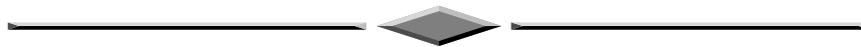


APPENDIX A

**AGENCY AND TRIBAL COORDINATION/CONSULTATION
AND PUBLIC INVOLVEMENT**



Appendix A

Appendix A contains agency and public coordination as part of the scoping and intergovernmental review phase of Environmental Impact Analysis Process (EIAP) per Executive Order (EO) 12372, *Intergovernmental Review of Federal Programs*. This appendix contains copies of all scoping correspondence between the National Guard Bureau (NGB) and identified Federal, state, and local agencies, including Indian Tribal Governments. All public and agency comments received during the 30-day public comment period for the Draft EA will be responded to in the Final EA.

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**APPENDIX A
DISTRIBUTION LIST**

Mr. Jared Blumenfeld, Regional
Administrator
U.S. Environmental Protection Agency
Southwest Office
75 Hawthorne Street
San Francisco, CA 94105
(415) 947-8702

Mr. Stewart Mendel, Field Supervisor
U.S. Fish and Wildlife Service
Carlsbad Fish and Wildlife Office
2177 Salk Avenue, Suite 250
Carlsbad, CA 92008
(760) 431-9440

Col. Kirk E. Gibbs
61st Commander
U.S. Army Corps of Engineers
Los Angeles District
915 Wilshire Blvd., Suite 980
Los Angeles, CA 90017
(213) 452-3333

Mr. Ken Alex, OPR Director
State of California Clearinghouse
Governors Office
1400 Tenth Street, Room 100
Sacramento, CA 95814
(916) 445-0613

Ms. Julianne Polanco
State Historic Preservation Officer
1725 23rd Street, Suite 100
Sacramento, CA 95816
(916) 445-7000

Mr. Charlton H. Bonham, Director
California Department of Fish and
Wildlife
1416 9th Street, 12th Floor
Sacramento, CA 95814
(916) 445-0411

Mr. Matthew Rodriguez, Secretary for
Environmental Protection
California Environmental Protection
Agency
1001 I Street
P.O. Box 2515
Sacramento, CA 95814
(916) 323-2514

Mr. Kurt Berchtold, Executive Officer
Santa Ana Regional Water Quality
Control Board
3737 Main Street, Suite 500
Riverside, CA 92501-3339
(951) 782-4130

Mr. Philip Fine, Deputy Executive Officer
South Coast Air Quality Management
District
Planning, Rule Development & Area
Sources
21865 Copley Drive
Diamond Bar, CA 91765
(909) 396-2000

Mr. Eldon Heaston, Executive Director
Mojave Air Quality Management District
14306 Park Avenue
Victorville, CA 92392
(760) 245-1661

Mr. Rick Bishop, Executive Director
Western Riverside Council of
Governments
4080 Lemon Street, 3rd Floor, MS1032
Riverside, CA 92501-3609
(951) 955-7985

Mr. Raymond Wolfe, Executive
Director
San Bernardino Associated
Governments
107 West 3rd Street, 2nd Floor
San Bernardino, CA 92410-1715
(909) 884-8276

Mr. Ron Beckerdite, Director
Federal Aviation Administration
Western Service Center
Landmark Building
1601 E Valley Road
Renton, WA 98057
(425) 203-4000

Mr. Allen Brock, Community
Development Director
City of Moreno Valley Community
Development Department
14177 Frederick Street
Moreno Valley, CA 92552
(951) 413-3354

Ms. Danielle Wheeler, Executive
Director
March Joint Powers Authority
23555 Meyer Drive
Riverside, CA 92518
(951) 656-7000

Mr. Eric Ray, Airport Manager
Southern California Logistics Airport
Airport Director
18374 Phantom Road
Victorville, CA 92324
(760) 243-1900

Mr. Pat Conatser, Airport Manager
Perris Valley Airport
2091 Goetz Road
Perris, CA 92570
(951) 943-9673

Mr. Charles Ullman, Manager
Southern California TRACON
9175 Kearny Villa Road
San Diego, CA 92126
(858) 537-5800

TRIBAL DISTRIBUTION LIST

Ms. Anna Hoover, Cultural Analyst
(Luiseño)
Pechanga Cultural Resources
Department
P.O. Box 2183
Temecula, CA 92593
(951) 770-8100

Mr. Luther Salgado, Sr., Chairperson
Cahuilla Band of Mission Indians (FR)
PO Box 391760
Anza, CA 92539
(915) 763-5549

Mr. Michael Contreras, Cultural
Heritage Program
Morongo Band of Cahuilla Mission
Indians (FR)
12700 Pumarra Road
Banning, CA 92220
(951) 201-1866

Pala Band of Luiseño Mission Indians
(FR)
Tribal Historic Preservation Office
35008 Pala Temecula Rd, PMB
Pala, CA 92059
(760) 891-3500

Pechanga Band of Luiseño Mission
Indians (FR)
PO Box 1477
Temecula, CA 92593
(951) 770-6100

Mr. Joseph Hamilton, Chairman
Ramona Band of Cahuilla Mission
Indians (FR)
PO Box 391670
Anza, CA 92539
(951) 763-4105

Mr. Steven Estrada, Chairperson
Santa Rosa Band of Cahuilla Indians (FR)
PO Box 391820
Anza, CA 92539
(951) 659-2700

Mr. Scott Cozaet, Chairperson
Soboba Band of Luiseno Indians (FR)
PO Box 487
San Jacinto, CA 92581
(951) 654-2765

Mr. Willie J. Pink (Luiseño)
48310 Pechanga Road
Temecula, CA 92592
(909) 936-1216

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NATIONAL GUARD BUREAU

3501 FETCHET AVENUE

JOINT BASE ANDREWS MD 20762-5157

SAMPLE SCOPING LETTER

NGB/A4AM

JUN 09 2016

Mr. Matthew Rodriquez, Secretary for Environmental Protection
California Environmental Protection Agency
1001 I Street
Sacramento, CA 95812

Subject: Proposed MQ-9 Reaper Launch and Recovery Element at March Air Reserve
Base

Dear Mr. Rodriquez,

The National Guard Bureau (NGB) is preparing an Environmental Assessment (EA) to evaluate the potential impacts on the physical and human environment associated with the proposed beddown of the MQ-9 Launch and Recovery Element (LRE) at March Air Reserve Base (ARB) located in Moreno Valley, California. The EA is being prepared in accordance with the Council on Environmental Quality (CEQ) guidelines pursuant to the National Environmental Policy Act (NEPA) of 1969.

Per Executive Order (EO) 12372, *Intergovernmental Review of Federal Programs*, this letter is being sent to you as part of the intergovernmental review phase of Environmental Impact Analysis Process (EIAP). We are writing this letter to notify you of this proposal and to request your assistance in providing early identification of any potential issues within your purview. The forthcoming Draft EA will address these identified issues and will be sent to your office for further review and comment. We intend to maximize the use of electronic submittals during subsequent consultation phases. If you would prefer to receive a hardcopy of the Draft and/or Final EA, please indicate in your response, otherwise, documents will be provided in electronic format.

In support of the 163d Attack Wing (163 ATKW) the U.S. Air Force (USAF) is proposing relocation of MQ-9 aircraft from the Southern California Logistics Airport (SCLA) to March ARB including the beddown of the MQ-9 Reaper LRE and associated short-term construction and interior renovation projects at the March ARB. March ARB was originally eliminated as a potential LRE location in 2008 because at the time, the Federal Aviation Administrative (FAA) was not prepared to issue a Certificate of Waiver or Authorization (COA)¹ for flying MQ-1 aircraft out of March ARB. Since that time the wing has transitioned to MQ-9

¹ A COA is an authorization issued by the FAA to a public operator for specific remotely piloted aircraft activity. The FAA currently allows remotely piloted aircraft to operate without a COA only when operations are conducted within active Restricted Area or Warning Area airspace, or approved prohibited areas with permission from the appropriate authority or using agency of that airspace (FAA Order 8900.1 Change 351, Volume 16). Operation in all other airspace requires a COA issued by the FAA.

Reaper and the FAA is now willing to consider the authorization of a COA for MQ-9 aircraft operations based at March ARB.

The need for the Proposed Action is driven by the inefficiencies associated with the separation of MQ-9 Reaper Mission Control Element (MCE), including remote in-flight operations, classroom training, and administrative functions, at March ARB and the MQ-9 Reaper LRE element at SCLA. Relocation of the MQ-9 aircraft to March ARB would 1) reduce the MQ-9 aircraft operating costs (e.g., personnel costs and vehicle maintenance costs) associated with traveling to and from SCLA; 2) reduce the time associated with maintenance and petroleum, oils, and lubricants (POL) personnel commuting to SCLA; 3) increase overall training time for the Flying Training Unit (FTU) and Fielding Training Detachment (FTD); and 4) provide for increased safety of personnel.

As part of the intergovernmental review process, we request any further information or comments you may have with regard to the potential effects of the Proposed Action on resources within your purview. Please review this information and respond with comments within 30 days. Forward your written comments to Mr. Kevin Marek, at NGB/A4AM, Shepperd Hall, 3501 Fetchet Avenue, Joint Base Andrews Maryland 20762-5157, or email to kevin.p.marek.civ@mail.mil. Please include "MQ-9 Reaper Launch and Recovery Element at March Air Reserve Base" in the subject line. Thank you for your assistance.

Sincerely

MAREK.KEVIN.
P.1230396570

Digitally signed by MAREK.KEVIN.P.1230396570
DN: c=US, o=U.S. Government, ou=DoD,
ou=PKI, ou=USAF,
cn=MAREK.KEVIN.P.1230396570
Date: 2016.04.14 16:31:09 -0400

KEVIN MAREK, REM
NGB/A4AM
Environmental Specialist
Plans and Requirements Branch

Attachments: Figures 1-6



NATIONAL GUARD BUREAU

3501 FETCHET AVENUE

JOINT BASE ANDREWS MD 20762-5157

SCOPING LETTER

NGB/A4AM

JUN 09 2016

Mr. Stewart Mendel, Field Supervisor
U.S. Fish and Wildlife Service
Carlsbad Fish and Wildlife Office
2177 Salk Avenue, Suite 250
Carlsbad, CA 92008

Subject: Proposed MQ-9 Reaper Launch and Recovery Element at March Air Reserve Base

Dear Mr. Mendel,

The National Guard Bureau (NGB) is preparing an Environmental Assessment (EA) to evaluate the potential impacts on the physical and human environment associated with the proposed beddown of the MQ-9 Launch and Recovery Element (LRE) at March Air Reserve Base (ARB) located in Moreno Valley, California. The EA is being prepared in accordance with the Council on Environmental Quality (CEQ) guidelines pursuant to the National Environmental Policy Act (NEPA) of 1969.

Per Executive Order (EO) 12372, *Intergovernmental Review of Federal Programs*, this letter is being sent to you as part of the intergovernmental review phase of Environmental Impact Analysis Process (EIAP). We are writing this letter to notify you of this proposal and to request your assistance in providing early identification of any potential issues within your purview, including any potential issues associated with federally listed threatened and endangered species, federally designated critical habitat, or potential jurisdictional wetlands. The forthcoming Draft EA will address these identified issues and will be sent to your office for further review and comment. We intend to maximize the use of electronic submittals during subsequent consultation phases. If you would prefer to receive a hardcopy of the Draft and/or Final EA, please indicate in your response, otherwise, documents will be provided in electronic format.

In support of the 163d Attack Wing (163 ATKW) the U.S. Air Force (USAF) is proposing relocation of MQ-9 aircraft from the Southern California Logistics Airport (SCLA) to March ARB including the beddown of the MQ-9 Reaper LRE and associated short-term construction and interior renovation projects at the March ARB. March ARB was originally eliminated as a potential LRE location in 2008 because at the time, the Federal Aviation Administrative (FAA) was not prepared to issue a Certificate of Waiver or Authorization (COA)¹

¹ A COA is an authorization issued by the FAA to a public operator for specific remotely piloted aircraft activity. The FAA currently allows remotely piloted aircraft to operate without a COA only when operations are conducted within active Restricted Area or Warning Area airspace, or approved prohibited areas with permission from the appropriate authority or using agency of that airspace (FAA Order 8900.1 Change 351, Volume 16). Operation in all other airspace requires a COA issued by the FAA.

for flying MQ-1 aircraft out of March ARB. Since that time the wing has transitioned to MQ-9 Reaper and the FAA is now willing to consider the authorization of a COA for MQ-9 aircraft operations based at March ARB.

The need for the Proposed Action is driven by the inefficiencies associated with the separation of MQ-9 Reaper Mission Control Element (MCE), including remote in-flight operations, classroom training, and administrative functions, at March ARB and the MQ-9 Reaper LRE element at SCLA. Relocation of the MQ-9 aircraft to March ARB would 1) reduce the MQ-9 aircraft operating costs (e.g., personnel costs and vehicle maintenance costs) associated with traveling to and from SCLA; 2) reduce the time associated with maintenance and petroleum, oils, and lubricants (POL) personnel commuting to SCLA; 3) increase overall training time for the Flying Training Unit (FTU) and Fielding Training Detachment (FTD); and 4) provide for increased safety of personnel.

As part of the intergovernmental review process, we request any further information or comments you may have with regard to the potential effects of the Proposed Action on sensitive natural resources or habitats. Please review this information and respond with comments within 30 days. Forward your written comments to Mr. Kevin Marek, at NGB/A4AM, Shepperd Hall, 3501 Fetchet Avenue, Joint Base Andrews Maryland 20762-5157, or email to kevin.p.marek.civ@mail.mil. Please include "MQ-9 Reaper Launch and Recovery Element at March Air Reserve Base" in the subject line. Thank you for your assistance.

Sincerely

MAREK.KEVIN. Digital Signature
MAREK2196P.1230396570
DN: c=US, o=U.S. Government, ou=DoD,
ou=PKI, ou=USAF,
cn=MAREK2196P.1230396570
Date: 2018.04.14 10:32:24 -0400
P.1230396570

KEVIN MAREK, REM
NGB/A4AM
Environmental Specialist
Plans and Requirements Branch

Attachments:
Figures 1-6
IPAC Trust Resources List



DEPARTMENT OF THE AIR FORCE

AIR FORCE RESERVE COMMAND

TRIBAL OUTREACH LETTER

JUL 11 2016

MEMORANDUM FOR SEE DISTRIBUTION

FROM: 452 AMW/CC
2145 Graeber St Ste 117
March ARB CA 92518-1667

SUBJECT: Proposed MQ-9 Reaper Launch and Recovery Element at March Air Reserve Base

1. The U.S. Air Force (USAF) is preparing an Environmental Assessment (EA) to evaluate the potential impacts on the physical and human environment associated with the proposed beddown of the MQ-9 Launch and Recovery Element (LRE) at March Air Reserve Base (ARB) located in Moreno Valley, California. The EA is being prepared in accordance with the Council on Environmental Quality (CEQ) guidelines pursuant to the National Environmental Policy Act (NEPA) of 1969.

2. Per Executive Order (EO) 12372, *Intergovernmental Review of Federal Programs*, this memorandum is being sent to you as part of the intergovernmental review phase of the Environmental Impact Analysis Process (EIAP). We are writing to notify you of this proposal and to request your assistance in providing early identification of any potential issues that your tribe may have with the undertaking. The forthcoming Draft EA will address these identified issues and will be sent to your office for further review and comment. We intend to maximize the use of electronic submittals during subsequent consultation phases. If you would prefer to receive a hardcopy of the Draft and/or Final EA, please indicate in your response; otherwise, documents will be provided in electronic format.

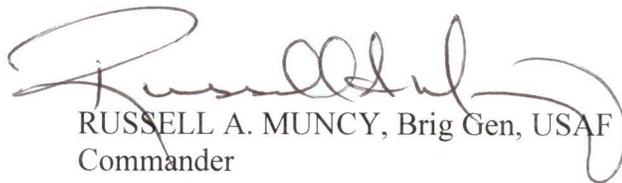
3. As a tribe with historic and cultural interests in the project's Area of Potential Effect (APE), the USAF is reaching out to you to assist in our analysis of the undertaking's effect. In accordance with Section 106 of the NHPA and in reference to Executive Order (EO) 13175, *Consultation and Coordination with Indian Tribal Governments*, the USAF would like to initiate government-to-government consultation with your tribe. The USAF anticipates the APE for this undertaking to be limited to March ARB as well as the areas beneath the proposed transit corridor and the proposed Perris Lost Link Orbit.

4. In particular, the USAF requests your input about 1) the existence of any traditional resources that may be located in or near the proposed APE; 2) whether you have knowledge of any historic properties that might be affected by the proposed undertaking in the APE; and 3) whether your tribe wishes to participate in the Section 106 consultation for this particular undertaking. Being defined as a Federal undertaking, the USAF will be seeking input and inviting other potential consulting parties, such as the California State Historic Preservation Office (SHPO).

5. In support of the 163d Attack Wing (163 ATKW), the USAF is proposing to relocate MQ-9 aircraft from the Southern California Logistics Airport (SCLA) to March ARB. This action would include the beddown of the MQ-9 Reaper LRE and associated short-term construction and interior renovation projects at March ARB. March ARB was originally eliminated in 2008 as a potential LRE location, because the Federal Aviation Administrative (FAA) was not prepared to issue a Certificate of Waiver or Authorization (COA)¹ for flying MQ-1 aircraft out of March ARB. Since then, the wing has transitioned to the MQ-9 Reaper and the FAA is now willing to consider the authorization of a COA for MQ-9 aircraft operations based at March ARB.

6. Inefficiencies associated with the separation of MQ-9 Reaper Mission Control Element (MCE), including remote in-flight operations, classroom training and administrative functions, at March ARB and the MQ-9 Reaper LRE element at SCLA, are driving the need for this proposed action. Relocation of the MQ-9 aircraft to March ARB would 1) reduce the MQ-9 aircraft operating costs (e.g., personnel costs and vehicle maintenance costs) associated with traveling to and from SCLA; 2) reduce the time associated with maintenance and petroleum, oils and lubricants (POL) personnel commuting to SCLA; 3) increase overall training time for the Flying Training Unit (FTU) and Fielding Training Detachment (FTD); and 4) provide for increased safety of personnel.

7. The USAF is committed to early and continuous consultation with all potentially affected Native American tribes. The information your tribe provides will assist us in the EA development. If you have any questions about this project after reviewing these materials, please feel free to contact Mr. Reymundo Chapa, the ANG Cultural Resources Program Manager at NGB/A4AM, Sheppard Hall, 3501 Fetchet Avenue, Joint Base Andrews, Maryland 20762-5157. You may also contact Mr. Chapa by email at reymundo.chapa.civ@mail.mil. If you choose to email comments, please include "MQ-9 Reaper Launch and Recovery Element at March Air Reserve Base" in the subject line. Please also let us know if you wish to receive an electronic copy of the Draft EA for review and comment. Thank you for your assistance.



RUSSELL A. MUNCY, Brig Gen, USAF
Commander

Attachments:
Figures 1-6

¹ A COA is an authorization issued by the FAA to a public operator for specific remotely piloted aircraft activity. The FAA currently allows remotely piloted aircraft to operate without a COA only when operations are conducted within active Restricted Area or Warning Area airspace, or approved prohibited areas with permission from the appropriate authority or using agency of that airspace (FAA Order 8900.1 Change 351, Volume 16). Operation in all other airspace requires a COA issued by the FAA.



Community Development Department
Planning Division
14177 Frederick Street
P. O. Box 88005
Moreno Valley CA 92552-0805
Telephone: 951.413-3206
FAX: 951.413-3210

July 7, 2016

National Guard Bureau
Mr. Kevin Marek
MGB/A4AM Shepperd Hall
3501 Fetchet Avenue
Joint Base Andrews Maryland, 20762-5157

Re: Proposed MQ-9 Reaper Launch and Recovery Element at March Air Reserve Base

Dear Mr. Marek,

The City of Moreno Valley appreciates the opportunity to comment on the proposed MQ-9 Reaper Launch and Recovery Element project proposed for the March Air Reserve Base. The project location is roughly south of Cactus Avenue and adjacent to the City of Moreno Valley city limits.

As we understand from the information available, the project would include the addition of pavement, proposed alteration and renovation of approximately three (3) existing buildings and the construction of eight (8) new or expanded buildings to house the new project operations. An Environmental Assessment (EA) is being prepared to review possible environmental impacts associated with the project in accordance with the National Environmental Policy Act (NEPA) Guidelines.

The submitted U.S. Department of Defense – National Guard Bureau hardcopy materials on the proposed project have been reviewed, including the letter and exhibits associated with the proposed preparation of an EA document. As the project would not negatively impact the City of Moreno Valley, we do not have any specific comments to provide at this time regarding the preparation of the environmental document. The City is supportive of the MQ-9 Reaper Launch project, and realizes that this is a positive project for the continuing operations and future viability of the existing air reserve base operations.

We look forward for the opportunity to review the final EA and all associated studies once they become available. Please include the City on any and all mailing lists regarding draft and final documents as well as for future notifications of meetings/public hearings associated with the project.

Proposed MQ-9 Reaper Launch Project
July 7, 2016
Page 2 of 2

Should you have any questions or concerns, please contact me at (951) 413-3215.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Gross". The signature is fluid and cursive, with a large initial "M" and a long, sweeping tail.

Mark Gross, AICP
Senior Planner

Cc Allen Brock, Community Development Director
Richard J. Sandzimier, Planning Official
Claudia Manrique, Associate Planner



Mojave Desert Air Quality Management District

14306 Park Avenue, Victorville, CA 92392-2310

760.245.1661 • fax 760.245.2699

Visit our web site: <http://www.mdaqmd.ca.gov>

Eldon Heaston, Executive Director

June 13, 2016

Mr. Kevin Marek, REM
NGB/A4AM, Shepperd Hall
3501 Fetchet Avenue
Joint Base Andrews, Maryland 20762-5157

Project Title: MQ-9 Reaper Launch and Recovery Element at March Air Reserve Base

Dear Mr. Marek:

The Mojave Desert Air Quality Management District (MDAQMD) has received the request for comments for the proposed MQ-9 Reaper Launch and Recovery Element at March Air Reserve Base. In support of the 163d Attack Wing the USAF is proposing relocation of MQ-9 aircraft from the Southern California Logistics Airport to March Air Reserve Base including the beddown of the MQ-9 Reaper LRE and associated short-term construction and interior renovation projects at the March ARB. The need for the proposed action is driven by the inefficiencies associated with the separation of the MQ-9 Reaper Mission Control Element, including remote in-flight operations, classroom training and administrative functions at March ARB, and the MQ-9 Reaper LRE element at SCLA.

We have reviewed the project and, based on the information available to us at this time, we have no comments.

Thank you for the opportunity to review these planning documents. If you have any questions regarding this letter, please contact me at (760) 245-1661, extension 6726, or Tracy Walters at extension 6122.

Sincerely,

A handwritten signature in black ink, appearing to read "Alan J. De Salvio". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Alan J. De Salvio
Deputy Director – Mojave Desert Operations

AJD/tw

MQ-9 Reaper LRE at MARB

**MORONGO CULTURAL
HERITAGE PROGRAM**

**12700 PUMARRA RD BANNING, CA 92220
OFFICE 951-755-5025 FAX 951-572-6004**



Date: July 19, 2016

Re: Proposed MQ-9 Reaper Launch and Recovery Element at March Air Reserve Base

Dear,
Mr. Reymundo Chapa
ANG Cultural Resources Program Manager
March Air Force Base

Thank you for contacting the Morongo Band of Mission Indians regarding the above referenced project(s). The tribe greatly appreciates the opportunity to comment on the project. After reviewing our records and consulting with our tribal elders and cultural experts, we would like to respectfully offer the following comments and/or recommendations:

- The project is outside of the Tribe's current reservation boundaries and is not within an area considered to be a traditional use area or one in which the Tribe has cultural ties (i.e. Cahuilla or Serrano Territory). We recommend contacting the appropriate tribes who have cultural affiliation to the project area. We have no further comments at this time.
- The project is outside of the Tribe's current reservation boundaries but within in an area considered to be a traditional use area or one in which the Tribe has cultural ties (i.e. Cahuilla or Serrano Territory). At this time, we are not aware of any cultural resources on the property; however, that is not to say there is nothing present. At this time, we ask that you impose specific conditions regarding all cultural and/or archaeological resources and buried cultural materials on any development plans or entitlement applications (see Standard Development Conditions attachment).
- The project is outside of the Tribe's current reservation boundaries but within in an area considered to be a traditional use area or one in which the Tribe has cultural ties (i.e. Cahuilla or Serrano Territory). At this time we ask that you impose specific conditions regarding all cultural and/or archaeological resources and buried cultural materials on any development plans or entitlement applications (see Standard Development Conditions attachment). Furthermore, we would like to formally request the following:
 - A thorough records search be conducted by contacting one of the CHRIS (California Historical Resources Information System) Archaeological Information Centers and have a copy of the search results be provided to the tribe.
 - A comprehensive archaeological survey be conducted of the proposed project property and any APE's (Areas of Potential Effect) within the property. We would also like to request that a tribal monitor be present during the initial pedestrian survey and that a copy of the results be provided to the tribe as soon as it can be made available.

___ Morongo would like to request that our tribal monitors be present during any test pit or trenching activities and any subsequent ground disturbing activities during the construction phase of the project.

___ The project is located within the current boundaries of the Morongo Band of Mission Indians Reservation. Please contact the Morongo Band of Mission Indians planning department for further details.

Once again, the Morongo Band of Mission Indians appreciates the opportunity to comment on this project. Please be aware that receipt of this letter does not constitute “meaningful” tribal consultation nor does it conclude the consultation process. This letter is merely intended to initiate consultation between the tribe and lead agency, which may be followed up with additional emails, phone calls or face-to-face consultation if deemed necessary. If you should have any further questions with regard to this matter, please do not hesitate to contact me at your convenience.

Very truly yours,

Raymond Huate
Cultural Resource Specialist
Morongo Band of Mission Indians
Email: rhuate@morongo-nsn.gov
Phone: (951) 755-5025

MORONGO
BAND OF
MISSION
INDIANS



A SOVEREIGN NATION

Standard Development Conditions

The Morongo Band of Mission Indians asks that you impose specific conditions regarding cultural and/or archaeological resources and buried cultural materials on any development plans or entitlement applications as follows:

1. If human remains are encountered during grading and other construction excavation, work in the immediate vicinity shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5.
2. In the event that Native American cultural resources are discovered during project development/construction, all work in the immediate vicinity of the find shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the overall project may continue during this assessment period.
 - a. If significant Native American cultural resources are discovered, for which a Treatment Plan must be prepared, the developer or his archaeologist shall contact the Morongo Band of Mission Indians.
 - b. If requested by the Tribe¹, the developer or the project archaeologist shall, in good faith, consult on the discovery and its disposition (e.g. avoidance, preservation, return of artifacts to tribe, etc.).

¹ The Morongo Band of Mission Indians realizes that there may be additional tribes claiming cultural affiliation to the area; however, Morongo can only speak for itself. The Tribe has no objection if the archaeologist wishes to consult with other tribes and if the city wishes to revise the condition to recognize other tribes.



NATIONAL GUARD BUREAU

3501 FETCHET AVENUE

JOINT BASE ANDREWS MD 20762-5157

INTERGOVERNMENTAL REVIEW LETTER

NGB/A4AM

MEMORANDUM FOR DISTRIBUTION

SUBJECT: Proposed MQ-9 Reaper Launch and Recovery Element at March Air Reserve Base

In support of the 163d Attack Wing (163 ATKW) the U.S. Air Force (USAF) is proposing relocation of MQ-9 aircraft from the Southern California Logistics Airport (SCLA) to March Air Reserve Base (ARB) including the beddown of the MQ-9 Reaper Launch and Recovery Element (LRE) and associated short-term construction and interior renovation projects at March ARB. March ARB was originally eliminated as a potential LRE location in 2008 because at the time, the Federal Aviation Administrative (FAA) was not prepared to issue a Certificate of Waiver or Authorization (COA)¹ for flying MQ-1 aircraft out of March ARB. Since that time the wing has transitioned to MQ-9 Reaper and the FAA is now willing to consider the authorization of a COA for MQ-9 aircraft operations based at March ARB.

The need for the Proposed Action is driven by the inefficiencies associated with the separation of MQ-9 Reaper Mission Control Element (MCE), including remote in-flight operations, classroom training, and administrative functions, at March ARB and the MQ-9 Reaper LRE element at SCLA. Relocation of the MQ-9 aircraft to March ARB would 1) reduce the MQ-9 aircraft operating costs (e.g., personnel costs and vehicle maintenance costs) associated with traveling to and from SCLA; 2) reduce the time associated with maintenance and petroleum, oils, and lubricants (POL) personnel commuting to SCLA; 3) increase overall training time for the Flying Training Unit (FTU); and 4) provide for increased safety of personnel.

The NGB has prepared a Draft Environmental Assessment (EA) for the Proposed Action. The Draft EA was prepared in accordance with Council on Environmental Quality regulations to comply with the National Environmental Policy Act of 1969.

In accordance with Executive Order 12372, *Intergovernmental Review of Federal Programs*, we request your assistance in reviewing the enclosed Draft EA and providing comments. We also request your assistance in advising appropriate agencies of this Proposed Action and soliciting their comments on the Draft EA. Offices listed in the attached distribution list have already received this package; if there are additional agencies you feel should review and comment on the proposal, please include them in your distribution of these materials.

¹ A COA is an authorization issued by the FAA to a public operator for specific remotely piloted aircraft activity. The FAA currently allows remotely piloted aircraft to operate without a COA only when operations are conducted within active Restricted Area or Warning Area airspace, or approved prohibited areas with permission from the appropriate authority or using agency of that airspace (FAA Order 8900.1 Change 351, Volume 16). Operation in all other airspace requires a COA issued by the FAA.

Please review this information and respond with comments within 30 days. If you have questions concerning the proposal, please contact me at (240) 612-8855. Please forward any written comments to: Kevin Marek, NGB/A4AM, Shepperd Hall, 3501 Fetchet Avenue, Joint Base Andrews, MD 20762-5157, or email to kevin.p.marek.civ@mail.mil. If you choose to email comments, please include “MQ-9 Reaper Launch and Recovery Element at March Air Reserve Base” in the subject line. Upon written request, a copy of the Final EA and/or Finding of No Significant Impact (FONSI) will be provided. Thank you for your assistance.

Sincerely,

KEVIN MAREK, REM
NGB/A4AM
Environmental Specialist
Plans and Requirements Branch

Attachments:

1. Distribution List
2. Draft EA and FONSI on CD



NATIONAL GUARD BUREAU

3501 FETCHET AVENUE

JOINT BASE ANDREWS MD 20762-5157

INTERGOVERNMENTAL REVIEW LETTER

NGB/A4AM

Mr. Stewart Mendel, Field Supervisor
U.S. Fish and Wildlife Service
Carlsbad Fish and Wildlife Office
2177 Salk Avenue, Suite 250
Carlsbad, CA 92008

SUBJECT: Proposed MQ-9 Reaper Launch and Recovery Element at March Air Reserve Base

Dear Mr. Mendel,

In support of the 163d Attack Wing (163 ATKW) the U.S. Air Force (USAF) is proposing relocation of MQ-9 aircraft from the Southern California Logistics Airport (SCLA) to March Air Reserve Base (ARB) including the beddown of the MQ-9 Reaper Launch and Recovery Element (LRE) and associated short-term construction and interior renovation projects at March ARB. March ARB was originally eliminated as a potential LRE location in 2008 because at the time, the Federal Aviation Administrative (FAA) was not prepared to issue a Certificate of Waiver or Authorization (COA)¹ for flying MQ-1 aircraft out of March ARB. Since that time the wing has transitioned to MQ-9 Reaper and the FAA is now willing to consider the authorization of a COA for MQ-9 aircraft operations based at March ARB.

The need for the Proposed Action is driven by the inefficiencies associated with the separation of MQ-9 Reaper Mission Control Element (MCE), including remote in-flight operations, classroom training, and administrative functions, at March ARB and the MQ-9 Reaper LRE element at SCLA. Relocation of the MQ-9 aircraft to March ARB would 1) reduce the MQ-9 aircraft operating costs (e.g., personnel costs and vehicle maintenance costs) associated with traveling to and from SCLA; 2) reduce the time associated with maintenance and petroleum, oils, and lubricants (POL) personnel commuting to SCLA; 3) increase overall training time for the Flying Training Unit (FTU); and 4) provide for increased safety of personnel.

The NGB has prepared a Draft Environmental Assessment (EA) for the Proposed Action. The Draft EA was prepared in accordance with Council on Environmental Quality regulations to comply with the National Environmental Policy Act of 1969.

¹ A COA is an authorization issued by the FAA to a public operator for specific remotely piloted aircraft activity. The FAA currently allows remotely piloted aircraft to operate without a COA only when operations are conducted within active Restricted Area or Warning Area airspace, or approved prohibited areas with permission from the appropriate authority or using agency of that airspace (FAA Order 8900.1 Change 351, Volume 16). Operation in all other airspace requires a COA issued by the FAA.

In accordance with Executive Order 12372, *Intergovernmental Review of Federal Programs*, we request your assistance in reviewing the enclosed Draft EA and providing comments.

According to an initial project scoping including review of the U.S. Fish and Wildlife Service (USFWS) Information for Planning and Conservation (IPaC) database as well as the California Natural Diversity Database (CNDDDB), only one federally listed species has been documented on March ARB, the Riverside fairy shrimp (*Streptocephalus woottoni*), which was documented in 1995 and has not be found in subsequent surveys. The Proposed Action involves development or renovation of previously-disturbed areas on March ARB and would not affect any vernal pools that provide potential habitat for Riverside fairy shrimp. Additionally, implementation of the Proposed Action would not remove any high-quality habitats that could be suitable for other federally listed species. Fourteen federally threatened or endangered wildlife species have the potential to occur in the region beneath the proposed travel corridor and nine federally threatened or endangered species have the potential to occur in area underlying the Perris Lost Link Orbit. However, the establishment of the proposed travel corridor and the Perris Lost Link Orbit would not result in any ground disturbing activities aircraft activity would occur altitudes above 8,500 feet above mean sea level (MSL) resulting in negligible noise impacts. Therefore, construction activities and aircraft operations associated with the Proposed Action would have “*no effect*” on threatened or endangered species at March ARB.

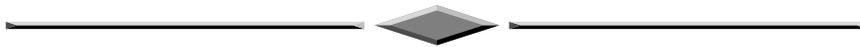
Please review this information and respond with comments within 30 days. If you have questions concerning the proposal, please contact me at (240) 612-8855. Please forward any written comments to: Kevin Marek, NGB/A4AM, Shepperd Hall, 3501 Fetchet Avenue, Joint Base Andrews, MD 20762-5157, or email to kevin.p.marek.civ@mail.mil. If you choose to email comments, please include “MQ-9 Reaper Launch and Recovery Element at March Air Reserve Base” in the subject line. Upon written request, a copy of the Final EA and/or Finding of No Significant Impact (FONSI) will be provided. Thank you for your assistance.

Sincerely,

KEVIN MAREK, REM
NGB/A4AM
Environmental Specialist
Plans and Requirements Branch

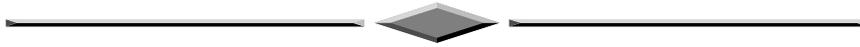
Attachments:

1. Distribution List
2. Previous Correspondence Dated 9 June 2016
3. IPaC List
4. Draft EA and FONSI on CD



APPENDIX B

AIR QUALITY



Fugitive Dust Emissions For Demolition and New Construction (2006 USEPA Standards)

FY	Action	Square Footage	Acreage	Total Disturbed Acreage	PM ₁₀ Emissions Factor*	PM ₁₀ Emissions per Month	PM ₁₀ Emissions per Year	PM _{2.5} Emissions per Year	Total Fugitive Dust Emissions (PM ₁₀ & PM _{2.5})	Emissions after Implementation of BMPs
2017	Construct Site for GDT	7,000	0.16	0.24	0.42	0.1	1.2	0.12	1.34	0.67
2019	Construct AGE Shop & Covered Storage (Building 2339 Renovations)	14,300	0.33	0.49	0.42	0.2	2.5	0.25	2.73	1.37
2020	Repair Building 1244	15,680	0.36	0.54	0.42	0.2	2.7	0.27	2.99	1.50
2020	Construct Weapons Maintenance Facility	5,000	0.11	0.17	0.42	0.1	0.9	0.09	0.95	0.48
Total		41,980	1.0	1.4			7.3	0.7	8.0	4.0

Source: MRI 1996. *Improvement of Specific Emission Factors (BACM Project No. 1)*. Midwest Research Institute (MRI). Prepared for the California South Coast Air Quality Management District, March 29, 1996; USEPA 2001. Procedures Document for National Emissions Inventory, Criteria Air Pollutants, 1985-1999. EPA 454/R-01-006. Office of Air Quality Planning and Standards, March 2001; USEPA 2006. Documentation for the Final 2002 Nonpoint Sector (Feb 06 version) National Emission Inventory for Criteria and Hazardous Air Pollutants. Prepared for: Emissions Inventory and Analysis Group (C339-02), July 2006.

Notes: General Construction Activities Emission Factor = 0.19 ton PM10 per acre-month; New Road Construction Emission Factor = 0.42 ton PM10 per acre-month; PM2.5 emissions are estimated by applying a particle size multiplier of 0.10 to PM10 emissions (USEPA 2006); The USEPA National Emission Inventory documentation recommends a control efficiency of 50% for PM10 and PM2.5 in PM nonattainment areas (USEPA 2006); Total disturbed area per year is calculated by multiplying the total surface area of proposed new construction demolition projects by 1.5, to account for site preparation, grading, and staging activities; The total disturbed area for providing secondary installation access was calculated by multiplying the 6,864 linear feet, by the approximate width of the proposed road, 65 feet, to calculate a square footage.

Annual Fugitive Dust Emissions (2006 USEPA Standards)

FY	Total Disturbed Acreage (per year)	Potential Dust Generated (tpy)	Potential Dust Generated per Year with BMPs (tpy)
2017	0.24	1.34	0.67
2019	0.49	2.73	1.37
2020	0.71	3.95	1.97

Note: Actual annual emissions may exceed or be lower than the annual average presented.

Construction Equipment Emissions			Emission Factors (lb/hr)					Emissions (tons/year)				
Year	Equipment	Hours	CO	NO _x	PM	SO _x	VOC	CO	NO _x	PM	SO _x	VOC
2017	Off-Highway Truck	1200	0.6361	1.8543	0.0644	0.0027	0.2141	0.382	1.113	0.039	0.002	0.128
	Grader	1200	0.6053	1.1663	0.0593	0.0015	0.1446	0.363	0.700	0.036	0.001	0.087
	Trencher	1200	0.4675	0.6684	0.0549	0.0007	0.1427	0.281	0.401	0.033	0.000	0.086
	Loader	1200	0.4763	0.9346	0.0508	0.0012	0.1195	0.286	0.561	0.030	0.001	0.072
	Roller	1200	0.4060	0.6546	0.0453	0.0008	0.0973	0.244	0.393	0.027	0.000	0.058
	Paving Equipment	1200	0.4316	0.7709	0.0536	0.0008	0.1142	0.259	0.463	0.032	0.000	0.069
Total								1.814	3.629	0.197	0.005	0.500

Source: SCAQMD 2007. 2013 SCAB Fleet Average Emission Factors. Available at: <http://www.aqmd.gov/ceqa/handbook/offroad/offroad.html>.

Notes: Assuming 6 months of operation per year, or 10 hours per day, 5 days per week, 4 weeks per month.

Construction Worker Commute Emissions			Emission Factors (lb/mi)					Emissions (tons/year)				
Year	Activity	Mileage	CO	NO _x	PM	SO _x	VOC	CO	NO _x	PM	SO _x	VOC
2017	Construction Worker Commute (per employee)	48,000	0.0071	0.0007	0.0001	0.0000	0.0007	0.170	0.017	0.018	0.002	0.000
Total								0.170	0.017	0.018	0.002	0.000

Source: SCAQMD 2007. 2013 Emission Factors for On-Road Passenger Vehicles & Delivery Trucks. Available at: <http://www.aqmd.gov/ceqa/handbook/onroad/onroad.html>.

Notes: Assuming a 20-mile round trip per employee during the 6-month construction period, or 5 days per week, 4 weeks per month.

Annual Construction Related Combustion Emissions (2013 SCAQMD Emission Factors)					
Year	Emissions (tons/year)				
	CO	NO _x	PM	SO _x	VOC
2017	1.98	3.65	0.21	0.01	0.50
2018	1.98	3.65	0.21	0.01	0.50
2019	1.98	3.65	0.21	0.01	0.50
2020	1.98	3.65	0.21	0.01	0.50
Total	7.94	14.59	0.86	0.03	2.00

		Emission Factors (lb/LTO)				
Aircraft	Operation Type	CO	NO _x	PM	SO _x	VOC
MQ-9	LTO	2.50	1.59	0.56	0.05	0.09

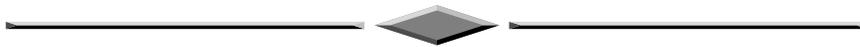
Notes: MQ-9 emission rates are based on air emissions modeling performed for MQ-9 aircraft at Syracuse Hancock International Airport (New York ANG 2015).

		Total Annual Emissions (tpy)				
Activity	Total Annual Operations	CO	NO _x	PM	SO _x	VOC
MQ-9 LTO Operations	1,064	1.33	0.85	0.30	0.03	0.05

Notes: Two 10- to 12-hour sorties per day, five days per week and one weekend per month. The 163 ATKW would typically fly two MQ-9 aircraft at the same time, resulting in an average of four additional airport operations daily (i.e., two arrivals and two departures). An additional two sorties would be accomplished during typical Unit Training Assembly (UTA) drill weekend days (24 days per year).

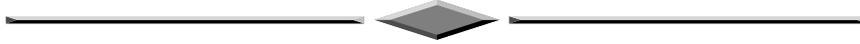
The emissions produced above the standard mixing height (3,000 feet AGL) have a negligible effect on ground level concentrations and could not directly result in a violation of the NAAQS in a local area (FAA 2000). Therefore, MQ-9 training activities above this altitude have not been quantified in this analysis.

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APPENDIX C

SHPO CORRESPONDENCE



Appendix C

Appendix C includes correspondence between the National Guard Bureau (NGB) and the California State Historic Preservation Offices (SHPO) under Section 106 of the National Historic Preservation Act (NHPA) regarding the proposed construction and demolition activities included under the Proposed Action.

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NATIONAL GUARD BUREAU

3501 FETCHET AVENUE

JOINT BASE ANDREWS MD 20762-5157

NGB/A4AM

8 June 2016

Ms. Julianne Polanco
State Historic Preservation Officer
1725 23rd Street, Suite 100
Sacramento, CA 95816

Subject: Proposed MQ-9 Reaper Launch and Recovery Element at March Air Reserve Base

Dear Ms. Polanco,

In accordance with Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations, 36 Code of Federal Regulations (C.F.R.) §800, we are providing information for your review and concurrence. Please find attached a Draft Description of Proposed Action and Alternatives (DOPAA), which has been prepared to support an Environmental Assessment (EA) that evaluates the same undertaking under the National Environmental Policy Act (NEPA) (Att. 1). This information is provided to satisfy requirements listed under 36 C.F.R. §800.11(d)(3)(e).

The present undertaking supports the National Guard Bureau's (NGB) proposed relocation of MQ-9 Reaper aircraft from the Southern California Logistics Airport (SCLA) to March Air Reserve Base (ARB), located in Moreno Valley, California. The undertaking consists of facility and infrastructure improvements that will maximize operation and maintenance facility efficiencies and respond to physical needs associated with the beddown of the proposed MQ-9 Reaper Launch and Recovery Element (LRE) project (Figure 1). As part of the undertaking, the 163d Attack Wing (163 ATKW) would assume the use of Buildings 1244, 1246, and 2305, which have reached or soon will reach the 50-year threshold for evaluation under Section 106. Among other actions (enumerated in Table 1), the undertaking proposes to park one Primary Authorized Aircraft (PAA) MQ-9 and two Field Training Detachment (FTD) MQ-9 aircraft in Building 2305, two PAA MQ-9 aircraft in Building 1246, and three PAA MQ-9 aircraft in Building 1244. Buildings 2272, 2339, and 2316 are not 50 years old, but we include them for context. Buildings 2272 and 2339 will be affected by renovation projects and Building 2316 will be demolished to make way for proposed additions at Building 2272.

March Field Historic District (MFHD), which was submitted for National Register consideration in 1992 (Att. 2), will not be effected by the present undertaking. All actions associated with this undertaking take place outside the MFHD boundary (see Figure 1). As a rule, all construction and/or interior renovation projects will provide maximum efficiency, adequate storm water runoff, and be in compliance with all relevant safety regulations. Additionally, all facilities will be constructed in a style that is consistent with existing installation architecture.

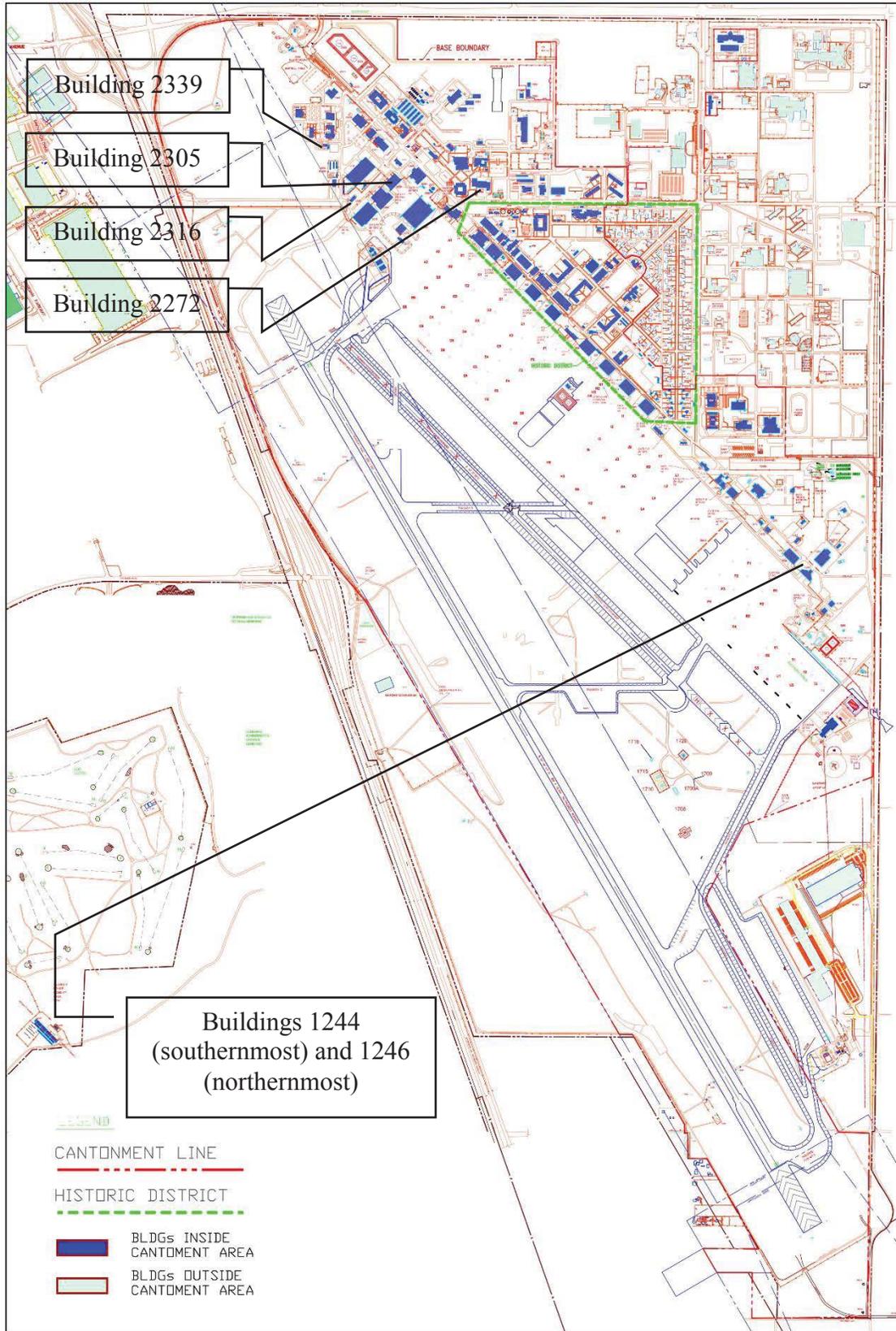


Figure 1. Overview of March ARB, CA, including building locations and MFHD boundary.

Table 1. Structures at March ARB Affected by Proposed Undertaking

Facility	Building Type	Year Constructed	Past NRHP Recommendation	Proposed Projects
1244	Nose Dock	1963	Not Eligible	<ul style="list-style-type: none"> 163 ATKW assumes use and parks three PAA MQ-9s
2305	Maintenance Dock	1965	Not Eligible	<ul style="list-style-type: none"> 163 ATKW assumes use and parks one PAA MQ-9 and two FTD MQ-9s
1246	Maintenance Dock	1967	Not Eligible	<ul style="list-style-type: none"> 163 ATKW assumes use and parks two PAA MQ-9s Construct Large Area Maintenance Structure (LAMS) Construct avionics shops Connect to existing pump house Construct aircraft sunshades, utilities, and communications Construct 7,600-sf addition to Corrosion Control shops and 3,000-sf addition to NDI shop
2272	Training Building	1983	N/A	<ul style="list-style-type: none"> Construct 6,000-sf addition to FTU operations, including flight training space, FTU administrative area, and weather flight facility Upgrade electrical and fire suppression with booster pump, separate mechanical systems for flight training space and install communications
2316	Temporary Training Support Building	1983	N/A	<ul style="list-style-type: none"> Demolish
2339	Storage Facility	1996	N/A	<ul style="list-style-type: none"> Renovate interior Construct paved area and covered storage Add fire suppression, utilities, and fencing

Notes: Past National Register of Historic Places (NRHP) recommendations were made in a *Historic Building Inventory and Evaluation for March Air Force Base* prepared in August 1995.

The March ARB conducted an archaeological resources survey in 1995 and published the results in a report entitled *Historic Building Inventory and Evaluation for March Air Force Base*. That survey found no evidence of archaeological resources, and it noted that the installation contained low a potential for new discoveries based on highly disturbed contexts caused by past infrastructure development activities. While the potential for discovery is low, all projects are subject to inadvertent discovery procedures and activities are closely monitored by March ARB's environmental compliance personnel.

As specified above, Buildings 2272, 2339, and 2316 have yet to reach 50 years but we include them so as to represent the undertaking in its entirety. Building 2316 (Figure 2) is a

temporary facility constructed in 1983. It is proposed for demolition. Buildings 2272 (Figure 3) and 2339 (Figure 4) are training facilities constructed in 1983 and 1996, respectively. They will remain in place and undergo renovation. These buildings are general-purpose, support and/or training facilities. In light of their age and their common functions, we determine that Buildings 2272, 2316, and 2339 are not eligible for listing on the NRHP at this time. However, Buildings 2272 and 2339 will be reevaluated for historical significance once they approach 45 years.



Figure 2. Photograph of Building 2316 taken from east, facing west.



Figure 3. Photograph of Building 2272 taken from east, facing southwest.



Figure 4. Photograph of Building 2339 taken from east, facing west.

Buildings 1244 and 2305 have reached or surpassed the 50-year threshold for evaluation and Building 1246 is within 5 years of that mark. A brief description follows:

- Building 1246 (Figure 5) is 201 feet by 130 feet and was built in 1967. Supported on a concrete slab, the structure has a cut, lean-to-shaped roof. The southwest front has electrically powered door panels that retract into pockets extending beyond the side walls.



Figure 5. Photograph of Building 1246 taken from north, facing south.

- Building 1244 (Figure 6) is a steel-framed structure clad with corrugated aluminum sheathing. Built in 1963, the irregularly shaped building is 245 feet by 127 feet overall; it has gabled, shed, and mansard roof shapes. The southwest front has electrically powered door panels that retract into pockets extending beyond the side walls.



Figure 6. Photograph of Building 1244 taken from south, facing northwest.

- Building 2305 (Figure 7) is virtually identical to Building 1246. The building was constructed in 1965 and is 201 feet by 130 feet. Supported on a concrete slab, the structure has a cut lean-to-shaped roof. The southeast front has electrically powered door panels that retract into pockets extending beyond the side walls.



Figure 7. Photograph of Building 2305 taken from northeast, facing southwest.

Of the three buildings listed above, only Building 1246 will be affected by renovation and construction. As stated before, all renovation to Building 1246 facilities will conform to the style that is consistent with existing installation architecture; lead-based corrugated metal siding will be replaced with corrugated metal siding with interior insulation. Existing door panels will remain in place and be reskinned in the current color and style. Buildings 1244 and 2305 will only be affected in that the mission requires new aircraft to be parked in them.

In 1995, the above referenced study evaluated Buildings 1244, 1246, and 2305 and recommended them ineligible for listing on the NRHP because none of the facilities supported missions that were historically significant. Because Building 1246 is the only potentially eligible

building affected by the current undertaking, we consulted a recent nation-wide study to determine its potential significance. That study, called *Historical and Architectural Overview of Aircraft Hangars of the Reserves and National Guard Installations from World War I through the Cold War* (2011) (and included for your consideration as Att. 3), reports that Building 1246 is a maintenance dock similar in form and function to other Air National Guard (ANG) buildings throughout the United States. Similar buildings exist at Savannah International Airport (IAP), Savannah, Georgia; Hulman Field, Terre Haute, Indiana; Barnes Field, Westfield, Massachusetts; and Fort Smith Municipal Airport (MAP), Fort Smith, Arkansas. Based on the findings of that 2011 report and the eligibility recommendations provided therein, and taking into consideration the lack of any new historically significant missions (Cold War-Era to Present) at March ARB, we continue to support the findings and recommendations of the 1995 survey.

Therefore, based on the evidence and data provided above, we determine that the present undertaking will not affect any historic properties that are eligible or potentially eligible for listing on the NRHP and we respectfully seek your concurrence with our determination of ‘no historic properties effected’.

In accordance with 36 CFR §800.4(d)(1)(i), we are open to receive your comments or questions within 30 days of your office’s receipt. If your office chooses to send written comments, please address them to Mr. Kevin Marek at NGB/A4AM, 3501 Fetchet Avenue, Joint Base Andrews, Maryland 20762-5157. You may also email your comments to him at kevin.p.marek.civ@mail.mil. Please include “MQ-9 Reaper Launch and Recovery Element at March Air Reserve Base” in the subject line. Thank you for your assistance.

Sincerely,

CHAPA.REYM
UNDO.117561
2048

Digitally signed by
CHAPA.REYMUNDO.1175612048
DN: c=US, o=U.S. Government,
ou=DoD, ou=PKI, ou=USAF,
cn=CHAPA.REYMUNDO.117561204
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Date: 2016.05.12 15:09:31 -04'00'

REYMUNDO CHAPA, GS-13, RPA
Cultural Resources Program Manager

Atts:

- 1) Draft Description of Proposed Action and Alternatives (DOPAA) for Proposed MQ-9 Reaper Launch and Recovery Element at March Air Reserve Base (2016).
- 2) *Integrated Cultural Resources Management Plan, March ARB, Riverside County, California: Volume II: March ARB Inventory and Evaluation Records* (2011).
- 3) *Historical and Architectural Overview of Aircraft Hangars of the Reserves and National Guard Installations from World War I through the Cold War* (2011).

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