructed from a "kit of parts," making each of the 84 towers nearly identical besides variations in height.

Assessment of Effects

Construction of the proposed ATCT would occur within the developed airport property. The location of the new ATCT consists of flat ground with grass and remnants of a gravel access road entering from Thunderbolt Street. There are no standing buildings or structures on the new ATCT site. There are five mature evergreen trees along Cessna Street as well as natural gas piping and utility access points. In a 1953 aerial photograph, the site is mostly bare ground and has a road traversing the property parallel to the runway and a small structure which is no longer present in 1969. To the southeast a gravel driveway from Thunderbolt Street leading to a small structure is present in an 1980 and 1992 aerial photograph, but not in 2006 to present (see **Attachment C**).

The nearest structures to the proposed ATCT site include modern structures, Rental Car Service Area (ca. 2000), two Private Hangars (ca. 1989), and City Shop Building (ca. 1978), and contributing resources of the Pocatello Regional Airport (PRA-1), not eligible for the NRHP, including Sand Yard Building (ca. 1942), AV Center (Hangar 2) (ca. 1942), Private Hangar (ca. 1973), and U.S. Forest Service Building (ca. 1950/1973). None of these buildings are known historic properties and would not be disturbed by the proposed action.

Northeast 0.35 miles of the proposed ATCT site, Hangar 4 (Building 13) (PRA-2) was recommended as eligible under Criterion A for its significant association with the Idaho State University Aircraft Maintenance Program. About 0.5 miles south of the proposed ATCT site are Old U.S. Highway 30 (77-17112) and Oregon Short Line Railroad (77-17111), both of which are unevaluated for the NHRP. The FAA considered whether the proposed undertaking might introduce visual or audible elements that would diminish the integrity of these resources' significant historic features. Because these resources are already on or adjacent to the active Airport, any noise and visual effects from the proposed action are not expected to diminish the activities, features, or attributes of these resources.

Since the existing ATCT proposed for demolition is a contributing resource to the Pocatello Regional Airport (PRA-1), determined not eligible for the NRHP, demolition of the ATCT is not considered to affect historic properties. The nearest structures to the ATCT proposed for demolition include modern structures, Rental Car Lot (ca. 1990) and Western Express/Utah Helicopter Building (ca. 1990) and contributing resources of the Pocatello Regional Airport (PRA-1), not eligible for the NRHP, including FAA Office Building (ca. 1964) and AV Center (Hangar 1) (ca. 1942). None of these buildings are known historic properties and would not be disturbed by the proposed undertaking.

The proposed undertaking will result in ground disturbance from construction and demolition activities. Construction of the proposed ATCT and demolition of the existing ATCT would occur on previously disturbed areas within the developed airport, therefore it is unlikely that undisturbed cultural resources remain within the APE. If, however, during construction, demolition, or maintenance activities, any cultural resources are discovered, activity will cease in the area of the resource and the appropriate state, federal, and tribal officials will be notified and given the opportunity to review, determine its significance, and implement any necessary mitigation measures.

In accordance with 36 CFR 800.4(d)(1), the FAA determined a Finding of No Historic Properties Affected.

Section 106 Consultation

In accordance with 36 CFR 800.3, the FAA has identified other parties to participate as Section 106 consulting parties. The FAA has identified and will separately initiate consultation with federally recognized Tribes with known interests in the area: Confederated Tribes of the Warm Springs Reservation of Oregon; Northwestern Band of the Shoshone Nation; Shoshone Tribe of the Wind River Reservation; and Shoshone-Bannock Tribes of the Fort Hall Reservation. Invited parties will have 30 days to respond and provide comment.

Public involvement for this undertaking was integrated with the NEPA process. Information regarding the Program is available through a dedicated web site located at: https://www.faa.gov/bil/air-traffic-facilities.

Request for Comment and Concurrence

Again, the purpose of this letter is to seek your office's concurrence with the FAA's Finding of No Historic Properties Affected.

We request that you review the information and respond within 30 days of receiving this letter. If you should need any further information or wish to discuss the project, please contact me at (206) 231-2695 or Patrick.Walsh@FAA.gov.

Sincerely,

PATRICK M WALSH

Digitally signed by PATRICK M WALSH
Date: 2023.09.29 12:00:45 -07'00'

Patrick Walsh
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IDAHO STATE HISTORICAL SOCIETY

22 November 2023

Patrick M. Walsh
Lead General Engineer/Environmental Engineer
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RE: Airport Traffic Control Tower at Pocatello Regional Airport / SHPO Rev. No. 2024-94

Dear Mr. Walsh:

Thank you for consulting with our office on the above-referenced project. The Idaho State Historic Preservation Office (SHPO) is providing comments to the Federal Aviation Administration pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations, 36 CFR § 800. Consultation with the SHPO is not a substitution for consultation with Tribal Historic Preservation Offices, other Native American tribes, local governments, or the public.

It is our understanding that the scope of the undertaking will include the demolition of an existing Airport Traffic Control Tower (ATCT) at the Pocatello Regional Airport and the construction of a new, 150ft ATCT 770ft north of the existing tower on a 1.5-acre site with a maintenance shed, parking lot, utility lines and driveways.

After review of the documentation provided, we concur with the following proposed eligibility determinations: the existing ATCT was determined to be a contributing resource to the Pocatello Regional Airport district, however the district was determined to be ineligible for the National Register of Historic Places (NRHP).

Pursuant to 36 CFR § 800.5, we have applied the criteria of effect to the proposed undertaking. Based on the information received 15 November 2023, we concur the proposed project actions will have **no effect to historic properties.**

If cultural material is inadvertently encountered during the implementation of this project, work shall be halted in the vicinity of the finds until they can be inspected and assessed by the appropriate consulting parties.

Thank you for the opportunity to comment. Please note that our response does not affect the review timelines afforded to other consulting parties. Additionally, the information provided by other consulting parties may cause us to revise our comments. If you have any questions or the scope of work changes, please contact me via phone or email at 208.488.7463 or ashley.molloy@ishs.idaho.gov.

Sincerely,

Kayla McElreath

Kayla J. McElreath, M.H.P.
Historic Preservation Review Officer
Idaho State Historic Preservation Office

Preserving the past, enriching the future.

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Governor of Idaho

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