Southwest Oregon Regional Airport

Airport Master Plan

Chapter Six: Environmental Overview

Prepared By:

ARDURRA

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Version 5.0

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Chapter 6. Environmental Overview

This chapter presents environmental considerations and factors pertinent to the long-term planning of the Southwest Oregon Regional Airport (OTH). The information is compiled from numerous sources, notably from multiple federal and Oregon state agencies.

6.1 Introduction

The purpose of considering environmental factors in airport master planning is to help the airport sponsor evaluate potential development alternatives and expedite future environmental evaluations. Airport planning provides the basis for a project's purpose and need and aids in completing an environmental evaluation to fulfill requirements set forth by the National Environmental Policy Act (NEPA) of 1969.

The NEPA process evaluates the environmental effects of a federal undertaking, including its alternatives. There are three (3) levels of analysis: categorical exclusion (CATEX) determination; preparation of an environmental assessment/finding of no significant impact (EA/FONSI); and preparation of an environmental impact statement (EIS) and record of decision (ROD).

- CATEX: An undertaking may be categorically excluded from a detailed environmental analysis if it meets certain criteria that a federal agency has previously determined as normally having no significant environmental impact.
- EA/FONSI: At the second level of analysis, a federal agency prepares an EA to determine if a federal undertaking would significantly affect the environment. If the answer is no, the agency issues a FONSI, which may include measures to mitigate potentially significant impacts.
- EIS: If the EA determines that the environmental consequences of a proposed federal undertaking may be significant, an environmental impact statement (EIS) is prepared. An EIS is a more detailed evaluation of the proposed action and alternatives.

6.2 Air Quality

The Clean Air Act (CAA) is the primary federal statute governing air quality and air pollution. The CAA regulates air pollutant emissions from stationary and mobile sources and authorizes the U.S. Environmental Protection Agency (EPA) to establish National Ambient Air Quality Standards (NAAQS) for six (6) pollutants, called criteria pollutants. The criteria pollutants include carbon monoxide (CO), lead (Pb), nitrogen dioxide (NO2), ozone (O3), particle pollution (PM-10 and PM-2.5), and sulfur dioxide (SO2).[1]

Areas where concentrations of criteria pollutants are below (i.e., within) the threshold levels are designated as "attainment" areas. Areas where concentrations of criteria pollutants are above the threshold levels are designated as "nonattainment" areas. Areas with prior nonattainment status that have since transitioned to attainment are designated as attainment areas with a maintenance plan, also referred to as "maintenance" areas.

[1] U.S Environmental Protection Agency (EPA). Accessed on September 2, 2025, at https://www.epa.gov/criteria-air-pollutants.

According to the EPA Nonattainment and Maintenance Area Dashboard, OTH is in an area that is in attainment for all six (6) NAAQS criteria pollutants. The nearest nonattainment or maintenance area is Grants Pass, which is located 78 miles away.[2] The Oregon Department of Environmental Quality (DEQ) is the state agency delegated by the EPA to issue air quality permits.[3] Environmental review of airport projects may require an air quality analysis of construction emissions, which should be completed in accordance with the most current version of FAA's Aviation Emissions and Air Quality Handbook[4] and FAA Order 1050.1G.[5] To voluntarily minimize air quality impacts during construction, recommended emission reduction strategies include re-using materials onsite, using locally sourced materials to reduce the vehicle trips and trip distances, and adopting dust control measures during construction.

6.3 Biological Resources

Section 7 of the Endangered Species Act (ESA) applies to the actions proposed or performed by federal agencies and sets forth requirements to determine if the proposed action(s) may impact endangered or threatened species. In accordance with Section 7 of the ESA, the FAA must initiate consultation with the U.S. Fish and Wildlife Service (USFWS) and/or National Marine Fisheries Service (NMFS) if the FAA determines that an action may affect a threatened or endangered species or designated critical habitat.

6.3.1. Threatened, Endangered, or Candidate Species

The USFWS Information, Planning and Conservation (IPaC) online system[6] provides information regarding federally designated proposed, candidate, threatened, and endangered species, final critical habitats, species of conservation concern, and wildlife refuges that may occur in an identified area or may be affected by proposed activities. The NMFS Species and Habitat App[7] provides online mapping of federally designated proposed, candidate, threatened, and endangered species, final critical habitats, and Essential Fish Habitat (EFH) in their respective purview under ESA.

The IPaC report and NMFS Species and Habitat App identified seven (7) ESA-listed species as threatened: Pacific marten (*Martes caurina*), marbled murrelet (*Brachyramphus marmoratus*), northern spotted owl (*Strix occidentalis caurina*), western snowy plover (*Charadrius nivosus*), coho salmon (*Oncorhynchus kisutch*), southern eulachon (*Thaleichthys pacificus*), and Green Sturgeon (*Acipenser medirostris*). The IPaC also Identified three (3) ESA proposed threatened species: northwest pond turtle (*Actinemys marmorata*), monarch butterfly (*Danaus plexippus*), and

[2] U.S. Environmental Protection Agency. Nonattainment and Maintenance Area Dashboard. Accessed on September 2, 2025, at https://awsedap.epa.gov/public/extensions/specs-area-dashboard/index.html.

[3] Oregon Department of Environmental Quality. Division of Air Quality. Accessed on September 2, 2025, at https://www.oregon.gov/DEQ/AQ/Pages/default.aspx.

[4] FAA. July 2024. Aviation Emissions and Air Quality Handbook (Version 4). Accessed September 2, 2025, at https://www.faa.gov/regulations_policies/policy_guidance/envir_policy/airquality_handbook.

[5] FAA. 2015. Order 1050.1G Environmental Impacts: Policies and Procedures. Accessed September 2, 2025, at https://www.faa.gov/regulations_policies/orders_notices/index.cfm/go/document.current/documentnumber/1050.1.

[6] U.S. Fish and Wildlife Service. 2025. IPaC Information for Planning and Consultation. Accessed September 2, 2025, at https://ipac.ecosphere.fws.gov/.

[7] NMFS. 2025. NOAA Fisheries West Coast Regain Species and Habitat App. Accessed September 3, 2025, at https://maps.fisheries.noaa.gov/portal/apps/webappviewer/.

Suckley's cuckoo bumble bee (*Bombus suckleyi*) as species that may occur at OTH or in its vicinity. The IPaC report did not identify any critical habitats or wildlife refuge lands at OTH.

In accordance with FAA AC 150/5200-33C, *Hazardous Wildlife Attractants on or near Airports* [8] and FAA CertAlert No. 98-05, *Grasses Attractive to Hazardous Wildlife*,[9] OTH is actively managed to deter wildlife and control vegetation. The developed areas at OTH have been graded, paved, or contain airport infrastructure, while the undeveloped and non-aeronautical areas surrounding the airfield and airfield facilities contain regularly mowed low-lying grasses and forbs. OTH contains surface waters that correspond to a drainage network primarily located around the perimeter of the airport. The airport is also adjacent to Coos Bay and Pony Slough. Coos Bay is located to the west, and north of the airport, while Pony Slough is located to the east. Vegetation is present within and around the drainages, and in the Northern part of OTH, which abuts Coos Bay and Pony Slough. Vegetation is composed of various trees, shrubs, and herbaceous plant communities. The above-described waters and vegetation may provide wildlife habitat on and adjacent to OTH.

6.3.1.1 Fish Species

Three (3) ESA-listed anadromous fish species spend a portion of their life cycle within the estuarine environment of Coos Bay. Some of these species are further divided into Distinct Population Segments (DPS), a term under the ESA referring to a population that is discrete and significant. For species with multiple DPS, this document uses sDPS for southern DPS and nDPS for northern DPS. Oregon Coast Coho Salmon (*Oncorhynchus kisutch*), Pacific Eulachon (*Thaleichthys pacificus*, sDPS), and Green Sturgeon (*Acipenser medirostris*, sDPS) are protected under the ESA [10] and managed by NOAA's NMFS.[11]

Coho Salmon (Oncorhynchus kisutch) Southern Oregon ESU – Federally Threatened

The Coho Salmon conducts its spawning and juvenile rearing in freshwater rivers for at least one summer followed by migrating to saltwater to feed, grow, and mature before returning to freshwater to spawn.[12] In February 2008, the naturally spawning population within the evolutionary significant unit (ESU) of Oregon Coast Coho Salmon was listed as a federally threatened species under the ESA (73 FR 7816).[13] Critical habitat for Coho Salmon encompasses

[8] FAA. 2020. Advisory Circular 150/5200-33C. Hazardous Wildlife Attractants on or near Airports. Accessed on September 2, 2025, at https://www.faa.gov/documentLibrary/media/Advisory_Circular/150-5200-33C.pdf.

[9] FAA. 1998. CertAlert No. 98-05. Grasses Attractive to Hazardous Wildlife. Accessed September 2, 2025, at https://www.faa.gov/sites/faa.gov/files/airports/airport_safety/wildlife/resources/cert9805.pdf.

[10] Federal Aviation Agency. FONSI (Finding of No Significant Impact) Final Environmental Assessment Southwest Regional Airport Runway Safety Area Improvements (Runway 5/23) (March 2022). Accessed on November 4, 2025, at: https://www.cooscountyairportdistrict.com/final-environmental-assessment.

[11] National Oceanic and Atmospheric Administration. Fisheries. Accessed on November 11, 2025, at https://www.fisheries.noaa.gov/

[12] NOAA National Marine Fisheries Service. Coho Salmon (Protected). Accessed September 15, 2025, at https://www.fisheries.noaa.gov/species/coho-salmon-protectedNOAA Fisheries.

[13] NOAA National Marine Fisheries Service. 2008. Endangered and Threatened Species: Final Threatened Listing Determination, Final Protective Regulations, and Final Designation of Critical Habitat for the Oregon Coast Evolutionarily Significant Unit of Coho Salmon. Accessed September 2515, 2025, at

13 subbasins in Oregon and includes all coastal river and stream reaches accessible to Coho Salmon, including adjacent riparian zones. Coos Bay and Pony Slough are included as Critical Habitat as part of the Coos Bay watershed. The primary constituent elements associated with Oregon Coast Coho Salmon Critical Habitat within the study area include freshwater riverine systems and estuarine areas. The physical and biological features identified by NMFS as essential for Oregon Coast Coho Salmon include available food resources, migratory corridors, sediment quality, substrate type, water depth, water flow, and water quality (NOAA Fisheries 2008).

Southern Eulachon (Thaleichthys pacificus, sDPS) – Federally Threatened, Southern

Eulachon is a small, anadromous fish from the eastern Pacific Ocean. The sDPS of eulachon can be found in the northeastern Pacific Ocean from the Mad River in northern California to the Nass River in British Columbia.[14] On March 18, 2010, NMFS listed the sDPS of Eulachon as threatened under the ESA (75 FR 13012), followed by designating Critical Habitat for the sDPS on October 20, 2011 (76 FR 65324).[15] Oregon's preferred timing for in-water construction in Coos Bay is October 1 – February 1.[16] The nearest Critical Habitat for Eulachon is the Umpqua River[17] area, located 20 miles north of OTH. NMFS is currently in the process of evaluating protective regulations (75 FR 190) for the sDPS of Eulachon pursuant to Section 4(d) of the ESA. As such, "take" allocations for Southern Eulachon have not yet been issued.[18]

Green Sturgeon (Acipenser medirostris sDPS)– Federally Threatened

There are two distinct population segments (DPS) of Green Sturgeon on the West Coast of North America, and both distinct populations segments occur in Coos Bay. In 2006, NOAA Marine Fisheries Service the nDPS of the Green Sturgeon was designated an ESA candidate species, later known as a "Species of Concern,"[19] and the sDPS was simultaneously designated as "threatened" (71 FR 17757). The habitats of the nDPS Green Sturgeon include coastal bays and estuaries (CBEs) and spawning habitat in the Rogue, Klamath, and historically in the Eel and Umpqua rivers,[20] but

https://www.federalregister.gov/documents/2008/02/11/08-552/endangered-and-threatened-species-final-threatened-listing-determination-final-protective.

[14] NOAA National Marine Fisheries Service. About the Eulachon Species. Accessed September 4, 2025, at https://www.fisheries.noaa.gov/species/eulachon.

[15] NOAA National Marine Fisheries Service. 2022 5-Year Review and Evaluation of Eulachon, Southern DPS. Accessed on September 4, 2025. https://www.fisheries.noaa.gov/s3//2022-07/eulachon-5-year-review-2022.pdf.

[16] Oregon Department of Fish and Wildlife. Guidelines for Timing of In-Water Work to Protect Fish and Wildlife. Accessed on September 4, 2025 at https://www.dfw.state.or.us/lands/inwater/2024%20Oregon%20In-Water%20Work%20Guidelines.pdf.

[17] NOAA National Marine Fisheries Service. 2011. Critical Habitat for the Southern Distinct Population Segment of eulachon Final Bilogical Report. Accessed on September 4, 2025. https://repository.library.noaa.gov/view/noaa/18679.

[18] U.S. Fish and Wildlife Service. Proposed Issuance of Incidental take permits (Eulachon). Accessed on September 4, 2025 at https://www.fws.gov/species-publication-action/proposed-issuance-incidental-take-permits-washington-department-fish-8.

[19] NOAA National Marine Fisheries. 2006. Final Rule to List the Southern Distinct Population Segment of North American Green Sturgeon as Threatened Under the Endangered Species. Accessed on September 4, 2025 at https://www.fisheries.noaa.gov/action/final-rule-list-southern-distinct-population-segment-north-american-green-sturgeon.

[20] NOAA National Marine Fisheries. 2018. Recovery Plan for the Southern Distinct Population Segment of North American Green Sturgeon.

because of abundance, there is no critical habitat for the northern Distinct Population Segment. On October 9, 2009, NMFS defined critical habitat for the sDPS Green Sturgeon, which includes Coos Bay (NOAA Fisheries 2018).[21] The primary constituent elements associated with Southern green sturgeon Critical Habitat within the study area include freshwater riverine systems and estuarine areas. Coos Bay provides important summer habitat for subadult and adult green sturgeon. Tagged green sturgeon, including threatened sDPS green sturgeon have been detected in Coos Bay.[22]

Essential Fish Habitat

Section 305(b) of the Magnuson Stevens Fishery Conservation and Management Act (MSA) directs Federal agencies to consult with NMFS on all actions or proposed actions that may adversely affect Essential Fish Habitat (EFH).[23] The MSA (50 CFR 600.10) defines EFH as "those waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity."[24] Native seagrass beds known as eelgrass (*Zostera marina*) have been designated EFH because they are used by fish to spawn, breed, feed, and grow to maturity. Eelgrass beds have been delineated on the east side of the airport. Future airport development should consider potential impacts to protected fish species and their habitats. According to NOAA's EFH Mapper, EFH in the vicinity of OTH includes Chinook Salmon, Coho Salmon, Groundfish, and Coastal Pelagic Species. Eelgrass (Seagrass) is a fish habitat of particular concern in Coos Bay.[25]

6.3.1.2 Terrestrial Species

The USFWS IPaC species list identified one (1) ESA-listed mammal, three (3) ESA-listed birds and one (1) ESA-listed plant that may be found near the project area: Pacific marten coastal (*Martes caurina,* DPS), marbled murrelet (*Brachyramphus marmoratus*), northern spotted owl (*Strix occidentalis caurina*), western snowy plover (*Charadrius nivosus*), and western lily (*Lilium occidentale*). No other ESA-listed birds or plants occur in the region. For these terrestrial species, there are no records of species presence or habitats on airport property as noted in the Environmental Assessment prepared in 2022 for RSA improvements at the airport.[26]

Marbled Murrelet (Brachyramphus marmoratus) – Federally Threatened

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[21] *Ibid.*

[22] NOAA National Marine Fisheries. Designation of Critical Habitat for the Threatened Southern Distinct Population Segment of North American Green Sturgeon Final Biological report. 2009. https://repository.library.noaa.gov/view/noaa/18683.

[23] Magnuson-Stevens Fishery Conservation and Management Act, Section 305 Essential Fish Habitat (EFH) Consultation. Accessed September 5, 2025, at https://www.permits.performance.gov/proj/atlantic-shores-south/magnuson-stevens-fishery-conservation-and-management-act-section-305.

[24] Federal Register. 2002. 67 FR 2343. Magnuson-Stevens Fishery Conservation and Management Act – Essential Fish Habitat (EFH). Accessed September 15, 2025, at https://www.federalregister.gov/documents/2002/01/17/02-885/magnuson-stevens-act-provisions-essential-fish-habitat-efh.

[25] National Oceanic and Atmospheric Administration. Essential Fish Habitat Mapper. Accessed on November 6, 2025, at: https://www.habitat.noaa.gov/apps/efhmapper/?page=Pacific-Map.

[26] Southwest Oregon Regional Airport. Final Environmental Assessment Runway Safety Area improvements (Runway 5/23). https://www.cooscountyairportdistrict.com/files/166d31f42/031622_OTH-RSA-Improvements-Final-EA_FAAsigned.pdf.

The marbled murrelet forages inland up to 50 miles to nest in large unfragmented stands of old growth Douglas fir or redwoods. This species' range includes Alaska, California, Oregon, and Washington State within the U.S. Critical habitat determination was finalized in August 2016[27] and confirmed on the effective and revised date of November 4, 2021.[28] Suitable nesting habitat for this marine bird includes inland mature coniferous forests with trees that have specific branch structure, trunk diameter, and height. Marbled murrelets typically forage within 3 miles of the ocean shore and in estuarine areas at the mouths of rivers and creeks. Marbled murrelets are known to forage at the mouth of the Coos River; however, known densities are fairly low (less than one bird per 0.5 square miles). The nearest marbled murrelet critical habitat is approximately 9 miles away.[29] The marbled murrelet is unlikely to occur at the airport due to the absence of suitable habitat.

Northern Spotted Owl (Strix occidentalis caurina) – Federally Threatened

The northern spotted owl inhabits structurally complex forests from southwestern British Columbia through Washington and Oregon to northern California. The species is a mature and old-growth forest obligate species; high canopy cover and density of large live trees are required for spotted owl survival and reproduction.[30] The owl was listed as threatened in June 1990, and critical habitat determination was updated in December 2012.[31] The nearest northern spotted owl critical habitat is located approximately 10 miles away.[32] A recovery plan for the owl was issued in 2008 and revised in 2011.[33] Current forest management practices on federal lands stress limited harvesting in old-growth forests and suggest alternate locations for harvest that are not preferred by the northern spotted owl.[34] Due to lack of suitable habitat, the northern spotted owl is unlikely to occur at the airport.

Western Snowy Plover (Charadrius nivosus) – Federally Threatened[35]

Western snowy plovers are small shorebirds that live and breed on barren to sparsely vegetated sand beaches, dry salt flats in lagoons, dredge spoils deposited on beach or dune habitat, levees

[27] U.S. Fish and Wildlife Service. 2024. Species Biological Report for Marbled Murrelet (*Brachyramphus marmoratus*) CA, OR, WA DPS. Version 1.0 Lacey, Washington. V + 91pp.- https://primarynewssource.org/wp-content/uploads/MAMU-SBR_Final-WFWO_20240723.pdf.

[28] U.S. Fish and Wildlife Service. Species Profile for Marbled Murrelet. ECOS Enviro. Conservation Online System. Accessed on September 15, 2025, at //ecos.fws.gov/ecp/species/4467moratus.

[29] Coos County Airport District. Final Environmental Assessment Runway Safety Area Improvements (2022). https://www.cooscountyairportdistrict.com/files/166d31f42/031622_OTH-RSA-Improvements-Final-EA_FAAsigned.pdf.

[30] U.S. Fish and Wildlife Service. 2024. Northern Spotted Owl Habitat and Populations: Status and Threats. https://www.fs.usda.gov/pnw/pubs/pnw_gtr966_chapter4.pdf.

[31] U.S. Fish and Wildlife Service. 2024. ECOS Environmental Conservation Online System. Northern Spotted Owl. https://ecos.fws.gov/ecp/species/1123.

[32] U.S. Fish and Wildlife Service Habitat Map. https://www.fws.gov/species/northern-Spotted-Owl-strix-occidentalis-caurina/map

[33] U.S. Fish and Wildlife Service. 2024. Revised Recovery Plan for the Northern Spotted Owl. 2011. https://www.fws.gov/media/revised-recovery-plan-Northern-Spotted-Owl-strix-occidentalis-caurina

[34] U.S. Fish and Wildlife Service. 2025. ECOS Environmental Conservation Online System. Northern Spotted Owl. https://ecos.fws.gov/ecp/species/1123.

[35] U.S. Fish and Wildlife Service. 2025 Western Snowy Plover (*Charadrius nivosus*) Accessed September 12, 2025, at https://www.fws.gov/species/western-snowy-plover-charadrius-nivosus-nivosus.S. Fish & Wildlife Service.

and flats at salt-evaporation ponds, river bars, along alkaline or saline lakes, reservoirs, and ponds. The western snowy plover's threatened status was reaffirmed in 1989 under the Oregon ESA and again in 1993 and 1998 by the Oregon Fish and Wildlife Commission as part of its periodic review process. Critical habitat for this shorebird was designated in June 2012 and includes areas of coastline in California, Oregon, and Washington.[36] The Pacific coast population of the western snowy plover breeds primarily above the high tide line on coastal beaches, sand spits, dune-backed beaches, sparsely vegetated dunes, beaches at creek and river mouths, and salt pans at lagoons and estuaries. The Southwest Oregon Regional Airport includes portions of tidal mudflats and areas of rip-rap on slopes but lacks appropriate beach habitat suitable for nesting for this species. The nearest western snowy plover critical habitat is approximately 3.5 miles west of the airport at the Coos Bay North Spit unit.[37] Therefore, the western snowy plover is unlikely to occur at the airport due to the scarcity of suitable habitat.

Western Lily (Lilium occidentale) – Federally Endangered

The western lily grows at the edges of sphagnum bogs and in forest or thicket openings along the margins of ephemeral ponds and small channels and is federally listed (September 1994)[38] as endangered in California and Oregon. No critical habitat has been designated for this species. A revised Recovery Plan for the western lily was approved in November of 2019.[39] The primary long-term natural threat to western lily is competitive exclusion by shrubs and trees. Human activities such as clearing and draining of wetlands, development of cranberry agriculture, urban development pressure, and alteration of natural hydrological processes are also major factors.

6.3.1.3 Reptiles

Northwestern Pond Turtle (Actinemys marmorata) – Proposed Threatened

The northwestern pond turtle is a freshwater species that inhabits ponds, wetlands, slow-moving streams, and drainage swales. It was proposed for listing as threatened under the ESA in 2023.[40][41] Oregon classifies this species as "state sensitive critical,"[42] reflecting its vulnerability to habitat loss and fragmentation. Preferred habitats include areas with abundant aquatic vegetation, basking

[36] Federal Register. 77 FR 36728. 2012. Endangered and Threatened Wildlife and Plants; Revised Designation of Critical Habitat for the Pacific Coast Population of the Western Snowy Plover. https://www.govinfo. gov/content/pkg/FR-2012-06-19/pdf/2012-13886.pd

[37] Coos County Airport District. Final Environmental Assessment Runway Safety Area Improvements (2022). https://www.cooscountyairportdistrict.com/files/166d31f42/031622_OTH-RSA-Improvements-Final-EA_FAAsigned.pdf.

[38] Federal Register. 42 FR 26961. Determination of Endangered Status for *Lilium Occidentale* (Western Lily) https://www.fws.gov/sites/default/files/federal_register_document/FR-1994-08-17.pdf.

[39] U. S. Fish and Wildlife Service. Recovery Plan Amendment for Western Lily. (2019). https://www.fws.gov/node/68884.

[40] U.S. Fish and Wildlife Service. "Endangered and Threatened Wildlife and Plants; Threatened Species Status with Section 4(d) Rule for the Northwestern Pond Turtle and Southwestern Pond Turtle." Federal Register, vol. 88, no. 190, October 3, 2023, pp. 68370–68398. Available at: https://www.federalregister.gov/d/2023-21685.

[41] Species Profile for Northwestern Pond Turtle (*Actinemys marmorata* (2023)) https://ecos.fws.gov/ecp/species/1111

[42] U. S. Fish and Wildlife Service. Species Status Assessment Report for Northwest Pond Turtle. 2023. https://iris.fws.gov/APPS/ServCat/DownloadFile/241273.

sites such as logs or rocks, and adjacent upland areas for nesting. Threats to the species include wetland drainage, water quality degradation, and loss of riparian cover.

No critical habitat has been designated for this species. While the potential for occurrence at OTH is low due to the absence of natural ponds and wetlands within developed areas, the presence of drainage swales and treatment lagoons suggests a minimal possibility of occurrence.

6.3.1.4 Insects

Monarch Butterfly (Danaus plexippus) – Proposed Threatened

The U. S. Fish and Wildlife Service has proposed to list the monarch butterfly as a threatened species under the ESA since 2014. The proposed rule was published in the Federal Register on December 12, 2024.[43] To assist with monarch conservation efforts, the U.S. Fish and Wildlife Service is also proposing critical habitat for the species at a portion of its overwintering sites in coastal California. Overwintering habitat provides an essential resting place for monarchs during the cold winter months and helps them prepare for breeding in the early spring. In total, the Service is proposing 4,395 acres of critical habitat for the western migratory monarch population across Alameda, Marin, Monterey, San Luis Obispo, Santa Barbara, Santa Cruz and Ventura counties in California.[44] Key monarch butterfly habitats are prairies, grasslands, roadsides, and wetlands with high-density milkweed and nectar-bearing stands. Its diet consists of milkweed leaves during the larval caterpillar phase and nectar from a wide range of nectar-bearing native plants as adults.[45] Grasses and forbs around the airfield are disturbed and regularly mowed and are unlikely to contain milkweed. Due to the likely absence of milkweed or nectar bearing plants, at OTH, the monarch butterfly is unlikely to occur there.

Suckley's Cuckoo Bumble Bee (Bombus suckleyi) – Proposed Threatened

The U. S. Fish and Wildlife Service has proposed to list the Suckley's cuckoo bumble bee on December 17, 2024.[46] The proposed rule was published in the Federal Register on December 12, 2024.[47] In general, bumble bees depend on habitats with rich floral resources throughout the nesting season, and many species select specific suites of plants for obtaining nectar and pollen. They also select flowers based on their structure and the bee's tongue length. For example, the short to medium length-tongued Suckley's cuckoo bumble bee uses shallow to medium-depth flowers. Bumble bees require above and below-ground micro-sites for overwintering and nesting,

[43] Federal Register (89 FR 100662) 2024. Endangered and Threatened Wildlife and Plants; Threatened Species Status with Section 4(d) Rule for Monarch Butterfly and Designation of Critical Habitat.

[44] U.S. Fish & Wildlife Service 2024. Monarch Butterfly Proposed for Endangered Species Act Protection. https://www.fws.gov/press-release/2024-12/monarch-butterfly-proposed-endangered-species-act-protection. Accessed on September 4, 2025.

[45] U.S. Fish and Wildlife Service. Fish and Wildlife Service proposes Endangered Species Act Protection for Monarch Butterfly. Accessed on September 4, 2025, at https://www.fws.gov/press-release/2024-12/monarch-butterfly-proposed-endangered-species-act-protection.

[46] U. S. Fish and Wildlife Service. Status for Suckley's Cuckoo Bumble Bee. Accessed on September 15, 2025, at https://www.fws.gov/species-publication-action/endangered-species-status-suckleys-cuckoo-bumble-bee.

[47] Federal Register (89 FR 102074) 2024. Endangered and Threatened Wildlife and Plants; Endangered Species Status for Suckley's Cuckoo Bumble Bee.

including logs, stumps, and abandoned rodent and ground-nesting bird nests.[48] Due to the regular maintenance of the airfield, the Suckley's cuckoo bumble bee is unlikely to occur at OTH.

6.3.2. Migratory Birds

Migratory birds are protected by the Migratory Bird Treaty Act (MBTA), and the bald eagle and golden eagle are further protected by the Bald and Golden Eagle Protection Act (BGEPA). The MBTA prohibits the taking (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the USFWS.[49] The BGEPA prohibits the taking of bald or golden eagles, including their parts, nests, or eggs; the BGEPA defines "take" as to "pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, molest or disturb."[50] Work that could lead to the take of an avian species protected under the MBTA and/or the BGEPA should be coordinated with the USFWS before any actions are pursued.

Although the vegetation at the airport is well-maintained, because the coastal areas adjacent to OTH provide potential foraging and nesting habitat for many bird species that are protected by the MBTA and BGEPA, care should be taken to consider these species and habitats in any airport projects. According to the USFWS IPaC database, potential migratory birds that may occur within the vicinity of OTH are listed below in Table 6-1.

[48] Washington Department of Fish and Wildlife. Suckley's Cuckoo Bumble Bee. Accessed on September 15, 2025, at https://wdfw.wa.gov/species-habitats/species/bombus-suckleyi#desc-range.

[49] U.S. Fish and Wildlife Service. 2024. Migratory Bird Treaty Act of 1918. Accessed on October 9, 2024, at https://www.fws.gov/law/migratory-bird-treaty-act-1918

[50] U.S. Fish and Wildlife Service. 2024. Bald and Golden Eagle Protection Act. Accessed on October 9, 2024, at https://www.fws.gov/law/bald-and-golden-eagle-protection-act

Table 6-1 IPaC Listed Migratory Bird Species
Southwest Oregon Regional Airport

Species	Listing(s)	Preferred Habitat	Impact Assessment
Allen's hummingbird (*Selasphorus sasin*)	USFWS - BCC	Prefers coastal scrub, chaparral, and open woodlands rich in flowering plants. They are commonly found in areas with abundant nectar sources and nesting sites such as shrubs and low trees. Their breeding range is primarily along the California coast, but they may forage in landscaped areas further north.[51]	May forage in landscaped areas; no nesting habitat on airport property.
Ancient murrelet (*Synthliboramphus antiquus*)	USFWS - BCC	Nest in coastal forests and forage in offshore waters. They prefer islands with dense vegetation for nesting and spending much of their time at sea. These birds are rarely seen inland and are highly dependent on marine environments.[52]	No suitable nesting or foraging habitat on airport property.
Bald eagle (*Haliaeetus leucocephalus*)	Global - G5, DNR - S2B, S4N	Inhabits areas near large water bodies with tall, mature trees for nesting and perching. They rely on fish as a primary food source, supplementing their diet with birds and small mammals.[53]	No suitable habitat exists on airport property.
Black oystercatcher (*Haematopus bachmani*)	USFWS - BCC	Black Oystercatchers inhabit rocky shorelines, intertidal zones, and coastal islands along the Pacific coast. They forage for mollusks and other invertebrates on exposed rocks and tide pools, often seen in pairs or small groups. Nesting typically occurs on rocky substrates above the high tide line, making them highly dependent on undisturbed coastal habitats.[54]	No suitable habitat exists on airport property.
Black swift (*Cypseloides niger*)	USFWS - BCC	Black Swifts prefer nesting sites behind waterfalls, on wet cliffs, or in deep forested canyons, often at high elevations. They forage flying insects over open areas, including forests, meadows, and bodies of water. Their specialized nesting requirements make them vulnerable to habitat loss and climate-related changes in water flow.[55]	No suitable habitat exists on airport property.
Black turnstone	USFWS - BCC	Inhabit rocky shorelines and intertidal zones along the Pacific coast. They forage for invertebrates among rocks and seaweed and nest in coastal tundra in	No suitable habitat on airport property.

[51] Audubon Society. "Why a Hawk Is a Hummingbird's Best Friend." *Audubon Magazine*, 2015. https://www.audubon.org/magazine/why-hawk-hummingbirds-best-friend.
[52] Cornell Lab of Ornithology. *Birds of the World*. https://birdsoftheworld.org.
[53] U.S. Fish and Wildlife Service (USFWS). (2019). Bald and Golden Eagles: Population and Habitat Information. Accessed on September 29, 2025, at from https://www.fws.gov.
[54] Cornell Lab of Ornithology. *Birds of the World*. https://birdsoftheworld.org.
[55] *Ibid.*

Species	Listing(s)	Preferred Habitat	Impact Assessment
(*Arenaria melanocephala*)		Alaska. During migration and winter, they are found along exposed coastal habitats.[56]	
Brandt's cormorant (*Urile penicillatus*)	USFWS - BCC	Found along rocky coastlines, islands, and cliffs where they nest in colonies. They forage in coastal waters, diving for fish and other marine prey. These birds are commonly seen perched on rocks or man-made structures near the ocean.[57]	May forage in Coos Bay; no nesting habitat on airport property.
California gull (*Larus californicus*)	USFWS - BCC	Thrive in freshwater and coastal wetland environments, such as marshes, estuaries, and shallow lakes.[58] They rely on open water for foraging and nesting, often constructing nests on small islands, floating vegetation, or along shorelines.	No suitable habitat exists on airport property.
Cassin's auklet (*Ptychoramphus aleuticus*)	USFWS - BCC	Nest in burrows on coastal islands and forage in offshore waters. They prefer areas with abundant zooplankton and are rarely seen from shore. Their nesting sites are typically remote and undisturbed by human activity.[59]	No suitable habitat on airport property.
Chestnut-backed Chickadee (*Poecile rufescens rufescens*)	USFWS - BCC	Inhabit moist coniferous forests and dense shrubs, especially in coastal regions. They nest in tree cavities and forage for insects and seeds in the understory. These birds are year-round residents in their range and prefer mature forest habitats.[60]	No suitable habitat on airport property.
Clark's grebe (*Aechmophorus clarkii*)	USFWS - BCC	Thrives in freshwater and coastal wetland environments, such as marshes, estuaries, and shallow lakes.[61] They rely on open water for foraging and nesting, often constructing nests on small islands, floating vegetation, or along shorelines.	No suitable habitat exists on airport property.
Evening grosbeak (*Coccothraustes vespertinus*)	USFWS - BCC	Inhabits high-elevation coniferous forests, where they feed on seeds, berries, and insects.[62]	No suitable habitat exists within the airport.

[56] *Ibid.*
[57] *Ibid.*
[58] National Audubon Society. (2021). Guide to North American Birds. Accessed on September 29, 2025, at https://www.audubon.org/birds.
[59] Cornell Lab of Ornithology. *Birds of the World*. https://birdsoftheworld.org.
[60] *Ibid.*
[61] National Audubon Society. (2021). Guide to North American Birds. Accessed on September 29, 2025, at https://www.audubon.org/birds.
[62] Cornell Lab of Ornithology. (2022). Birds of the World. Accessed on September 29, 2025, at https://birdsoftheworld.org.

Species	Listing(s)	Preferred Habitat	Impact Assessment
Golden eagle (*Aquila chrysaetos*)	USFWS - BGEPA	Prefers rugged terrain such as cliffs, mountainous regions, and open plains, where they hunt small mammals and birds.[63]	No suitable habitat exists on airport property.
Lesser yellowlegs (*Tringa avipes*)	USFWS - BCC	Thrives in freshwater and coastal wetland environments, such as marshes, estuaries, and shallow lakes.[64] They rely on open water for foraging and nesting, often constructing nests on small islands, floating vegetation, or along shorelines.	No suitable habitat exists on airport property.
Marbled godwit (*Limosa fedoa*)	USFWS - BCC	Breed in northern prairies and migrate to coastal mudflats and estuaries. They forage for invertebrates in shallow waters and soft substrates. During migration, they are commonly found in estuarine habitats along the Pacific coast.[65]	May forage in adjacent estuarine areas; unlikely to nest on airport property.
Olive-sided flycatcher (*Contopus cooperi*)	USFWS - BCC	Commonly found in montane forests with tall, sparsely distributed trees used for perching and hunting flying insects.[66]	No suitable habitat exists on airport property.
Oregon vesper sparrow (*Pooecetes gramineus affinis*)	USFWS - BCC	Prefer open grasslands, prairies, and agricultural fields with sparse vegetation. They nest on the ground and forage for seeds and insects. This subspecies is of conservation concern due to habitat loss and fragmentation.[67]	May forage in airport grasslands; nesting unlikely due to disturbance.
Red knot (*Calidris canutus roselaari*)	USFWS - BCC	Long-distance migrants that use coastal mudflats and sandy beaches during migration. They forage for mollusks and other invertebrates in intertidal zones. Their stopover sites are critical for refueling during their extensive migrations.[68]	No suitable habitat on airport property.
Rufous hummingbird (*Selasphorus rufus*)	USFWS - BCC	Breed in open woodlands, meadows, and gardens with abundant flowering plants. They are highly territorial and aggressive at feeders and nectar sources. During migration, they travel through coastal and mountainous regions.[69]	May forage in landscaped areas; nesting unlikely.

[63] *Ibid.*
[64] National Audubon Society. (2021). Guide to North American Birds. Accessed on September 29, 2025, at https://www.audubon.org/birds.
[65] Cornell Lab of Ornithology. *Birds of the World*. https://birdsoftheworld.org.
[66] *Ibid.*
[67] *Ibid.*
[68] *Ibid.*
[69] Audubon Magazine. "Why a Hawk Is a Hummingbird's Best Friend." https://www.audubon.org/magazine/why-hawk-hummingbirds-best-friend.

Species	Listing(s)	Preferred Habitat	Impact Assessment
Short-billed dowitcher (*Limnodromus griseus*)	USFWS - BCC	Inhabit mudflats, marshes, and estuaries where they forage for invertebrates. They breed in boreal wetlands and migrate to coastal habitats. Their long bills are adapted for probing soft substrates in search of prey.[70]	May forage in adjacent wetlands; no nesting habitat on airport property.
Tufted puffin (Fratercula cirrhata)	USFWS - BCC	Nest in burrows on coastal cliffs and islands and forage in offshore waters. They prefer remote, undisturbed nesting sites with access to abundant fish. These striking seabirds are rarely seen inland and are highly marine-dependent.[71]	No suitable habitat on airport property.
Western grebe (*Aechmophorus occidentalis*)	USFWS - BCC	Thrives in freshwater and coastal wetland environments, such as marshes, estuaries, and shallow lakes.[72] They rely on open water for foraging and nesting, often constructing nests on small islands, floating vegetation, or along shorelines.	No suitable habitat on airport property.
Western gull (*Larus occidentalis*)	USFWS - BCC	Common along the Pacific coast, nesting on beaches, piers, and estuaries. They are opportunistic feeders and often forage in urban areas and landfills. Their large size and flocking behavior can pose strike risks near airports.[73]	May forage in Coos Bay; potential strike risk due to flocking behavior.
Western screech-owl (*Megascops kennicottii cardonensis*)	USFWS - BCC	Inhabit woodlands, riparian areas, and suburban parks with tree cover. They nest in tree cavities and are nocturnal hunters of small mammals and insects. These owls are adaptable and may occur near human habitation if suitable habitat exists.[74]	No suitable habitat on airport property.
Willet (*Tringa semipalmata*)	USFWS - BCC	Breed in grasslands and marshes and migrate to coastal mudflats and estuaries. They forage for invertebrates in shallow waters and are often seen in small flocks. Their loud calls and bold behavior make them conspicuous in coastal habitats.[75]	May forage in adjacent estuarine areas; nesting unlikely.
Wrentit (*Chamaea fasciata*)	USFWS - BCC	Year-round residents of coastal scrub and chaparral habitats. They prefer dense, shrubby vegetation for nesting and foraging. These birds are highly sedentary and rarely move far from their home range.[76]	No suitable habitat on airport property.

[70] Cornell Lab of Ornithology. *Birds of the World*. https://birdsoftheworld.org.
[71] *Ibid.*
[72] National Audubon Society. (2021). Guide to North American Birds. Accessed on September 29, 2025, at https://www.audubon.org/birds.
[73] Cornell Lab of Ornithology. *Birds of the World*. https://birdsoftheworld.org.
[74] *Ibid.*
[75] *Ibid.*
[76] *Ibid.*

6.3.3. State Sensitive Species

The federal Endangered Species Act does not protect state-protected habitats or species, however Order 1050.1G provides that the FAA should make a significance determination for special status species such as "state species of concern, Species proposed for listing, migratory birds, and bald and golden eagles."[77] The FAA must make a significance determination by assessing impacts of a proposed action on Oregon State-listed rare threatened, and endangered (RTE) species.[78] A review of potential Oregon State rare, threatened and endangered species within Coos County revealed 136 state sensitive species potentially occurring in the area[79] of which 43 are avian, 2 reptilian, 8 amphibian, 71 mammalian, and 12 fish. While some of these species may pass through the project area to forage, no terrestrial or aquatic protected habitat exists on airport property and there was no recorded presence of these species during a 2022 Environmental Assessment completed for the Runway 5-23 Runway Safety Area Improvement Project.[80]

6.3.4. Wildlife Hazards

The FAA has provided AC 150/5200-33C, *Hazardous Wildlife Attractants on or Near Airports*,[81] which recommends a separation distance of 10,000 feet at airports serving turbine-powered (jet engine) aircraft from hazardous wildlife attractants (e.g., landfills and wetlands). Hazardous wildlife is defined as "species of wildlife (birds, mammals, reptiles), including feral and domesticated animals, not under control that may pose a direct hazard to aviation (i.e., strike risk to aircraft) or an indirect hazard such as an attractant to other wildlife that pose a strike hazard or are causing structural damage to airport facilities (e.g., burrowing, nesting, perching)."[82] For all airports, the FAA recommends five (5) miles between the farthest edge of the airport's operating area and hazardous wildlife attractants.

The FAA's Wildlife Strike Database was reviewed for reports of aircraft strikes by wildlife at OTH.[83] Reports range from August 1990 to January 2025. During that time, OTH has experienced 71 wildlife strikes. Most strikes caused no damage to the aircraft involved, with sixty-six (66), or 93 percent of incidents reporting no damage, or not making a damage report. The only substantially damaged aircraft was related to the strike of a Canada goose in October of 2003. Due to the relatively low incidence of wildlife strikes at OTH, future development is not expected to significantly increase wildlife hazard risk.

[77] Federal Aviation Administration. Appendix A of Order 1050.1G. (Accessed September 8, 2025). https://www.faa.gov/documentLibrary/media/Order/FAA_Order_1050.1G.pdf.

[78] Federal Aviation Administration. Order 1050.1G National Environmental Policy Act Implementing Procedures (2025). Accessed September 5, 2025, at https://www.faa.gov/documentLibrary/media/Order/FAA_Order_1050.1G.pdf

[79] Oregon Biodiversity Information Center (ORBIC). Accessed September 5, 2025, at https://inr.oregonstate.edu/sites/inr.oregonstate.edu/files/2019-rte-verts.pdf-rte-verts.pdf.

[80] Final Environmental Assessment - Coos County Airport District Final Environmental Assessment Accessed September 5, 2025, at https://www.cooscountyairportdistrict.com/final-environmental-assessment.

[81] FAA. 2020. Advisory Circular 150/5200-33C. Hazardous Wildlife Attractants on or near Airports. Accessed on September 5, 2025, at https://www.faa.gov/documentLibrary/media/Advisory_Circular/150-5200-33C.pdf.

[82] *Ibid*.

[83] FAA Wildlife Strike Database. Accessed on September 5, 2025, at https://wildlife.faa.gov/search

6.4 Coastal Resources

The U.S. Congress recognized the importance of meeting the challenge of continued growth in the coastal zone by passing the Coastal Zone Management Act (CZMA) in 1972.[84] Oregon adopted its Coastal Zone Management Program in 1976. OTH is located in western Oregon, which is within a coastal zone as defined by the U.S. Coastal Zone Management Act of 1972,[85] but is not part of the Coastal Barrier Resources System[86] as defined by the USFWS. CZMA Section 307 requires federal actions that have reasonably foreseeable effects on coastal uses or resources to be consistent with the enforceable policies of a participant's approved CMP.[87] The Oregon Department of Land Conservation and Development (DLCD) is the state's designated coastal management agency and is responsible for reviewing federal projects.[88] Federal agencies or applicants proposing to perform certain actions with a federal nexus must submit a consistency determination or consistency certification (hereinafter referred to as a consistency determination), depending on the federal action, to the potentially affected participant confirming that proposed actions are consistent with the state's coastal policies.[89] The review process provides an opportunity for Oregon and the federal action agency, applicants for a federal permit, or federal assistance recipient to work together. It fosters cooperation and coordination between coastal states and the federal government, and assures Oregon, and all coastal states, a voice in federal decision-making that may affect coastal uses or resources.[90] The list of enforceable policies for federal consistency review changes often as program changes are submitted to NOAA on a rolling basis. General categories of enforceable policies include:

- State Statute & Administrative Rule enforceable policies (e.g.: Remove/Fill Authorizations, Fish passage, Beach Bill, water quality standards)
- Statewide Planning Goal enforceable policies (e.g.: Land Use Planning Goal 16 Estuarine Resources, Goal 17 Coastal Shorelands, Goal 18 Beaches and Dunes, and Goal 19 Ocean Resources and Territorial Sea Plan)
- South Coast: County and City enforceable policies (e.g. Coos Bay Estuary Management Plan, Coos County Comprehensive Plan. and Coos County Zoning and Land Use Ordinance, Tsunami Ordinance, Estuary Management Plan)

In 2024, Oregon's DLCD conducted a general consistency review of the airport's RSA Bulkhead project, taking into consideration the City of North Bend Comprehensive Plan, Floodplain

[84] NOAA. Office for Coastal Management. 2025. Coastal Zone Management Act. Accessed on September 8, 2025, at https://coast.noaa.gov/czm/act/.

[85] Oregon Department of Land Conservation and Development. Oregon's Coastal Zone. Accessed September 8, 2025, at https://www.coastalatlas.net/czfinder/.

[86] U.S. Fish and Wildlife Service. 2025. Coastal Barrier Resources System (CBRS) mapper. Accessed on September 8. 2025, at https://fwsprimary.wim.usgs.gov/CBRSMapper-v2/.

[87] NOAA. Coastal Zone Management Act: Federal Consistency Requirements. Accessed September 8, 2025, at https://coast.noaa.gov/data/czm/consistency/media/federal-consistency-quick-reference.pdf.

[88] Oregon Department of Land Conservation and Development. Policy Making and Federal Consistency at the Local Level. Accessed September 8, 2025, at https://www.oregon.gov/lcd/OCMP/FCDocuments/OVERVIEW_FC_Local-Guidance_20220216.pdfuidance_20220216.pdf.

[89] Congressional Research Service. Coastal Zone Management Act (CZMA): Overview and Issues for Congress. Aril 3, 2025. Accessed September 9, 2025, at https://www.congress.gov/crs_external_products/R/PDF/R45460/R45460.5.pdf

[90] Oregon Department of Land Conservation and Development. Federal Consistency explained. Accessed September 8, 2025, https://www.oregon.gov/lcd/OCMP/Pages/Federal-Consistency-Explained.aspx

Development, Tsunami Ordinance, Estuary Management Plan, and was found to be consistent with the enforceable policies of the OCMP. The CZMA consistency analysis conducted by DLCD as part of the application process required oyster bed seeding of rip-rap as a mitigation measure and for CZMA compliance.[91] Because OTH is within the boundaries of the Oregon Coastal Management Project, future airport projects will need to consider all potential state and local land use management plans.

6.5 Department of Transportation Act 4(f)

Section 4(f) of the Department of Transportation Act states that the Secretary of Transportation may not approve any program or project that requires the use of any publicly-owned land from a public park, recreation area, or wildlife and waterfowl refuge or historic site of national, state, or local significance as determined by the officials having jurisdiction thereof, unless there is no feasible and prudent alternative and the project includes all possible planning and coordination to minimize harm resulting from the use.[92]

A property must be a significant resource for Section 4(f) to apply. Any part of a Section 4(f) property is presumed to be significant unless there is a statement of insignificance relative to the entire property by the federal, state, or local official having jurisdiction over the property.[93] Section 4(f) protects only those historic or archaeological properties that are listed or eligible for inclusion on the National Register of Historic Places (NRHP), except in unusual circumstances. Any proposed airfield improvements that may directly or indirectly affect NRHP-eligible resources would be considered a physical or constructive "use" of Section 4(f) properties, respectively. Avoidance and minimization measures must be considered before mitigation can be pursued.[94]

According to the NRHP Database,[95] there are no NRHP-listed properties located within the property boundary of OTH. However, it does list five (5) sites in or near North Bend, two (2) of these sites have restricted addresses while the other sites include Coos Bay Bridge No. 01823, and Hotel North Bend and Liberty Theatre. The bridge is located approximately two (2) miles northeast of the airport, and the other two properties are located 1.5 miles southeast of the airport.[96] A 2022 Archaeological Investigations Northwest, Inc. (AINW) report[97] prepared for a fencing project at OTH identified eight archaeological sites that are potentially eligible for NRHP listing located

[91] Coos County airport District, Final Environmental Assessment (03-16-2022) Accessed on September 9, 2025, at https://www.cooscountyairportdistrict.com/files/ea8cc9a6c/031622_OTH-RSA-Improvements-Final-EA_FAAsigned.pdf

[92] Code of Federal Regulations (CFR) Title 23, Chapter I, Subchapter H, Part 774, Parks, Recreation Areas, Wildlife and Waterfowl Refuges, and Historic Sites (Section 4(f)). Accessed on September 15, 2025, at https://www.ecfr.gov/current/title-23/chapter-I/subchapter-H/part-774

[93] *Ibid.*

[94] *Ibid.*

[95] U.S. Department of Interior, National Parks Service. 2025. National Register Database and Research. Accessed on September 8, 2025, at https://www.nps.gov/subjects/nationalregister/database-research.htm

[96] U.S. National Park Service. National Register of Historic Places.2025. Online Database Mapper. Accessed September 9, 2025, at https://www.nps.gov/subjects/nationalregister/database-research.htm#table

[97] Lorain and Fagan. "Archaeological Survey for the Southwest Oregon Regional Airport Perimeter Fence Project." (December 2, 2022) (not published)

on OTH property. These archaeological sites should be considered in future project planning as they pertain to Section 4(f).

Only one (1) Section 4(f) recreational property is located on airport property: Airport Heights Park, which is inside the airport's boundary.[98] The park was established as a city park when the City of North Bend was the airport sponsor prior to when the Coos County Airport District (CCAD) was established in December of 2002. In April of 2025, the Coos County Airport District Board approved a master plan to work with the Coos Bay-North Bend Rotary club to improve the park. The park's new master plan provides amenities such as:

- A playground with age-appropriate equipment for young children through pre-teens
- A pump track for bikes and scooters
- A teen and adult activity center for recreation and gathering
- Renovated baseball fields
- Visual enhancements throughout the park to improve aesthetics and safety
- Off-street parking and accessible pathways
- Restroom facilities and improved infrastructure[99]

Traditional Cultural Properties (TCPs) are also considered Section 4(f) resources. TCPs recognize the cultural significance and identity of a living community. To be eligible for listing, the TCP must be a physical site, must meet one of the four basic Criteria for Evaluation, as outlined in 36 CFR Part 60.4 (a, b, c, d) and must retain integrity.[100] For a TCP to be designated, it must first be nominated as a historic district through the State Historic Preservation Office (SHPO), then be considered by the National Park Service (NPS) for eligibility. If a TCP is fully nominated, it is considered a Section 4(f) resource.[101]

On November 1, 2018, the Confederated Tribes of the Coos, Lower Umpqua, and Siuslaw Indians (CTCLUSI) submitted a draft nomination for a proposed TCP to the SHPO to designate boundaries for a TCP that included portions of the OTH airport.[102] The proposed Q'alya ta Kukwis shichdii me Traditional Cultural Property Historic District was a 20-square mile area that follows the general horseshoe shape of the Coos Bay Estuary. The eastern portion of the airport was within the

[98] Coos County Airport District. Airport Heights Park FAQs. Accessed September 9, 2025, at https://www.cooscountyairportdistrict.com/files/75f7d7ea5/2024_0905-Airport-Heights-Park-FAQs_Outreach-2-1.pdft-Heights-Park-FAQs_Outreach-2-1.pdf

[99] Coos County Airport District. Master Plan for Airport Heights Park Receives Approval from Airport District Board. Accessed September 9, 2025, at https://www.cooscountyairportdistrict.com/master-plan-for-airport-heights-park-receives-approval-from-airport-district-board

[100] U.S. National Park Service. National Register of Historic Places – Traditional Cultural Properties (TCPs). Accessed on September 9, 2025, at NPS_https://ctclusi.org/wp-content/uploads/2020/11/NPS_QuickGuide_TCP.pdfQuickGuide_TCP.pdf

[101] *Ibid.*

[102] U.S. National Park Service. National Register of Historic Places – Traditional Cultural Properties (TCPs). Accessed on September 9, 2025, at NPS_https://ctclusi.org/wp-content/uploads/2020/11/NPS_QuickGuide_TCP.pdfQuickGuide_TCP.pdf

proposed TCP boundary. However, the NPS halted the nomination process on July 2, 2019 for procedural and substantive reasons[103], and no further proceedings have been filed since that time.

The nearest waterfowl/wildlife refuge is Bandon Marsh National Wildlife Refuge,[104] which is located 25 miles to the SSW of OTH, in the City of Bandon, and is unlikely to be impacted by airport development.

6.6 Land and Water Conservation Fund Act of 1965 6(f)

Section 6(f) of the Land and Water Conservation Fund (LWCF) Act establishes a grant program for states and local governments to acquire and develop public outdoor recreation sites and facilities.[105] Section 6(f)(3) states, "No property acquired or developed with assistance under this section shall, without the approval of the Secretary, be converted to other than public outdoor recreation uses. The Secretary shall approve such conversion only if he/she finds it to be in accord with the then existing comprehensive statewide outdoor recreation plan and only upon such conditions as he/she deems necessary to assure the substitution of other recreation properties of at least equal fair market value and of reasonably equivalent usefulness and location.[106] The closest 6(f) LWCF-funded properties are John Topits/Empire Lakes City Park, College Park and Ferry Street Park which are all located at least 1.5 miles away from OTH. Section 6(f) protections apply to the conversion of LWCF-funded properties to non-recreational uses. Any airport project that would require such conversion must obtain approval from the Secretary of the Interior and provide replacement property of equal value and utility.

6.7 Farmlands

The Farmland Protection Policy Act (FPPA) regulates federal actions with the potential to convert farmland to non-agricultural uses.[107] Farmland includes prime farmland, unique farmland, and land of statewide or local importance.[108] Soils information was obtained from the NRCS Web Soil Survey and National Cooperative Soil Survey series descriptions. Federal agencies are (a) to use the criteria to identify and take into account the adverse effects of their programs on the preservation of farmland, (b) to consider alternative actions, as appropriate, that could lessen adverse effects, and (c) to ensure that their programs, to the extent practicable, are compatible with State and units of local government and private programs and policies to protect farmland.[109]

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[103] National Park Service (NPS), letter from Joy Beasley. Accesses on December 15, 2025, at https://ctclusi.org/wp-content/uploads/2020/11/NPS-Decsion-TCP-7.8.19-1.pdf

[104] U.S. Fish and Wildlife Service. Bandon Marsh National Wildlife Refuge. Accessed on September10 at https://www.fws.gov/refuge/bandon-marsh

[105] National Park Service (NPS), Land and Water Conservation Fund. Accessed on September 10, 2025, at https://www.nps.gov/subjects/lwcf/stateside.htm

[106] Oregon Parks and Recreation Department. Program Manual. Land & Water Conservation Fund. Accessed on September 10, 2025, at https://www.oregon.gov/oprd/GRA/Documents/2023-LWCF-Grant-Program-Manual_V2_.pdf.

[107] United States Department of Agriculture. Farmland Protection Policy Act Manual. Accessed on 09-10-2025 at https://www.nrcs.usda.gov/sites/default/files/2022-08/FPPA_Manual_Final_2013_0.pdf.

[108] United States Department of Agriculture. Farmland Protection Policy Act Manual. Accessed on 09-10-2025 at https://www.nrcs.usda.gov/sites/default/files/2022-08/FPPA_Manual_Final_2013_0.pdf.

[109] U.S. Department of Agriculture. Natural Resources Conservation Service. 7 CFR Part 658 Farmland Protection Act. Accessed September 15, 2025, at https://www.ecfr.gov/current/title-7/subtitle-B/chapter-VI/subchapter-F/part-658.

Soils at OTH are comprised of six (6) different map units, not including water, as listed in Table 6-2 and shown in Figure 6-1.

Table 6-2 Soils

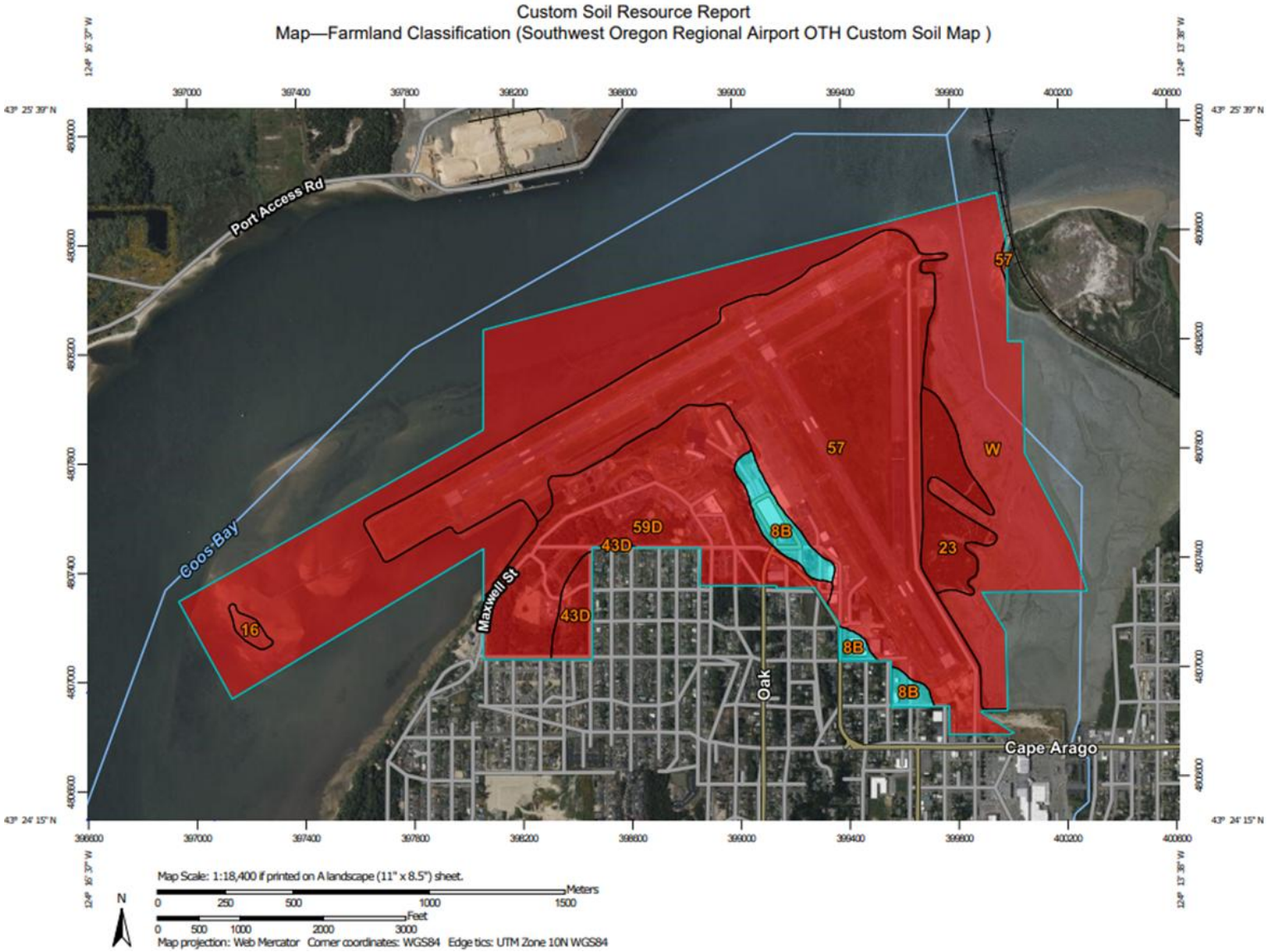
Southwest Oregon Regional Airport

Map Symbol	Map Unit Name	Rating	% of Property
8B	Bullards sandy loam	Farmland of statewide importance	2.4
16	Dune land	Not prime farmland	0.4
23	Fluvaquents histosols complex	Not prime farmland	3.6
43D	Netarts loamy Fine sand	Not prime farmland	1.4
57	Udorthents	Not prime farmland	38.2
59D	Waldport fine sand	Not prime farmland	14.7
W	Water	Not prime farmland	39.3
Total			**100**

Source: U.S. Department of Agriculture National Resources Conservation Service, Custom Soil Resource Report for Southwest Oregon Regional Airport, North Bend, Oregon. Accessed on September 10, 2025, at https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm

The Bullards sandy loam is classified as farmland of statewide importance; however, this area has already been disturbed and is currently used for commercial purposes. Due to this area being committed to urban development, it is no longer considered prime farmland. As a result, no prime farmland currently exists on OTH property.

Figure 6-1 Farmland Classification Map



6.8 Hazardous Materials, Solid Waste, and Pollution Prevention

Federal, state, and local laws, including the Resource Conservation Recovery Act (RCRA), the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), as amended (also known as the Superfund), and the Oregon Administrative Rules (OAR) 34-101-0001[110] Hazardous Waste Management regulate hazardous materials use, storage, transport, and disposal. RCRA set up a framework for the proper management of hazardous waste. From this authority, EPA established a comprehensive regulatory program to ensure that hazardous waste is managed safely from "cradle to grave" meaning from the time it is created, while it is transported, treated, and stored, and until it is disposed.[111]

The EPA maintains a list of Superfund Sites called the National Priorities List (NPL) in accordance with CERCLA. These sites have known releases or threatened releases of hazardous substances, pollutants, or contaminants throughout the U.S. and its territories. According to the EPA list, there are no superfund sites in Coos County, in which OTH is located.[112]

The EPA's *My Environment* tool was reviewed to identify any toxic releases to air or land reported at or adjacent to OTH; none were reported.[113]

The NEPAssist tool identifies the location and details of remediation sites and facilities managed by regulatory programs within the EPA's Waste Management and Remediation Division. The tool was used to search for any Brownfields sites, Superfund sites, Toxic Release Inventory sites, or hazardous waste (RCRA) facilities within or directly adjacent to OTH. Five (5) RCRA facilities were identified: U.S. Coast Guard, Federal Express, Southwest Oregon Regional Airport, North Bend Fabrication and Machinery, and Empire Airlines (North Bend Station).[114] None of the facilities were in violation of EPA requirements.

According to AC 150/5100-17, *Land Acquisition and Relocation Assistance for Airport Improvement Program (AIP) Assisted Projects*, as part of the project planning and environmental assessment phases, the project proponent should have an adequate due diligence environmental audit conducted for the presence of hazardous materials and contamination on property needed for a project. Contaminated property must be avoided whenever possible, or its use minimized to avoid excessive project costs for the clean-up and remediation of hazardous materials. These audits include Phase I and/or Phase II Environmental Site Assessments, which should identify quantities of any hazardous materials located at the proposed project site or in the immediate vicinity of a project site.

[110] Oregon Secretary of State Administrative Rules. Department of Environmental Quality. Chapter 340 Hazardous Waste Management. Accessed on September 11, 2025, at https://secure.sos.state.or.us/oard/displayDivisionRules.action?selectedDivision=1495.
[111] EPA, Hazardous Waste. Accessed September 11, 2025, at https://www.epa.gov/hw/learn-basics-hazardous-waste.
[112] EPA, Superfund Site Search. Accessed on September 11, 2025, at https://www.epa.gov/superfund/search-superfund-sites-where-you-live.
[113] EPA, My Environment Tool. Accessed on September 11, 2025, at https://geopub.epa.gov/myem/envmap/find.html.
[114] NEPA Assist Mapping Tool. EPA Hazardous Waste Facilities (RCRA info) Accessed on September 15, 2025, at https://nepassisttool.epa.gov/nepassist/nepamap.aspx?wherestr=southwest+oregon+ssist.

The Coos County/Beaver Hill Disposal Site is a landfill and recycling site located 20 miles south of the OTH and has sufficient capacity to receive construction and demolition waste. The landfill publishes a list of types of waste that they will accept.[115]

6.9 Historical, Architectural, Archeological, and Cultural Resources

The National Historic Preservation Act (NHPA) establishes the Advisory Council on Historic Preservation (ACHP) and the NRHP list, administered in Oregon by the Oregon State Historic Preservation Office (SHPO). Section 106 of the NHPA requires federal agencies to consider the effects of their undertakings for properties on or eligible for inclusion on the NRHP.

Any direct or indirect effect to NRHP-eligible resources, or contributing resources to a Historic District, will require consultation with the Oregon SHPO and participating tribes and/or Tribal Historic Preservation Offices (THPOs) for Section 106 compliance. Avoidance and minimization measures must be considered before mitigation can be pursued.

According to the NRHP Database,[116] there are no NRHP-listed properties located within the property boundary of OTH. The National Register of Historic Places (NRHP)[117] lists five (5) sites in or near North Bend, two (2) of these sites have restricted addresses while the other sites include Coos Bay Bridge No. 01823, and Hotel North Bend and Liberty Theatre. The bridge is located approximately two (2) miles northeast of the airport, and the other two properties are located 1.5 miles southeast of the airport. No NRHP-listed resources occur within the airport boundaries.

Results from the 2022 AINW archeological report identified one (1) archaeological isolate recommended not eligible for listing in the NRHP, and eight (8) archaeological sites that are potentially eligible for listing in the NRHP across the airport.[118] The AIMW archeological report provides locations of 11 archeological sites of varying importance that were specific to a proposed fence project. Much of the remainder of the airport has been previously disturbed. Future projects at OTH should incorporate these findings during planning and design to avoid or minimize impacts to known historic sites and subsequent cultural investigations or archaeological monitoring may need to be performed to address any unknown historic properties that may be present.

6.10 Land Use

Per the FAA 1050.1 Desk Reference,[119] the FAA requires airport operators to ensure that actions are taken to establish and maintain compatible land uses around airports, such as consistency

[115] Coos County Solid Waste Department. Household Hazardous Waste. Accessed on September 11, 2025. https://www.co.coos.or.us/solid-waste/page/household-hazardous-waste-fees.

[116] U.S. Department of Interior, National Parks Service. 2020. National Register Database and Research. Accessed on September 8, 2025, at https://www.nps.gov/subjects/nationalregister/database-research.htm.

[117] U.S. National Park Service. National Register of Historic Places.2025. Online Database Mapper. Accessed September 9, 2025, at https://www.nps.gov/subjects/nationalregister/database-research.htm#table.

[118] Lorain and Fagan. "Archaeological Survey for the Southwest Oregon Regional Airport Perimeter Fence Project." (December 2, 2022) (not published).

[119] FAA. 1050.1F Desk Reference, Version 4 (September 2023). Accessed September 15, 2025, at https://www.faa.gov/about/office_org/headquarters_offices/apl/environ_policy_guidance/policy/faa_nepa_order/desk_ref

with state and local land use regulations, land use plans, and zoning laws. AIP funding for airport development may not be approved unless the Secretary of Transportation receives written assurance that appropriate action, including the adoption of zoning laws, has been or will be taken, to the extent reasonable, to restrict the use of land adjacent to or in the vicinity of the airport to activities and purposes compatible with normal airport operations, including takeoff and landing of aircraft.[120]

The airport is located within the city limits of North Bend Coos Bay, approximately 1.5 miles northwest of the downtown core. The airport is zoned as an Airport Zone (A-Z)[121] which is described as "Airports and airport uses" but also provides for light industrial usage.

Land uses surrounding OTH include:

- North and West: Coos Bay Estuary and associated tidal flats, providing open water and estuarine habitat.
- East: Pony Slough and adjacent industrial and commercial development, including marine-related businesses.
- South: Mixed residential neighborhoods beginning approximately 0.5 miles from the runway ends, along with local roadways and small-scale commercial uses.
- Nearby Transportation**:** U.S. Highway 101 runs east of the airport, providing regional connectivity.
- The surrounding land use pattern is generally compatible with airport operations, with industrial and commercial uses dominating the immediate vicinity and residential areas located beyond the primary noise exposure zones. Future airport development should continue to coordinate with the City of North Bend and Coos County to maintain land use compatibility and comply with local zoning and overlay requirements, including the Tsunami Hazard Overlay Zone. [122]

6.11 Natural Resources and Energy Supply

Per the FAA Order 1050.1 Desk Reference for Natural Resources and Energy Supply,[123] the potential impacts of the proposed action and alternative(s) of the natural resources and energy supplies in a study area should be evaluated, including potential increased demands on energy utilities, water supplies and treatment, and natural resources that the proposed action or alternative(s) may cause. Though specific significance thresholds for natural resource consumption

[120] FAA. Chapter 9 Land Use. Order 1050.1 Desk Reference. Accessed on September 15, 2025, at https://www.faa.gov/media/710466

[121] North Bend City Code, Chapter 18. accessed on September 15, 2025, at https://northbendor.municipal.codes/NBCC/18.52.010

[122] North Bend Oregon. City Code Chapter 18.50 Tsunami Hazard Overlay Zone. Accessed on November 6, 2025, at: https://northbendor.municipal.codes/NBCC/18.50 Overlay Zone | North Bend City Code

[123] FAA. 2023. 1050.1 Desk Reference, Version 4 (September 2023). Accessed September 15, 2025, at https://www.faa.gov/media/31111

and energy supply have not been established by the FAA, a proposed action should be examined for the potential to cause demand to exceed available or future supplies of these resources.[124]

General construction at OTH could temporarily increase the airport's consumption of natural resources and energy. These resources include a variety of construction materials, electricity, fuel, oil, and water (non-potable water may be used for dust control). Transporting construction materials and operating heavy machinery may temporarily increase the airport's fossil fuel consumption. These resources are not rare or in short supply. Likewise, general construction activities could marginally increase demand on water, electricity, and natural gas. However, these demands are insignificant and can be met by existing airport infrastructure.

6.12 Noise and Noise Compatible Land Use

Noise associated with airport activity is of specific importance to the FAA in examining a proposed federal action. Airport development projects that have the potential to change an airport's runway configuration, aircraft operations, aircraft types, or aircraft flight characteristics can change future airport-related noise levels.

Noise is measured by the Day-Night Sound Level (DNL), the logarithmic average of sound levels in decibels (dB) and based on a 24-hour Equivalent Sound Level (Leq). The levels are time-weighted, such that noise events occurring during sensitive time periods (from 10 pm to 7 am) are penalized 10 dB (i.e., weighted more heavily than those occurring from 7 am to 10 pm). This penalty accounts for the greater sensitivity to noise during nighttime hours and the decrease in background noise levels during these hours. Determining DNL provides a means of measuring and mapping the potential impacts from airport noise relative to the land uses surrounding an airport. The FAA considers a noise impact significant if an action would cause noise sensitive areas to experience an increase in noise of DNL 1.5 dB or more at or above the DNL 65 dB noise contour when compared to the No Action Alternative. Noise sensitive areas include indoor locations such as residential, educational, medical, and religious structures or sites, as well as outdoor locations such as parks and recreational areas, wilderness areas and wildlife refuges, or cultural and historical sites.

The last noise study conducted for OTH was completed as part of the 2002 Airport Master Plan. Noise contours created for the existing (2000) and ultimate (2020) conditions of that plan showed the DNL 65 dB noise contour were either over water, over airport-owned property, or over off-airport land designated as commercial and light manufacturing, which are considered compatible land uses per 14 CFR Part 150, Airport Noise Compatibility Planning. The majority of housing in the vicinity of the airport begins approximately 0.5 miles south of the runways. A desktop review of the airport vicinity reveals some potential noise sensitive areas such as schools, churches, or hospitals south of OTH. Current aircraft operations are not predicted to expose these residences to a noise level exceeding DNL 65 dB.

[124] FAA. SOP for CATEX Determinations (March 21, 2025. Accessed on September 15, 2025, at https://www.faa.gov/airports/resources/sops/arp-SOP-520-catex

6.13 Socioeconomic Impacts

Socioeconomics is an umbrella term used to describe aspects of a project that are either social or economic in nature, or a combination of the two. A socioeconomic analysis evaluates how elements of the human environment such as population, employment, housing, and public services might be affected by a proposed action.

OTH is in Coos County, and within the city limits of both North Bend and Coos Bay. The airport serves a combined population of 64, 929 drawn from all areas of Coos County.[125] The median age is 48.6 years.[126] Approximately 5.8 percent of the civilian labor force is unemployed, while 15.6 percent are considered below the poverty line.[127]

OTH operations and ongoing development are not expected to have any significant socioeconomic impact on the residents of Coos Bay. If acquisition of real property or displacement of persons is involved, 49 CFR Part 24 (implementing the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970), as amended, must be met for federal projects and projects involving federal funding.

6.14 Children's Environmental Health and Safety Risks

Executive Order 13045, *Protection of Children from Environmental Health Risks and Safety Risks*, requires agencies to make it a high priority to identify and assess environmental health and safety risks that may disproportionately affect children.

According to data from the 2022 U.S. Census Bureau ACS 5-Year Estimates, approximately 19.9 percent of the population in Coos County is under the age of 19.[128] The nearest school to OTH, North Bend High School, is approximately 3,100 feet to the southeast of Runway 31. The closest children's health care facility is Bay Clinic, approximately 2.2 miles south of OTH near Bay Area Hospital. All schools, daycares, children's health clinics, or similar child-friendly facilities are well outside the OTH property boundaries. The FAA has not established a significance threshold related to impacts to children's environmental health and safety. However, OTH operations and ongoing development are not anticipated to significantly affect air quality, climate, hazardous materials, noise, water resources, or other environmental resources that could affect children's health and safety. Mitigation measures may be appropriate to reduce or eliminate impacts, such as those used to mitigate other impact categories like air and water.

6.15 Visual Effects

There are no special purpose laws or requirements for visual effects, and there are no federally required consultation processes, permits, or other approvals related to visual effects. Additional laws protecting resources that may be affected by visual effects include Section 106 of the NHPA,

[125] Census Reporter. 2025 Accessed on September 11,2025 at https://censusreporter.org/profiles/05000US41011-coos-county-or

[126] U.S. Census Bureau, S0101 Age and Sex. 2022 American Community Survey 5-Year Estimates, Coos County, Oregon. September 15, 2025, at https://censusreporter.org/profiles/05000US41011-coos-county-or

[127] *Ibid*.

[128] U.S. Census Bureau, 2023 ACS 5-year Estimates Data Profiles. Accessed on September 15, 2025, at https://data.census.gov/table/ACSST5Y2023.S0101?q=coos+county+&y=2023

Section 4(f) of the DOT Act, the Wild and Scenic Rivers Act, and the Coastal Zone Management Act as well as state and local regulations, policies, and zoning ordinances that apply to visual effects.[129]

The development of airport infrastructure could change the visual character of the area. It is recommended that any development projects be consistent with the style and uses of existing structures and that associated lighting incorporate design consideration to contain or reduce glare to minimize impacts to the visual resources in the vicinity or visual character of OTH.

6.16 Water Resources

Water resources provide drinking water and support recreation, transportation and commerce, industry, agriculture, and aquatic ecosystems. Surface water, groundwater, floodplains, and wetlands do not function as separate and isolated components of the watershed, but rather as a single, integrated natural system. Disruption of any one part of this system can have consequences to the functioning of the entire system. Future planning should include potential disruption of the system as well as potential impacts to the quality of the water resources. These resources are analyzed together under the water resources impact category. Wild and Scenic Rivers are included because impacts to these water resources can result from obstructing or altering the free-flowing water of a designated river. This section covers the following main topics – wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers.

6.16.1. Wetlands

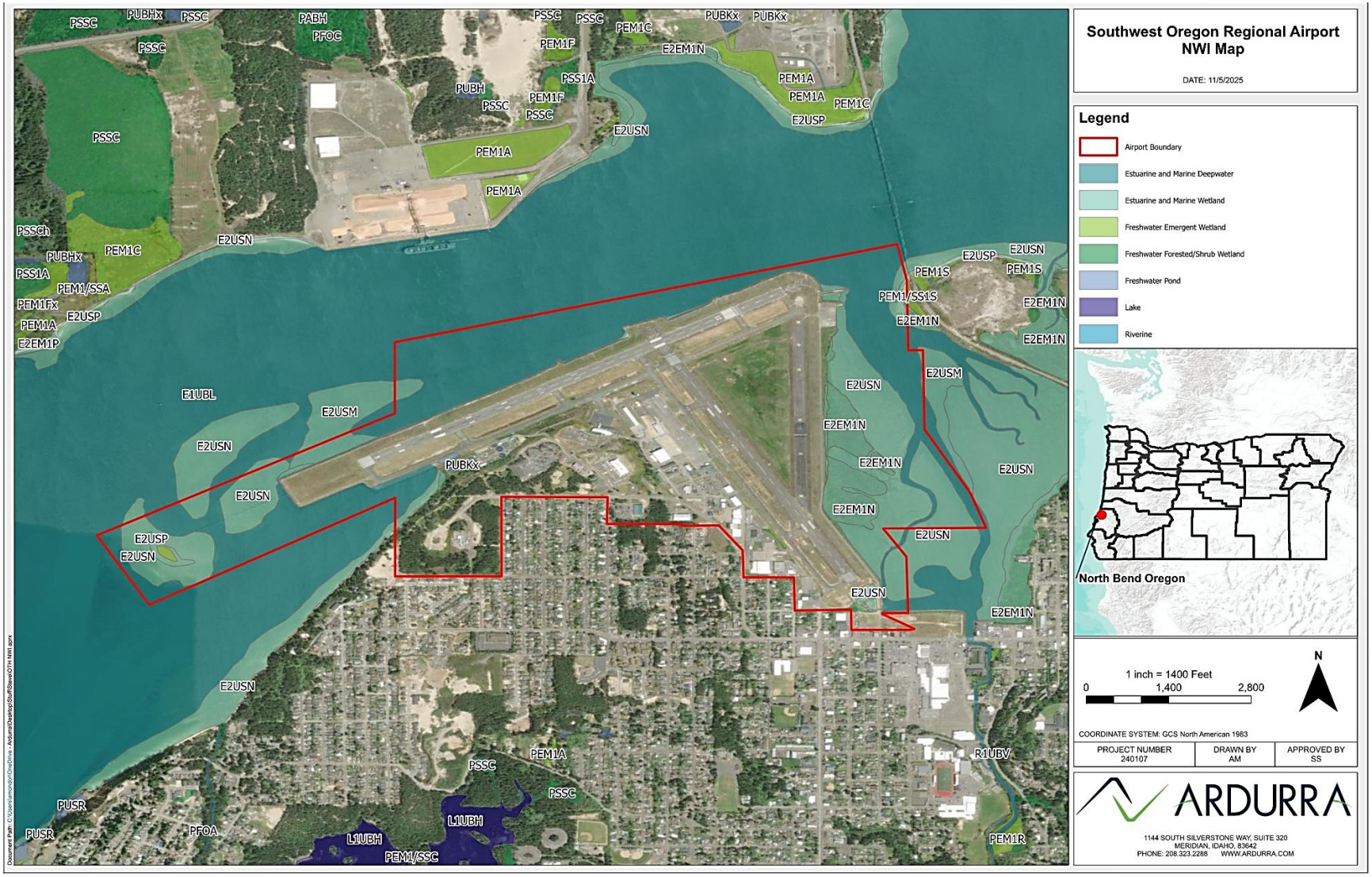
For regulatory purposes under the Clean Water Act (CWA), the term "wetlands" describes areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.[130] Wetlands generally include swamps, marshes, sloughs, bogs, and similar areas. Swamps, marshes and bogs are well-recognized types of wetlands. However, many important specific wetland types have drier or more variable water systems than those familiar to the general public.[131] Jurisdictional wetlands are federally protected under Section 404 of the CWA, which regulates the discharge of dredge or fill material into Waters of the United States (WOTUS), including wetlands.[132] In order to obtain a 404 permit, applicants must first show that steps have been taken to avoid impacts to wetlands, streams and other aquatic resources; that potential impacts have been minimized; and that compensation will be provided for all remaining unavoidable impacts.[133]

[129] *Ibid.*
[130] EPA Section 404 of the Clean Water Act. "How Wetlands are Identified under CWA Section 404." Accessed on September 12, 2025, T https://www.epa.gov/cwa-404/how-wetlands-are-defined-and-identified-under-cwa-section-404.
[131] *Ibid.*
[132] EPA, Permit Program under CWA Section 404. Accessed on September 12, 2025, at https://www.epa.gov/cwa-404/permit-program-under-cwa-section-404
[133] *Ibid.*

According to the National Wetland Inventory (NWI),[134] several mapped wetland and aquatic features exist within the boundaries of OTH, including four (4) wastewater treatment lagoons, one (1) freshwater pond, and ten (10) estuarine emergent wetlands. The relative positions of the wetlands are depicted in Figure 6-2 National Wetlands Inventory Map (OTH). A wetland delineation, avoidance and minimization measures, United States Army Corps of Engineers (USACE) Section 404 permitting, and/or mitigation practices may be required for any impacts to the wetland features associated with OTH.

134 USFWS. National Wetlands Inventory Mapper. Accessed on September 11, 2025, at https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/.

Figure 6-2 National Wetlands Inventory Map
Southwest Oregon Regional Airport



6.16.2. Floodplains

When property in floodplains is proposed for lease, easement, right-of-way, or disposal to non-federal public or private entities, the FAA must, in accordance with Executive Order 11988, *Floodplain Management*,[135] reference in the conveyance those uses that are restricted under identified federal, state, or local floodplain regulations; attach other appropriate restrictions to uses of properties by the grantee or purchaser and any successors, except where prohibited by law; or withhold such properties from conveyance.

According to the current and approved Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Panels 41011C0167E and 41011C0186E,[136] the nearest floodplain area (Zone AE – EL12) is on the east side of the airport and is associated with Pony Slough (see Figure 6-3 below). FEMA Panel 41011C0186E contains most of the airport property and is designated on the FEMA National Flood Hazard Layer (NFHL) Viewer as residing in Zone X – an Area of Minimal Flood Hazard.[137]

Airport planning should consider whether future work that is proposed to occur within a floodplain area will be in compliance with FEMA NFIP Oregon Implementation Program Guidance.[138] FEMA has determined that cities and counties in Oregon were required on an interim basis to change how they regulate development in flood hazard areas by Dec. 1, 2024, so that there will be "no net loss" of floodplain storage, riparian habitat, or water quality.[139] FEMA has provided three pre-implementation conservation measures (PICM's). The three PICM options are: 1. Prohibit all new development in the floodplain (i.e., a temporary moratorium); 2. Adopt a model ordinance developed by FEMA that would amend the community's existing floodplain development ordinance (FEMA published additional optional model code language in November 2024); and 3. Require floodplain permit applicants (permit-by-permit) to demonstrate that their proposed development will result in "no net loss" to floodplain storage, riparian habitat, and water quality. The third option is the default option if a community does not choose another by December 1, 2024. Until City or County authorities adopt the NFIP model regulation, each proposed floodplain permit application must be reviewed permit-by-permit to demonstrate that the proposed development will result in "no net loss" to floodplain storage, riparian habitat, and

135 National Archives. Office of the Federal Register (OFR). Executive Orders, Executive Order 11988—Floodplain Management. Accessed on September 12, 2025, at https://www.archives.gov/federal-register/codification/executive-order/11988.html.

136 Federal Emergency Management Agency. FEMA's National Flood Hazard Layer (NFHL) Viewer. Accessed on September 12, 2025, at https://msc.fema.gov/portal/search.

137 FEMA's National Flood Hazard Layer (NFHL) Viewer. Accessed on September 21, 2025, at https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd.

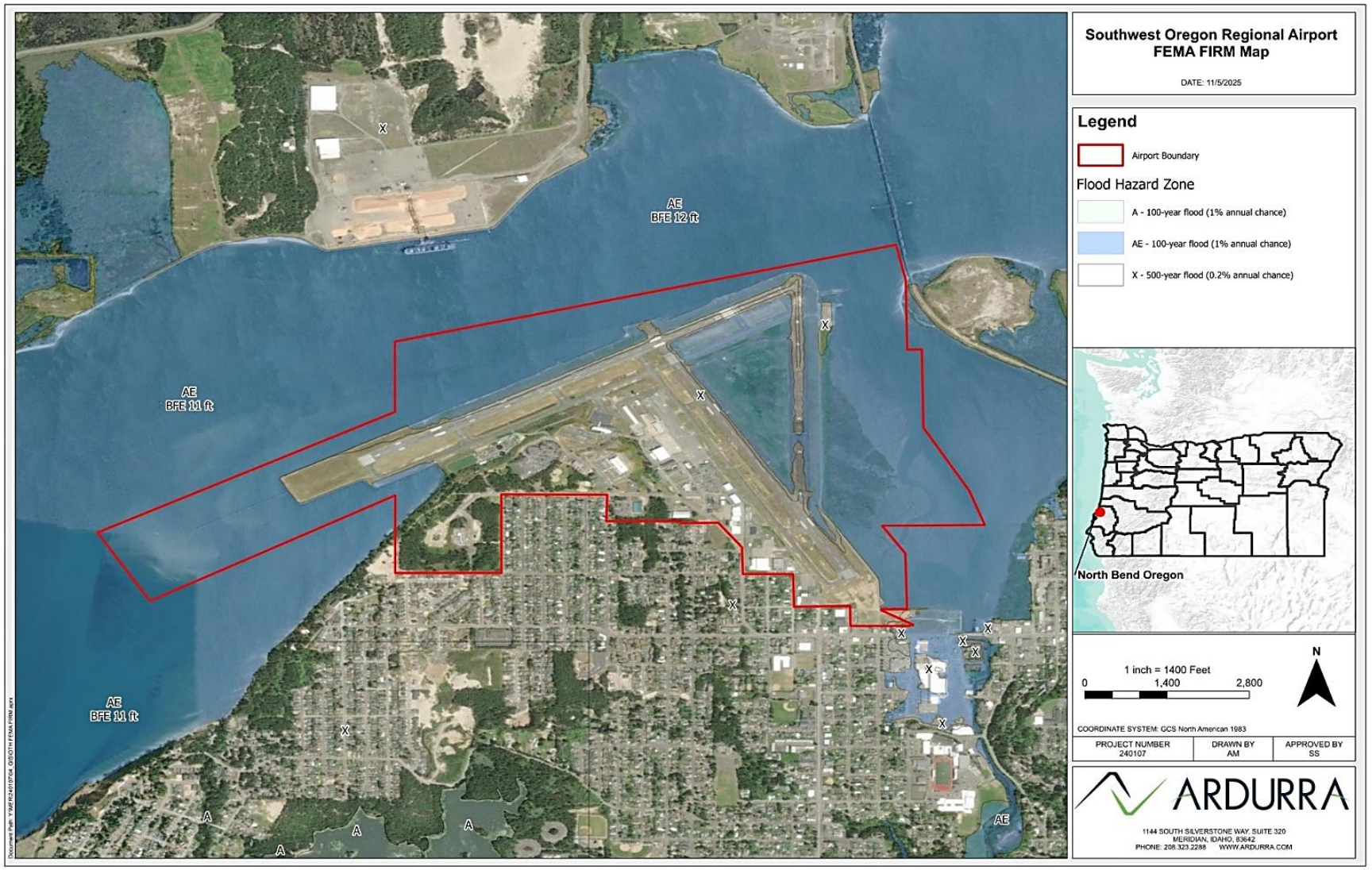
138 Federal Emergency Management Agency. NFIP Model Floodplain Management Ordinance. Accessed on November 5, 2025, at: https://www.fema.gov/sites/default/files/documents/fema_r10_oregon-nfip-esa-model-ordinance_082024.pdf.

139 Oregon Department of Land Conservation and Development. FEMA-NFIP-PICM Requirements One-Pager. Accessed on November 5, 2025, at: https://www.oregon.gov/lcd/NH/Documents/2024-12-DLCD_FEMA_NFIP_PICM_Requirement_One_Pager_Final.pdf.

water quality. Further information about the implentation process can be found on the website of the Oregon Department of Land Conservation and Development.[140]

[140] Oregon Department of Land Conservation and Development. National Flood Insurance Program (NFIP) in Oregon. Accessed on November 5, 2025, at: https://www.oregon.gov/lcd/NH/Pages/NFIP.aspx

Figure 6-3 Flood Insurance Rate Map
Southwest Oregon Regional Airport



6.16.3. Surface Waters

Surface waters include areas where water collects on the surface of the ground, such as streams, rivers, lakes, ponds, estuaries, and oceans. The CWA establishes the basic structure for regulating the discharge of pollutants into jurisdictional Waters of the United States (WOTUS), specific sections include Section 303(d), Section 404 and 401, and Section 402, which establish the National Pollutant Discharge Elimination System (NPDES) permitting program. Section 303(d) sets forth the process to identify impaired waters and to establish the maximum amount of pollutant allowed in a waterbody, known as the total maximum daily load (TMDL), necessary to assess current conditions and project impacts.[141]

The airport is surrounded by the open waters of Coos Bay to the north and southwest and by the open waters of Pony Slough to the east, which are considered estuaries. A wetlands and waterway delineation conducted in November 2018 was documented in the *Wetland Delineation Report* (PBW, 2019).[142] Coos Bay and Pony Slough are documented as 303(d) Impaired Waterbodies due to *Escherichia coli*. Fecal Coliforms, and Temperature.[143] Airport activities associated with future projects should avoid contributing additional loading of these constituents of concern. The City of North Bend owns and maintains a wastewater treatment plant located off airport property, which is south of Runway 5-23 near Taxiway A. Treated wastewater effluent from this plant is discharged into the Coos Bay Channel as permitted by the Oregon DEQ.[144]

Small surface water features exist within OTH, described in *Section 6.16.1 Wetlands* as ponds associated with a sewage treatment plant. A USACE Section 404 permit and Oregon DEQ Stormwater Permit may be required for any direct or indirect impacts to surface waters. Further, construction activities should use best management practices (BMPs) to protect surface waters and the Coos Bay Estuary.

6.16.4. Groundwater

Groundwater is subsurface water that occupies the space between sand, clay, and rock formations. The term "aquifer" is used to describe the geologic layers that store or transmit groundwater to wells, springs, and other water sources. The Safe Drinking Water Act[145] prohibits federal agencies from funding actions that would contaminate an EPA-designated sole source aquifer or its recharge area.

While OTH primarily relies on surface water for potable supply, understanding groundwater conditions is important for construction planning. Based on NRCS soil survey data for the airport property, soils such as Udorthents and Waldport fine sand typically exhibit shallow seasonal

[141] Mead & Hunt. Final Environmental Assessment Southwest Regional Airport Runway Safety Area Improvements (Runway 5/23) (March 2022) (unpublished).
[142] U.S. Army Corps of Engineers and Oregon Department of State Lands. Joint Permit Application for Nationwide and Local 404 permit – Southwest Oregon Regional Airport Runway Safety Area Bulkhead. February 10, 2022, (unpublished).
[143] U.S. Environmental Protection Agency. Discharge Mapping Tool Report. Accessed on November 6, 2025, at: https://www.epa.gov/npdes/epas-stormwater-discharge-mapping-tools PA
[144] Mead & Hunt. Final Environmental Assessment Southwest Regional Airport Runway Safety Area Improvements (Runway 5/23) (March 2022) (unpublished).
[145] EPA. Safe Drinking Water Act (SDWA). 1996. Accessed on September 15, 2025, at https://www.epa.gov/sdwa.

saturation, with perched water tables occurring at depths of approximately 2 to 4 feet during wet months.

A review of Oregon Water Resources Department well logs indicates the nearest active wells are located approximately 0.5 to 1 mile east of the airport, with static water levels ranging from 8 to 15 feet below ground surface. This data suggests that while deep aquifers are not present beneath OTH, shallow groundwater may occur in localized areas, particularly near drainage swales and estuarine margins. Future projects should incorporate BMPs for stormwater management and erosion control to prevent contamination of shallow groundwater and maintain compliance with FAA and EPA guidelines.

According to the EPA, OTH is not located above a Sole Source Aquifer.[146] The nearest sole source aquifer, the North Florence Dunal Aquifer Area, Oregon is located 63 miles to the North of the airport.[147] Future projects should comply with stormwater BMPs to protect any shallow or perched groundwater at the airport.

6.16.5. Wild and Scenic Rivers

According to the Wild and Scenic Rivers interactive map provided by the National Parks Service (NPS), the nearest Wild and Scenic River is a 4.5 mile segment of Franklin Creek, located approximately 25 miles northeast of the airport.[148]

6.17 Environmental Summary

The purpose of this environmental overview is to identify environmental conditions that could potentially be affected by future development at OTH. Table 6-3 below summarizes existing environmental conditions at or near the airport for each of the environmental impact categories listed in FAA Order 1050.1G, FAA National Environmental Policy Act Implementing Procedures. The areas of potential impact identified in the environmental overview will be considered in development alternatives and used to guide long-term planning at OTH.

The impact determinations presented in **Table 6-3** are preliminary planning-level assessments intended to identify environmental resources that may warrant further review. These determinations do not constitute findings under the NEPA. Prior to implementation, each project will undergo the appropriate level of environmental review in accordance with FAA Order 1050.1G and other applicable federal, state, and local environmental requirements. The FAA and other applicable authorities will determine the appropriate level of environmental review and associated agency coordination based on the scope of the proposed action and its potential environmental effects.

[146] Environmental Protection Agency. 2024. Map of Sole Source Aquifer Locations. Accessed on October 22, 2025, at https://epa.maps.arcgis.com/apps/webappviewer/index.html?id=9ebb047ba3ec41ada1877155fe31356b.

[147] U.S. Environmental Protection Agency. Map of Sole Source Aquifers. Accessed on November 6, 2025, at: https://www.epa.gov/dwssa/map-sole-source-aquifer-locations.

[148] NPS, Wild and Scenic Rivers. Accessed on September 15, 2025, at https://nps.maps.arcgis.com/apps/View/index.html?appid=ff42a57d0aae43c49a88daee0e353142.

Table 6-3 Summary of Environmental Resource Categories
Southwest Oregon Regional Airport

Environmental Resource	Description
6.2 Air Quality	Coos County is in attainment for all National Ambient Air Quality Standards (NAAQS). Potential impacts may occur with further evaluation required.
6.3 Biological Resources (Including Fish, Wildlife, and Plants)	The USFWS IPaC Report identified four (4) ESA-listed threatened species (Pacific marten, marbled murrelet, northern spotted owl, western snowy plover), one (1) endangered plant (western lily), and three (3) proposed threatened species (northwestern pond turtle, monarch butterfly, Suckley's cuckoo bumble bee) as potentially occurring in the vicinity of OTH. No designated critical habitat exists on airport property. Coos Bay and Pony Slough adjacent to the airport provide estuarine habitat that supports ESA-listed anadromous fish species (Coho Salmon, Southern Eulachon, Green Sturgeon) and Essential Fish Habitat for Chinook Salmon, Coho Salmon, Groundfish, and Coastal Pelagic Species. Eelgrass beds occur east of the airport. Work within or directly adjacent to Coos Bay has the potential to require preparation of Biological Assessment reports to facilitate ESA consultation. The IPaC Report also identified numerous migratory bird species protected under the Migratory Bird Treaty Act and Bald and Golden Eagle Protection Act. While the airport property lacks suitable nesting habitat, adjacent estuarine areas provide foraging habitat. Potential impacts may occur with further evaluation required.
6.4 Coastal Resources	OTH is located within Oregon's coastal zone as defined by the Coastal Zone Management Act (CZMA) but is not part of the Coastal Barrier Resources System. Future projects must comply with CZMA federal consistency requirements and state enforceable policies and permitting. Potential impacts may occur with further evaluation required.
6.5 Department of Transportation Act, Section 4(f)	Potential Section 4(f) protected resources occur on and within the vicinity of airport property. One (1) recreational property, Airport Heights Park, is located within the airport boundary. Eight (8) archaeological sites potentially eligible for NRHP listing were identified on airport property. The nearest NRHP-listed property is Coos Bay Bridge No. 01823, approximately two (2) miles northeast of the airport. Other Section 4(f) properties in the vicinity include parks located more than 1.5 miles away. The nearest wildlife refuge is Bandon Marsh National Wildlife Refuge, located approximately 25 miles south-southwest of the airport. Minimal impacts may occur with further evaluation required.
6.6 Land and Water Conservation Fund Act of 1965 6(f)	The nearest LWCF-funded properties are John Topits/Empire Lakes City Park, College Park, and Ferry Street Park, all located more than 1.5 miles from the airport. No LWCF properties are located on airport property. Minimal impacts may occur with further evaluation required.
6.7 Farmlands	According to the NRCS, soils at the airport include Bullards sandy loam (farmland of statewide importance) and other non-prime soils. The Bullards sandy loam area has been disturbed and developed; therefore, no prime or unique farmland remains on airport property. Minimal impacts may occur with further evaluation required.

Environmental Resource	Description
6.8 Hazardous Materials, Solid Waste, and Pollution Prevention	No Superfund or Brownfield sites are located on airport property. Five (5) RCRA facilities were identified on or near the airport, all in compliance with EPA requirements. The nearest landfill, Beaver Hill Disposal Site, is located approximately 20 miles south and has capacity for construction and demolition waste. Minimal impacts may occur with further evaluation required.
6.9 Historical, Architectural, Archeological, and Cultural Resources	No NRHP-listed properties are located on airport property. Eight archaeological sites potentially eligible for NRHP listing were identified within the airport boundary. The nearest NRHP-listed property is Coos Bay Bridge No. 01823, approximately 2 miles northeast of the airport. Future projects may require archaeological investigations and/or archaeological monitoring. Additionally, projects designs should incorporate avoidance and minimization measures for any known archaeological resources. Potential impacts may occur with further evaluation required.
6.10 Land Use	The airport is located within the city limits of North Bend and zoned as Airport Zone (A-Z), which allows airport and light industrial uses. Surrounding land uses include estuarine areas to the north and west, industrial and commercial development to the east, and residential neighborhoods beginning approximately 0.5 miles south of the runway ends. Future development should maintain compatibility with local zoning and comply with the Tsunami Hazard Overlay Zone requirements. Potential impacts may occur with further evaluation required.
6.11 Natural Resources and Energy Supply	Water is the primary natural resource used at the airport. Asphalt, aggregate, and other construction materials have been used in past projects. None of these resources are rare or in short supply. Energy use at the airport consists mainly of electricity for facilities and fuel for aircraft and vehicles. Potential impact may occur. Potential impacts may occur with further evaluation required.
6.12 Noise and Compatible Land Use	No noise-sensitive land uses are located within the immediate airport vicinity. Residential areas begin approximately 0.5 miles south of the runway ends. Current operations and forecasted activity are not expected to expose these areas to noise levels exceeding 65 DNL. Potential impacts may occur with further evaluation required.
6.13 Socioeconomic Impacts	OTH serves the Coos County region, which has a population of approximately 64,900. The airport is not expected to cause substantial changes in population, housing, employment, or public services. Potential impact, including a beneficial one, may occur.
6.14 Children's Environmental Health and Safety Risks	Schools and child-focused facilities are located more than three (3) miles from OTH. Airport operations and planned development are not expected to pose environmental health or safety risks to children. No adverse impacts or minimal impacts may occur with further evaluation required.
6.15 Visual Effects (Including Light Emissions)	Airport lighting includes airfield, apron, and facility illumination consistent with aviation use. Surrounding land consists of estuarine areas, industrial development, and scattered residences. Lighting and visual character of future development are expected to remain compatible with existing airport operations. Potential impacts may occur with further evaluation required.

Environmental Resource	Description
6.16 Water Resources (Including Wetlands, Floodplains, Surface Waters, Groundwater, and Wild and Scenic Rivers)	Mapped wetlands and estuarine features exist within airport boundaries, including treatment lagoons and emergent wetlands. The airport is adjacent to Coos Bay and Pony Slough, which are 303(d) impaired waters. Future projects in these areas may require Clean Water Act and State permitting. Portions on the east side of the airport are within FEMA Zone AE floodplain; majority of the remaining airport property is in Zone X (minimal flood hazard). Future projects that occur within a Zone AE floodplain area will need to be in compliance with FEMA NFIP Oregon Implementation Program Guidance. No sole source aquifers underlie the airport; nearest aquifer is 63 miles north. The nearest Wild and Scenic River is Franklin Creek, approximately 25 miles northeast. Potential impacts may occur with further evaluation required.
The proposed action identified in this MPU has the potential to affect environmental resources to varying degrees and is dependent on the specific action. Impact determinations presented above are preliminary and intended for planning purposes only. Prior to implementation, each project will undergo the appropriate level of environmental review in accordance with NEPA, the lead authorities, and other applicable environmental regulations to determine the significance of potential impacts and identify any required avoidance, minimization, or mitigation measures.	