

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

FINDING OF NO SIGNIFICANT IMPACT (FONSI)

Location

Ogdensburg International Airport (OGS)
Ogdensburg, New York

Proposed Federal Action

The proposed federal action is the Airport Layout Plan (ALP) approval and potential for federal financial assistance for the terminal area and airport drainage improvements at Ogdensburg International Airport.

Project Description

The proposed action involves the following:

- Terminal Building Expansion - Construction of an expanded four (4) gate-passenger Terminal Building with an approximate area of 58,000 square feet (SF);
- New Ground Support Equipment (GSE) Building - Construction of a GSE Building with an area of approximately 5,625 SF, consisting of a maintenance bay, storage space and administrative area;
- Terminal Apron Expansion - Improve and expand existing terminal apron, for an additional 99,727 square feet;
- Relocation of Taxiway C - Relocation of Taxiway C to the east providing adequate access to Runway 9-27, along with closure and removal of existing Taxiway C;
- Reconfiguration of Taxiway A - Reconfiguration and realignment of Taxiway A to resolve direct access issue at the intersection with Runway 9-27;
- Drainage Improvements – Modification of existing drainage ditch, replacement of existing culvert with larger culvert, improvement of Outfall #3, closure of Outfall #2, elimination of existing stormwater ponds, and re-grading;
- Relocation of Airport Access Road – acquisition of one developed parcel and construction of new 0.4 mile access road;
- Fuel Farm Relocation – relocation of fuel farm to north end of terminal area; and
- New Self-Serve Fueling Station – installation of new self-serve fueling station to serve the existing facilities near the south end of the airport.

Background

The Ogdensburg International Airport is owned and operated by the Ogdensburg Bridge & Port Authority (OBPA), servicing the aviation needs of St. Lawrence County, the North Country Region of New York State, as well as areas of Southern Ontario in Canada. The OGS is located approximately two (2) miles southeast of the City of Ogdensburg, within the Town of Oswegatchie, in St. Lawrence County (NY), and located approximately five (5) miles (driving distance) from the Canadian border.

Currently, the airport activity at OGS consists of a mix of general aviation and scheduled service, mostly used by U.S. and Canadian travelers for general aviation and commercial service.

In order to continue promoting the economic growth of OGS, and maintain revenue and improve airside and landside operations, the OBPA has identified specific opportunities and proposes Terminal Area Improvements in accordance with Terminal Area Plan (TAP).

Purpose and Need

The purpose and need of the proposed action is to: remedy the lack of adequately sized infrastructure necessary to support current operations, and bring the airfield into compliance with FAA design standards.

Alternatives

In addition to the no action alternative (Alternative 1), two alternatives (Alternatives 2 & 3) were proposed for the terminal area improvements (Alternative 2 was dismissed). For the drainage improvements, besides the no action alternative (Alternative 1), one alternative (Alternative 2) was proposed. The combined terminal area improvements Alternative 3 and drainage improvements Alternative 2 were considered together as the Preferred Alternative, as it best met the project purpose and need with minimal environmental impacts.

Discussion

The attached November 2020 Environmental Assessment (EA) addresses the effects of the proposed action on the quality of the human and natural environment, and is made a part of this Finding. The following impact analysis highlights the more thorough analysis presented in the document.

Air Quality

St. Lawrence County is designated by the EPA as in attainment for all criteria pollutants. Since the Proposed Action will not increase or alter aircraft operations or passengers, or induce the need to change the aircraft fleet, aircraft emissions would not increase. Construction of the Proposed Action would result in temporary and short-term changes in air emissions from sources such as exhaust emissions from construction equipment, site clearing and grading. Emissions would be minimized and reduced through the implementation of Best Management Practices (BMP) and reasonably available control measures. Thus, the Proposed Action is anticipated to result in short-term, non-significant impacts on air quality at the OGS.

Biological Resources

Biological resources within the Project footprint are limited. In order to avoid or minimize the possibility of incidental impacts to the NLEB, the following measures would be implemented as per USFWS: tree removal restrictions would be followed from October 1st to March 31st, and avoid tree removal within 150 feet of a known occupied maternity roost tree during the pup season (June 1 through July 31). The Proposed Action will not have significant impacts on biological resources.

Hazardous Materials, Solid Waste, & Pollution Prevention

Construction-related activities under the proposed action have the potential to generate non-hazardous solid waste on site. However, solid waste generated during construction is anticipated to be a minor contributor to overall solid waste generated in the region and will not result in adverse impacts. Waste and spills will be minimized and reduced through the implementation of BMPs and reasonably available control measures.

Land Use

The proposed action is compatible with current land uses and will cause no impacts.

Natural Resources & Energy Supply

Construction activities would not require a significant use of natural resources or significant demand of energy supply. For operation of the new facilities, utility savings will be realized by using high efficiency heating and cooling equipment and the latest technology.

Noise

Temporary increase in levels of background noise would result from construction activities, particularly from the operation of heavy equipment, truck traffic, and other construction activity. Construction contract documents would require construction equipment to be properly equipped and maintained in order to minimize off-site construction noise impacts in accordance with ECL and NYSDEC Program Policy for Assessing and Mitigating Noise Impacts. The proposed action is not anticipated to increase aircraft operations, nor involves changes to runway lengths, runway alignments, instrument procedures, navigational equipment, or other factors that affect airfield capacity and alter current noise levels. Therefore, noise emissions generated by the proposed action and the continuing operation of the Airport will not result in impact on land uses surrounding the airport.

Socioeconomic, Environmental Justice, & Children's Health & Safety Risks

The Proposed Action promotes positive socioeconomic benefits, supporting economic growth and the ability to OGS continue providing low cost services in the North County Region and the opportunity to remedy the lack of adequately sized infrastructure necessary to address aviation needs and Airport operations. Potential effects would be less than significant.

Traffic

Traffic would be temporarily affected by the Proposed Action only during the culvert replacement across NYS Route 812. Construction work within public right-of-way would be coordinated with NYSDOT. Potential effects will be less than significant.

Light Emissions & Visual Effects

Above ground structures will be constructed on airport property, which is in an isolated area away from neighboring developments. Energy efficient lighting and the use of shielding will be implemented to minimize light trespass onto neighboring properties. The proposed action will not produce adverse light emission impacts.

Water Resources

Taking into consideration the scope of work, its location, the limited wetland impacts (2.09 acres of low quality wetland) and compensatory mitigation to be implemented, potential effects would be less than significant. Prior to construction, the OGS will submit permit applications to the USACE and NYSDEC to satisfy the Section 404 of CWA and Article 24 of ECL requirements, respectively. Wetland mitigation would be satisfied through a federally approved In-Lieu Fee Mitigation Program or off-site mitigation bank. In order to further avoid or minimize the possibility of incidental impacts during construction (e.g., erosion and sedimentation), a site specific SWPPP will be implemented and BMPs will be followed.

Other Impact Categories

The impacts of the proposed Federal action on cultural resources, protected species, Section 4(f) and 6(f) properties, groundwater, floodplains, coastal resources, wilderness areas, Wild and Scenic Rivers, and farmlands were evaluated in the EA. It is the FAA's finding that the proposed action will not have any significant effect on any of the above noted categories.

Public Involvement

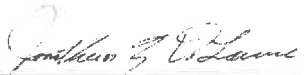
A Notice of Public Availability was published in *Watertown Daily Times* on October 3 and 4, 2020. The EA was available to any person who requested to review a copy from October 3, 2020 to November 15, 2020. No public comments were received.

Mitigation Measures

1. Construction contract provisions shall contain the provisions of AC 150/5370-10A, "Standards for specifying construction of Airports" item P-156, temporary air, water pollution, soil erosion and siltation control and AC 150/5320-5B, "Airport Drainage."
2. Best Management Practices will be put in place to minimize siltation, erosion, and excess noise.
3. Tree removal restrictions will be followed from October 1st to March 31st, to prevent potential impacts to the NLEB Prior to removal of any tree clusters a field inspection would be conducted to discard the presence of maternity roosting.
4. The following USFWS recommendation will be followed if the field conditions become applicable: Avoid tree removal within 150 feet of a known occupied maternity roost tree during the pup season (June 1 through July 31), and avoid tree removal within 0.25 mile of a hibernaculum at any time of the year.
5. A stormwater pollution prevention plan (SWPPP) will be developed and implemented.
6. Maintain a buffer between the wetland areas not to be impacted
7. Land clearing and grubbing would be performed in such a manner as to minimize damage outside the project footprint.
8. Maintain construction activities within authorized project boundaries.
9. Compensatory wetland mitigation will be satisfied through a federally approved In-Lieu Fee Mitigation Program or off-site mitigation bank.
10. All necessary permits for construction of the proposed action and associated mitigation shall be obtained prior to construction.

CONCLUSION AND APPROVAL:

After careful and thorough consideration of the facts contained herein, the undersigned finds the federal action is consistent with existing national environmental policies and objectives as set forth in Section 101 (a) of the National Environmental Policy Act of 1969 (NEPA) and it will not significantly affect the quality of the human environment or otherwise include any condition requiring consultation pursuant to Section 102(2)(c) of NEPA.

Recommended:	 _____ Environmental Specialist New York Airports District Office	1/13/2021 _____ Date
Approved:	Evelyn Martinez _____ Manager New York Airports District Office	Digitally signed by Evelyn Martinez Date: 2021.01.21 11:04:14 -05'00' _____ Date
Disapproved:	_____ Manager New York Airports District Office	_____ Date