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## 3.2 Land Use

### **No Action Alternative**

Under the No Action Alternative, the 1999 Congressional land withdrawal of 201,933 acres from public domain (Public Law 106-65) would expire on November 5, 2021, and military training activities requiring the use of these public lands would cease. Expiration of the land withdrawal would terminate the Navy's authority to use nearly all of the Fallon Range Training Complex's (FRTC's) bombing ranges, affecting nearly 62 percent of the land area currently available for military aviation and ground training activities in the FRTC.

### **Alternative 1 – Modernization of the Fallon Range Training Complex**

Under Alternative 1, the Navy would request Congressional renewal of the 1999 Public Land Withdrawal of 202,864 acres, which is scheduled to expire in November 2021. The Navy would request that Congress withdraw and reserve for military use approximately 618,727 acres of additional Federal land and acquire approximately 65,157 acres of non-federal land. Range infrastructure would be constructed to support modernization, including new target areas, and expand and reconfigured existing Special Use Airspace (SUA) to accommodate the expanded bombing ranges. Implementation of Alternative 1 would potentially require the reroute of State Route 839 and the relocation of a portion of the Paiute Pipeline. Public access to B-16, B-17, and B-20 would be restricted for security and to safeguard against potential hazards associated with military activities. The Navy would not allow mining or geothermal development within the proposed bombing ranges or the Dixie Valley Training Area (DVTA). Under Alternative 1, the Navy would use the modernized FRTC to conduct aviation and ground training of the same general types and at the same tempos as analyzed in Alternative 2 of the *2015 Military Readiness Activities at Fallon Range Training Complex, Nevada, Final Environmental Impact Statement* (EIS). The Navy is not proposing to increase the number of training activities under this or any of the alternatives in this EIS.

### **Alternative 2 – Modernization of Fallon Range Training Complex with Managed Access**

Alternative 2 would have the same withdrawals, acquisitions, and SUA changes as proposed in Alternative 1. Alternative 2 would continue to allow certain public uses within specified areas of B-16, B-17, and B-20 (ceremonial, cultural, or academic research visits, land management activities) when the ranges are not operational and compatible with military training activities (typically weekends, holidays, and when closed for maintenance). Alternative 2 would also continue to allow grazing, hunting, off-highway vehicle (OHV) usage, camping, hiking, site and ceremonial visits, and large event off-road races at the DVTA. Additionally under Alternative 2, hunting would be conditionally allowed on designated portions of B-17, and geothermal and salable mineral exploration would be conditionally allowed on the DVTA. Large event off-road races would be allowable on all ranges subject to coordination with the Navy and compatible with military training activities.

### **Alternative 3 – Bravo-17 Shift and Managed Access (Preferred Alternative)**

Alternative 3 differs from Alternative 1 and 2 with respect to the orientation, size, and location of B-16, B-17, B-20 and the DVTA, and is similar to Alternative 2 in terms of managed access. Alternative 3 places the proposed B-17 farther to the southeast and rotates it slightly counter-clockwise. In conjunction with shifting B-17 in this manner, the expanded range would leave State Route 839 in its current configuration along the western boundary of B-17 and would expand eastward across State Route 361 potentially requiring the reroute of State Route 361. The Navy proposes designation of the area south of U.S. Route 50 as a Special Land Management Overlay rather than proposing it for withdrawal as the DVTA. This Special Land Management Overlay would define two areas, one east and one west of the existing B-17 range. These two areas, which are currently public lands under the jurisdiction of BLM, would not be withdrawn by the Navy and would not directly be used for land-based military training or managed by the Navy.

# Environmental Impact Statement

## Fallon Range Training Complex Modernization

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## 3.2 Land Use

This discussion of land use includes current and planned uses and the regulations, policies, or zoning that may control the proposed land use. The term land use refers to real property classifications that indicate either natural conditions or the types of human activity occurring on a parcel. Two main objectives of land use planning are to ensure orderly growth and compatible uses among adjacent property parcels or areas. However, there is no nationally recognized convention or uniform terminology for describing land use categories. As a result, the meanings of various land use descriptions, labels, and definitions vary among jurisdictions. Natural conditions of property can be described or categorized as unimproved, undeveloped, conservation or preservation area, and natural or scenic area. There is a wide variety of land use categories resulting from human activity. Descriptive terms often used include residential, commercial, industrial, agricultural, institutional, and recreational.

### 3.2.1 Methodology

The methodology for analyzing potential impacts considers the region of influence, regulatory framework, and approach to analysis. Land use is regulated by management plans, policies, ordinances, and regulations that determine the types of uses that are allowable and protect specifically designated areas and environmentally sensitive resources. For visual resources, areas known as being visually sensitive include federal, state, and county parks; preserves; and other recreation areas and natural resources. Management plans governing land use in the regions of influence include:

- Carson City Bureau of Land Management (BLM) Resource Management Plan (Bureau of Land Management, 2014a)
- Stillwater National Wildlife Refuge Comprehensive Conservation Management Plan (U.S. Department of the Interior Fish and Wildlife Service, 2002)
- Newlands Project Resource Management Plan (U.S. Department of the Interior Bureau of Reclamation, 2014)
- Churchill County 2015 Master Plan (Churchill County, 2015)
- Elko County Public Land Policy Plan (Elko County Board of Commissioners, 2008)
- Eureka County Master Plan (Eureka County Board of Commissioners, 2010)
- Lander County Master Plan (Lander County Board of County Commissioners, 2010)
- Lyon County Master Plan (Lyon County, 2010)
- Mineral County Code (Mineral County Code 17.06.010)
- Nye County Comprehensive Plan (Nye County Board of County Commissioners, 2011)
- Pershing County Master Plan (Pershing County, 2012)
- Washoe County Master Plan (Washoe County Board of Commissioners, 2011)

#### 3.2.1.1 Region of Influence

The region of influence for land use management includes the lands on and within approximately 5 miles of the proposed expansion area of the Fallon Range Training Complex (FRTC) land, as depicted in Figure 3.2-1. The region of influence was determined to be approximately 5 miles beyond the proposed FRTC expansion area boundary, based on the consideration of impacts outside of the boundaries of the FRTC, and includes the physical area that bounds the environmental, sociological, economic, and cultural features of interest for the purpose of analysis. The region of influence also includes the Special Use

Airspace (SUA) because of the proposed changes to airspace; however, there are no United States (U.S.) Department of the Navy (Navy) proposed land use changes on lands outside of the proposed withdrawal area underlying the SUA region of influence. The region of influence is within western and central Nevada and includes all or portions of the following counties: Churchill, Elko, Eureka, Lander, Lyon, Mineral, Nye, Pershing, and Washoe (Figure 3.2-1 and Figure 3.2-2).

This region is predominantly rural and is composed of non-federal and federal land as well as Indian Tribal reservations. Federal land within the region of influence includes land managed by the BLM, Bureau of Reclamation, U.S. Fish and Wildlife Service (USFWS), U.S. Forest Service (USFS), Department of Energy, and the Department of Defense (DoD), including the Navy. As such, it is comprised of a wide variety of land uses, including agricultural (cropland and livestock grazing), residential, commercial, industrial, renewable energy development, mining and mineral exploration and development, conservation, military, and recreational, as well as utilities, roads, and other infrastructure.

### **3.2.1.2 Regulatory Framework**

In many cases, land use descriptions are codified in installation master planning and local zoning laws. The Navy manages land use activities within the FRTC ranges according to the environmental review process at Naval Air Station (NAS) Fallon. The main framework plans for land use activities on the FRTC ranges include the training complex's Comprehensive Land Use Management Plan, Integrated Natural Resources Management Plan, and Integrated Cultural Resources Management Plan.

State and local ordinances and zoning regulations govern land uses on non-federal lands. Federal land is not governed by state or local zoning. However, non-federal land uses on federal land may be subject to certain state and local requirements as well as federal requirements. Nevada law requires that zoning ordinances be consistent with a county's Master Plan. These plans also must, if applicable, "address the coordination and compatibility of land uses with any military installation in the city, county or region, taking into account the location, purpose and stated mission of the military installation" (Nevada Revised Statute section 278.160). State and local land use planning documents regarding land use in the region of influence include: Churchill County 2015 Master Plan (Churchill County, 2015), Elko County Public Land Policy Plan (Elko County Board of Commissioners, 2008), Eureka County Master Plan (Eureka County Board of Commissioners, 2010), Lander County Master Plan (Lander County Board of County Commissioners, 2010), Lyon County Master Plan (Lyon County, 2010), Mineral County Master Plan (2010), Mineral County Code (Mineral County Code 17.06.010), Nye County Comprehensive Plan (Nye County Board of County Commissioners, 2011), Pershing County Master Plan (Pershing County, 2012), and Washoe County Master Plan (Washoe County Board of Commissioners, 2011).



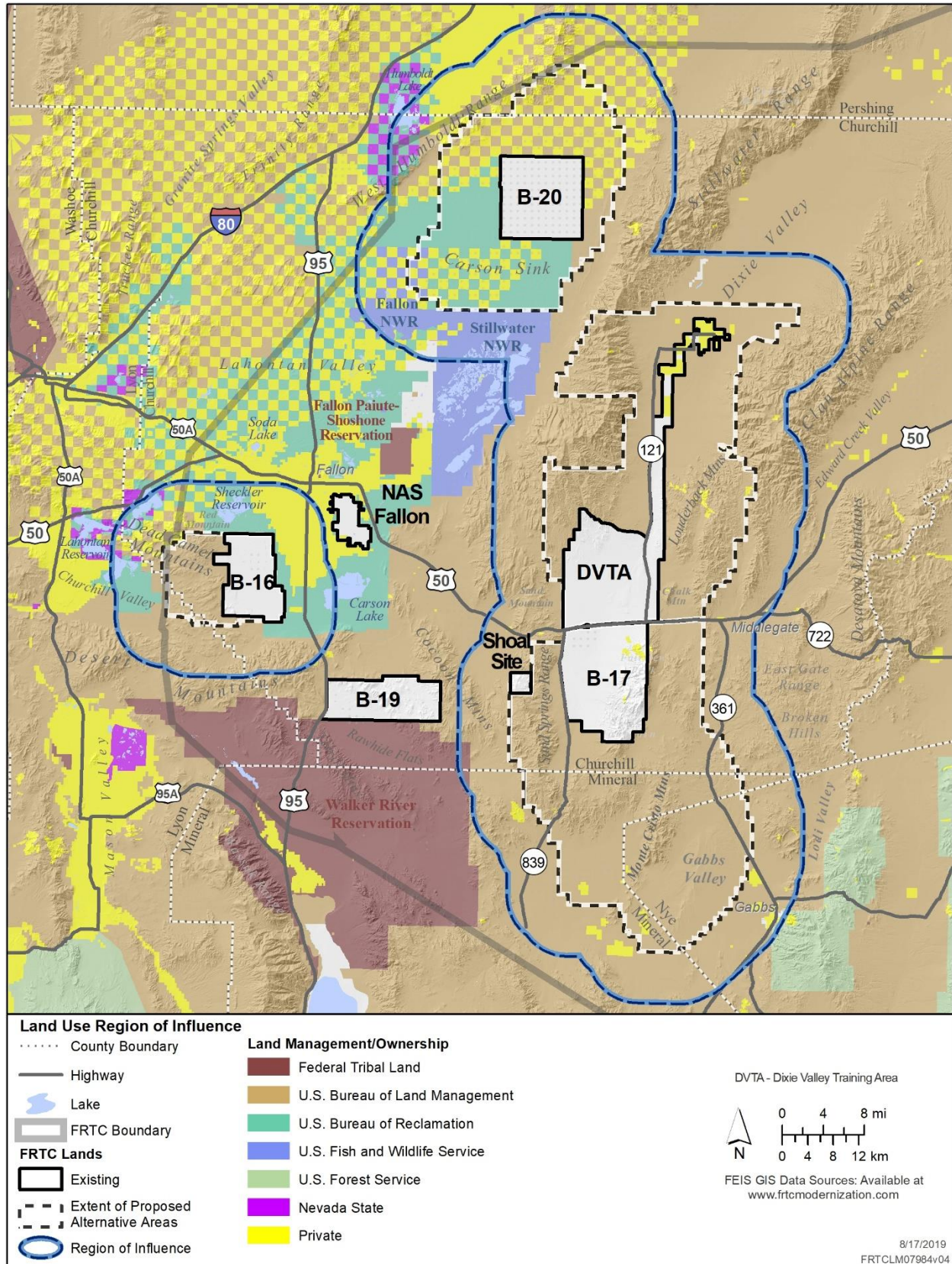


Figure 3.2-1: Land Use Region of Influence



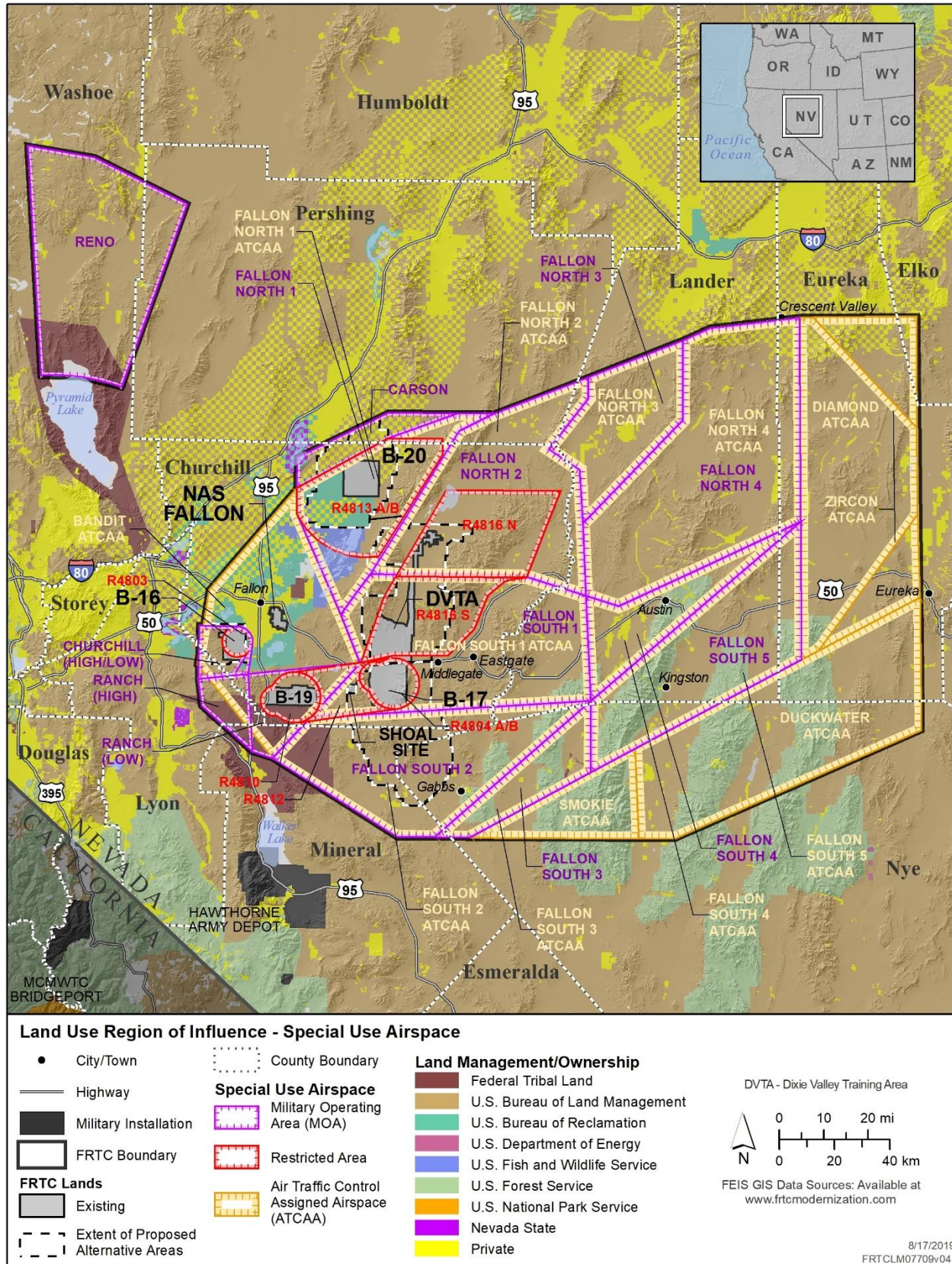


Figure 3.2-2: Land Use Region of Influence – Special Use Airspace



Land management agencies oversee land uses on federal lands in accordance with rules and regulations as applicable. Federal land planning documents such as Resource Management Plans and Comprehensive Conservation Plans provide direction to land management agencies for federal lands. Applicable laws, regulations, and policies include those listed below. While the list below is not intended to be exhaustive, it reflects the key requirements with respect to relevant management plans and applicable laws, regulations, and policies but are not limited to those listed below. There are many plans, regulations, and other formal policies that influence land use, including the following:

- Federal Land Policy Management Act
- National Wildlife Refuge System Administrative Act
- National Wildlife Refuge System Improvement Act
- Wilderness Act
- Wild Free-Roaming Horses and Burros Act
- Land and Water Conservation Fund Act
- Farmland Protection Policy Act
- Taylor Grazing Act
- DoD Instruction 2000.16, DoD Antiterrorism Standards
- Chief of Naval Operations Instruction (OPNAVINST) 3770.2

### **3.2.1.3 Approach to Analysis**

Land uses were identified by reviewing available literature and online information, including state and local zoning and planning documents as well as land use regulations and ordinances. This section analyzes changes in land ownership, management and status, consistency with plans and policies, and existing utility rights-of-way. Given the complexity of land use resources in the region of influence, Mining and Mineral Resources (Section 3.3), Livestock Grazing (Section 3.4), Recreation (Section 3.12), Airspace (Section 3.6), and rights-of-way as they relate to transportation (Section 3.5) are addressed in more detail in separate sections. In addition, the Farmland Protection Policy Act is not analyzed further because the Navy is not proposing to convert any farmland. The extent of potential impacts on land use is dependent on the types of land use designations that exist within the region of influence and whether those land uses are compatible with the Proposed Action. For this section, land use impacts are evaluated for the potential for compatibility with onsite and adjacent land uses:

- inconsistency with the enforceable provisions of applicable land use plans, policies, and controls, including plans and policies for federally managed lands, state lands, and local jurisdictions
- changes in land use patterns valued by the communities
- restrictions on public access to land
- changes or restrictions to rights-of-way associated with utilities and access to land use areas
- land changes applicable to airspace

The approach to analysis for land use took into consideration potential impacts on visual resources. Visual resources are both natural and manufactured features that make up the aesthetic qualities of an area. Visual features include landforms, water surfaces, vegetation, and manufactured features (i.e., buildings and roads). An activity that has an effect on the visual resources of an area may be defined as

any activity that has the potential to substantially alter the quality of the environment or to alter any distinguishing characteristics of that environment (e.g., visual features). Whether or not such a change is significant may depend in part on social considerations such as the value of the visual setting, as well as community or tribal concerns for visual resources. Areas known as being visually sensitive include federal and state parks, tribal lands, as well as other recreation areas, wilderness areas, and culturally important areas. If an impact results in substantial change to a sensitive visual resource, the impact could be considered significant. For purposes of land use, in context, the Proposed Action would not alter the quality or distinguishing characteristics of the visual setting because changes to the visual environment associated with minor construction would be short term and temporary and construction activities would not occur in visually sensitive areas. Therefore, visual resources are not discussed further in this section; however, due to visual sensitivities associated with tribal lands and resources related to aircraft overflights, visual impacts are analyzed further in Section 3.11 (Cultural Resources).

#### **3.2.1.4 Public Concerns**

The public raised several land use concerns during scoping and the public comment period for this Environmental Impact Statement (EIS), including impacts on livestock grazing, mining claims, and geothermal leases; access to cultural and sacred areas; as well as potential limitations on public access to the proposed withdrawal areas. The public was also concerned with the Proposed Action's compatibility with current land use plans and management practices. For example, Churchill County expressed concern about how the Proposed Action would affect access to and multiple use of federal lands. These concerns include, but are not limited to, elimination of public access to Bravo ranges, loss of public access to areas surrounding Bravo ranges, loss of valid existing rights (e.g., water rights and current or future rights-of-way for roads and utilities), and impacts on its municipal water rights. Churchill County was also concerned about inconsistencies with its Master Plan, BLM multiple use management, and the Carson City District BLM Resources Management Plan. The Office of the Governor of Nevada was also concerned about access to federal lands as well as impacts on mineral resources and recreation areas. Great Basin Resource Watch expressed concerns associated with development impacts on the Stillwater National Wildlife Refuge. For further information regarding comments received during the public scoping process and the public comment period on the Draft EIS, please refer to Appendix E (Public Participation) and Appendix F (Public Comments and Responses).

#### **3.2.2 Affected Environment**

This section focuses on the land uses within and adjacent to the region of influence. Attributes of land use include general land use and ownership, management plans, and special use areas. Given the complexity of land use resources in the region of influence, Mining and Mineral Resources (Section 3.3), Livestock Grazing (Section 3.4), Recreation (Section 3.12), Airspace (Section 3.6), and rights-of-way as they relate to transportation (Section 3.5) are addressed in more detail in separate sections.

In addition, there are several managing agencies with jurisdiction over federal land. These agencies include BLM, USFWS, Bureau of Reclamation, USFS, Nevada Department of Transportation (NDOT), Nevada Department of Wildlife (NDOW), Nevada Division of Environmental Protection, and the Navy. A variety of management plans, policies, and ordinances and regulations regulate the use of these lands and determine the types of activities allowed. They also protect specially designated or environmentally sensitive land, for example, National Wildlife Refuges, National Forests, and Wilderness Study Areas (WSAs). Land use, land management, and special use areas are shown on Figure 3.2-3.

### 3.2.2.1 State of Nevada

Nevada is one of the most sparsely populated states. The federal government manages and administers more than 85 percent of land in Nevada (including 1.64 percent identified as tribal land) (Nevada Legislative Counsel Bureau Research Division, 2016). A recent study by the Congressional Research Service estimated that five federal land agencies administer 79.6 percent of Nevada land (55,928,507 acres of 70,246,320 acres) (Vincent et al., 2017). According to this study, the BLM administers approximately 46,977,225 acres; USFS administers 5,760,343 acres; USFWS administers 2,344,972 acres; National Park Service administers 797,603 acres; and DoD administers 48,364 acres within Nevada (Vincent et al., 2017). The DoD utilizes a total of 3,515,416 acres of federal land in the state of Nevada (U.S. Department of Defense, 2015). This is inclusive of the FRTC (201,933 acres), Hawthorne Army Depot (147,236 acres), Nellis Air Force Range (3,092,317 acres), and other DoD sites.

Nearly all of Nevada's counties have more than 50 percent of land under federal or tribal control, and 5 of Nevada's 17 counties have more than 90 percent of land under federal or tribal control. In total, it is estimated that approximately 61 million acres of Nevada land are under federal or tribal control (Nevada Legislative Counsel Bureau Research Division, 2016). Given the large amount of federal land, federal government policies and regulations play an important role in land use and development in Nevada (Nevada Legislative Counsel Bureau Research Division, 2016). In addition, the large amount of federal land has contributed to the predominance of urbanized pockets of developments around cities.

#### 3.2.2.1.1 Churchill County

Churchill County is approximately 3,213,464 acres, of which 84 percent is federal land (Figure 3.2-1). NAS Fallon and FRTC land ranges are all within Churchill County. In addition, the following FRTC SUA is over Churchill County: Churchill Low Military Operations Area (MOA), Fallon North 1 MOA, Fallon North 2 MOA, Fallon South 1 MOA, Fallon South 2 MOA, Bandit Air Traffic Control Assigned Airspace (ATCAA), R-4803, R-4804 A/B, R-4810, R-4812, R-4813 A/B, R-4816 North, R-4816 South, and Visual Flight Rules Corridor.

Churchill County is largely zoned Rural Resource District (RR-20) (Churchill County Code section 1608.220), which requires a density of less than one unit per acre and a 20-acre minimum lot size (Figure 3.2-3). The main metropolitan area is the city of Fallon, which is located in western Churchill County. The city of Fallon, which is the county seat of Churchill County, is composed of agricultural, residential, and some commercial land uses. U.S. Route 50 and U.S. Route 95 are the two main highways within Churchill County. These highways intersect in the city of Fallon (Denney, 2012).

NAS Fallon, Bravo (B)-16, and B-20 are within or adjacent to the Lahontan Valley. The Lahontan Valley has served as Churchill County's center for population growth and economic development since the late 19th century because of the natural fertility of this area, its ready access to other northern Nevada population centers, and the availability of water from the Carson River (U.S. Department of the Navy, 2011). Today, agriculture continues to be the second-most predominant economic driver within Churchill County—the area known as the "Oasis of Nevada." Alfalfa hay, other dry hay, and wheat are the main crops in the county. Farmers and ranchers also raise beef cattle, sheep, hogs, horses, and dairy cows. Additional features of the valley include the Fallon Paiute-Shoshone Reservation and Colony, Fallon National Wildlife Refuge, and Stillwater National Wildlife Refuge.

Churchill County's Board of Commissioners adopted the *Churchill County 2015 Master Plan* on December 16, 2015. This plan provides Churchill County with a framework for future growth and development for the next 20 years (Churchill County, 2015).

The *Churchill County 2015 Master Plan* includes the following goal and objectives relevant to military operations and training at NAS Fallon and on FRTC (Churchill County, 2015):

**GOAL:** Churchill County is supportive of economic development and creating a diverse base of commercial, industrial, agricultural and military growth in our community. Sustainment and expansion of military operations and training at the NAS Fallon, surrounding ranges and airspace are desired to bring additional economic benefits to the county.

**OBJECTIVES:** Churchill County supports and it intends to continue to support:

- The protection of NAS Fallon operations through the use of conservation and restrictive use easements requiring compatible development within the NAS Fallon Buffer Zone. This buffer zone is established through the use of noise contours generated by flight operations from NAS Fallon. The noise contours will be updated as aircraft types and usage change at the air station.
- The protection of the airspace used by manned and unmanned aerial vehicles.
- The protection of bombing ranges and electronic warfare ranges against encroachment from incompatible land development and frequency spectrum interference.
- The growth of the Navy mission and expansion of its ranges for new weapons, tactics, and ground forces. Churchill County realizes the desired growth of the Navy's mission may necessitate the potential increase in withdrawing more land. Many of those areas currently allow public access. The County supports the permitted use of federal lands for training, greater than casual use, without the need to withdraw from public access. If land is withdrawn, the Navy should compensate and mitigate for improvements and infrastructure impacted by withdrawal.
- The Navy's exploration and development of renewable energy for the use of NAS Fallon without fees or taxes.
- Navy management of resources on Navy lands and training areas, maximizing their sustainment, minimizing detrimental impacts, and access to the public as much as possible without interfering with the Navy's training mission.



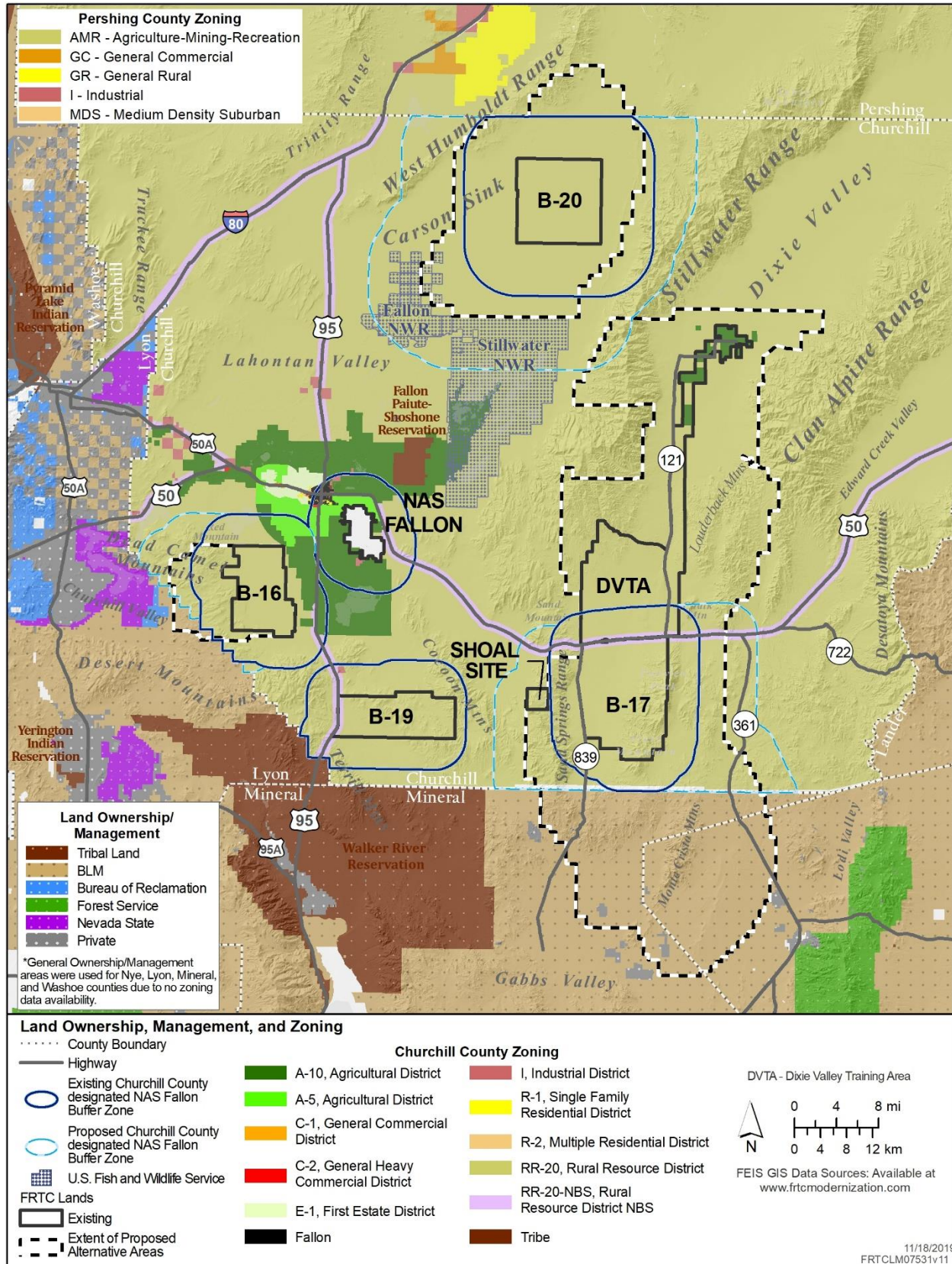


Figure 3.2-3: Land Ownership, Management, and Zoning

The *Churchill County 2015 Master Plan* has a goal to “support Naval Air Station Fallon (NAS Fallon) plans and projects that coordinate with the County’s plans,” with the following policies (Churchill County, 2015):

- Policy OS 8.1: Coordinate land use planning in the buffer zone area around NAS Fallon to maintain low housing density in flyover areas.
- Policy OS 8.2: Support Navy projects to maintain open space in buffer areas around NAS Fallon.
- Policy OS 8.3: Support Navy projects to create bike trails, wildlife viewing areas, etc. in buffer areas.
- Policy OS 8.4: Aid the Navy in applying for funding for cooperative open space projects.

The *Churchill County 2015 Master Plan* also sets a goal to “protect operations on NAS Fallon” with the following policies (Churchill County, 2015):

- Policy ED 6.1: Prohibit high-density development within the buffer zones or near target/training areas and encourage recordation of Conservation Easements thus perpetuating land uses compatible with NAS Fallon operations.
- Policy ED 6.2: Establish a working group of representatives of local businesses, agencies and groups to devise methods and programs to accommodate the needs of expanded military operations.
- Policy ED 6.3: Initiate discussions with NAS Fallon and tenant commands to establish an annual forum to discuss current DoD proposals in order to communicate with defense contractors and suppliers for potential business opportunities in Churchill County.

The Navy works with the surrounding communities to develop buffer zones around its property to prevent encroachment and encourage compatible land use. The Churchill County-designated buffer zones around NAS Fallon (main station), B-16, B-17, B-19, and B-20 resulted from an inter-local agreement between NAS Fallon and Churchill County originally executed in 2004 and updated in 2006. These buffer zones encourage agricultural or open space uses and discourage residential development and incompatible commercial enterprises within the buffer zones (U.S. Department of the Navy, 2011).

The Churchill County-designated buffer zones are currently 3 miles wide around B-16, B-17, and B-19, and 5 miles wide around B-20 (Denney, 2012) (Figure 3.2-3). Churchill County Code 16.08.240 further defines which uses the Churchill County-designated NAS Fallon Buffer Zone may permit. The code prohibits uses that may directly conflict with activities at NAS Fallon and associated ranges, such as airports and shooting ranges. This includes residential uses that are high density or that may not include sufficient soundproofing, such as multi-family dwellings or planned unit developments, as well as uses that may substantially escalate potential damage in the event of an accident, such as chemical manufacturing or power plants.

The Churchill County 2010 Master Plan includes the following land use policy (Churchill County, 2015):

- Policy LU 3.2: Minimize development and encroachment within the buffer zone around NAS Fallon and its bombing ranges.

The *Churchill County 2015 Master Plan* supports the community of Churchill County in its efforts to actively manage its growth and respond to changing circumstances to meet the needs of residents and retain the quality of life they enjoy (Churchill County, 2015). The *Churchill County 2015 Master Plan* includes goals and policies relevant to supporting the Churchill County community and land adjacent to B-16, B-17, B-20 and the Dixie Valley Training Area (DVTA) within the region of influence (Churchill County, 2015). Policy and goals include retaining the rural character of the county, promoting sustainability, and working together with federal land management agencies within Churchill County to provide public access opportunities for both residents and visitors to the County. Within the *Churchill County 2015 Master Plan*, Churchill County recognizes the importance of access to support the multiple recreation uses which occur in the county, along with the multiple use concept associated with federally administered land areas.

In Nevada, an easement for conservation is defined as “a nonpossessory interest of a holder in real property, which imposes limitations or affirmative obligations and:

1. Retains or protects natural, scenic or open-space values of real property;
2. Assures the availability of real property for agricultural, forest, recreational or open-space use;
3. Protects natural resources;
4. Maintains or enhances the quality of air or water; or
5. Preserves the historical, architectural, archeological, paleontological or cultural aspects of real property.”

Conservation easements are unlimited in duration unless the instrument creating it or court order say otherwise.

(Nevada Revised Statute 111.410-420)

#### 3.2.2.1.2 Elko County

Elko County is approximately 10,959,010 acres, of which 73.9 percent is federal land. No FRTC ranges or training areas are within the boundaries of Elko County. A portion of the Diamond ATCAA is over the southwest corner of Elko County. There are currently no MOAs over Elko County.

The Elko County Board of Commissioners adopted the Elko County General Land Use plan in June 1971. The *Elko County Public Land Policy Plan* was completed in 2008. This plan included the following policy regarding military operations and withdrawals (Elko County Board of Commissioners, 2008):

- Policy 6-4: Military Withdrawals of Land and Air Space: Support full evaluation of criteria listed in the Public Land Use Policy Plan in regard to any federal land and airspace withdrawals for military use including those with potential for transportation, storage, and disposal of all hazardous, toxic, or nuclear materials. Careful considerations should be given to approval of any additional airspace designations due to substantial MOA inventories and impacts associated with the MOAs.
- Policy 21-1: Elko County supports a collaborative dialogue with the Department of Defense on all future testing and training. Elko County supports military training on federal lands and existing military-withdrawn lands because of the increased military preparedness.
- Policy 21-2: Elko County opposes any further military land and airspace withdrawals.

### **3.2.2.1.3 Eureka County**

The county is approximately 2,674,061 acres, of which 78.9 percent is federal land. No FRTC ranges or training areas are within the boundaries of Eureka County. However, Eureka County is within the region of influence because it is underneath the existing and proposed FRTC SUA. Portions of the Fallon North 4 MOA, Diamond ATCAA, Duckwater ATCAA, and the Visual Flight Rules Corridor are also over Eureka County. In addition, the entire Zircon ATCAA is over Eureka County. As such, FRTC airspace is over most of Eureka County.

Interstate 80, U.S. Route 50, State Route 278, State Route 306 and the mainline Union Pacific/Southern Pacific rail line are transportation routes that pass through Eureka County. Population nodes are concentrated around the unincorporated town of Eureka in the southeastern corner and in Crescent Valley and Beowawe in the north. The Eureka County Master Plan was revised and adopted in 2010 (Eureka County Board of Commissioners, 2010).

The plan stated, as of 2010, that there were no known conflicts between military training flights and either of Eureka's two airports (Eureka County Board of Commissioners, 2010).

### **3.2.2.1.4 Lander County**

Lander County is approximately 3,525,761 acres, of which 84.7 percent is federal land. No FRTC ranges or training areas are within the boundaries of Lander County. However, Lander County is in the region of influence because it is beneath the existing and proposed FRTC airspace. Portions of Fallon North 2 MOA, Fallon North 3 MOA, Fallon North 4 MOA, Fallon South 1 MOA, Fallon South 2 MOA, Fallon South 3 MOA, Duckwater ATCAA, and the Visual Flight Rules Corridor are over Lander County.

Lander County comprises land spread across two of Nevada's 14 major watersheds. Interstate 80 traverses the county in an east-west fashion on the northern end, as does U.S. Route 50 on the southern end. State Route 305, which runs north/south, bisects Lander County, linking the cities of Battle Mountain and Austin. The Town of Kingston is in the southern part of Lander County on State Route 376. Development is concentrated in the north along Interstate 80 and in the south along U.S. Route 50. Lander County's Master Plan was adopted in 2010. This plan has a 10-year planning horizon (Lander County Board of County Commissioners, 2010).

### **3.2.2.1.5 Lyon County**

Lyon County is approximately 1,295,358 acres, of which 72.2 percent is federal land. No existing FRTC ranges or training areas are within the boundaries of Lyon County. However, the proposed B-16 range expansion would extend into Lyon County. Lyon County is also within the region of influence because it is beneath the existing and proposed FRTC airspace. Portions of the Bandit ATCAA, Ranch High MOA, Ranch Low MOA, and Churchill (High/Low) MOA are over the eastern portion of Lyon County.

The majority of the non-federal lands with Lyon County are located within the agricultural Smith and Mason Valleys, including the metropolitan areas of Fernley, Dayton, and Silver Springs. The zoning for over 90 percent of the county is Rural Residential (1 unit per 20 acres). Dominant land uses include agricultural (10.4 percent), residential development (3.2 percent), and commercial or industrial (1.7 percent). However, most of Lyon County is vacant non-federal (10 percent) and federal (66 percent) land. For Lyon County, federal land includes Parks, Open Space, Public/Quasi-Public, Tribal Lands, and Specific Plan. Lyon County completed its Master Plan in 2010 and is in the process of drafting community plans (Lyon County, 2010).



### **3.2.2.1.6 Mineral County**

Mineral County is approximately 2,440,233 acres, of which 94.4 percent is federal land. No existing FRTC ranges or training areas are within the boundaries of Mineral County; however, the proposed B-17 range expansion would extend into Mineral County. Mineral County is also within the region of influence because portions of the Ranch High MOA, Ranch Low MOA, Fallon South 2 MOA, and Bandit ATCAA are over the northern portion of Mineral County.

The Hawthorne Army Depot, a 147,000-acre ammunition storage site near Walker Lake State Recreation Area, is located in Mineral County, as is the Walker River Reservation. Mineral County drafted a Master Plan in 2010. The master plan is a living policy document that guides Mineral County officials in their efforts to make Mineral County a better place to live and work (Mineral County Regional Planning Commission, 2010). The Mineral County code divides the county into agricultural, residential, and commercial districts (Mineral County Code 17.06.010).

### **3.2.2.1.7 Nye County**

Nye County is approximately 11,640,101 acres, of which 97.7 percent is federal land. There are no existing FRTC ranges or training areas within the boundaries of Nye County; however, the proposed B-17 range expansion would extend into Nye County. Nye County is also within the region of influence because portions of the Fallon South 2 MOA, Fallon South 3 MOA, Fallon South 5 MOA, Duckwater ATCAA, and Smokie ATCAA are over the northern portion of Nye County adjoining Lander and Churchill counties. Nye County also includes portions of the Humboldt-Toiyabe National Forest and the U.S. Department of Air Force's Nevada Test and Training Range and Tonopah Test Range, and the Department of Energy's Nevada National Security Site.

Nye County updated its 1994 Comprehensive Plan in 2011. The plan's intent is to provide effective planning, communication, and coordination between Nye County and federal and state land management agencies. This plan includes an objective to "[s]upport the United States military and their activities in the provision of well-train[ed] and prepared armed forces," with the following policies (Nye County Board of County Commissioners, 2011):

- Policy A: Nye County supports a collaborative dialogue with the DoD on planned training or other exercises taking place within the county.
- Policy B: Nye County will work closely with the BLM to ensure that development on properties released for disposal do not interfere with military aircraft flight patterns (see Figure 4 – DoD Airspace Consultation Areas in Nye County Board of Commissioners [2011]).

Approximately 23 percent of Nye County is federal lands that have restricted access for classified activities. Land areas within Nye County that the public is restricted from accessing include Nevada Test and Training Range, Tonopah Test Range, and the Nevada National Security Site as well as the Central Nevada Test Area. Due to their acreage, these facilities shape transportation and economic development within Nye County.

### **3.2.2.1.8 Pershing County**

Pershing County is approximately 3,880,754 acres, of which 75.7 percent is federal land. Pershing County does not include any existing FRTC land. However, the proposed B-20 range expansion would extend into Pershing County. Pershing County is also within the region of influence because it is beneath the existing and proposed FRTC airspace. However, portions of the Carson MOA, Fallon North 1 MOA, Fallon North 2 MOA, and R-4813 A/B are over the southern portion of Pershing County adjoining Lander

and Churchill counties. In addition, a portion of the Reno MOA is over a western portion of Pershing County.

The county is largely zoned “Agricultural-Mining-Recreation” with suburban and commercial zoning along Interstate 80 (Pershing County, 2012). The Agriculture-Mining-Recreation zone typically has a density of one unit per 160 acres, but it allows for additional single-family housing to support agriculture, mining, and recreation uses. These are open areas with limited or no access to roads, water, sewer, and emergency services as well as environmentally sensitive areas (Pershing County, 2012). The plan requires that adjacent land uses be compatible with these uses.

#### **3.2.2.1.9 Washoe County**

Washoe County is approximately 4,188,232 acres, of which 78.8 percent is federal land. There are no FRTC ranges or training areas within the boundaries of Washoe County. However, Washoe County is in the region of influence because the majority of the Reno MOA is over the county. Pyramid Lake Reservation and the Reno-Sparks Indian Colonies are located within Washoe County. Washoe County’s planning and decision-making is coordinated through a series of plans and policies. Washoe County’s master plan, completed in 2011, is largely concerned with growth management for the next 20 years. The Reno MOA is above Washoe County’s High Desert Planning Area (Washoe County Board of Commissioners, 2011).

#### **3.2.2.2 Tribal Lands**

The following Indian Tribal reservations are either fully or partially below the existing and proposed FRTC SUA and within the region of influence: Fallon Paiute-Shoshone Reservation and Colony (Bandit ATCAA), Pyramid Lake Reservation (Reno MOA), Walker River Paiute Reservation (Churchill MOA, Ranch (High) MOA, Ranch (Low) MOA, Fallon South 2 MOA, R-4810, R-4812), and Yomba Reservation (Fallon South 2 MOA, Fallon South 3 MOA, and Duckwater ATCAA). The Bureau of Indian Affairs administers these reservations.

The southern boundary of B-19 shares a 9-mile border with the 339,181-acre Walker River Paiute Reservation. The majority of the reservation is within Mineral County with portions in Churchill and Lyon Counties. Schurz, Nevada, is the main community on the reservation and is located approximately 15 miles southwest of B-19, off U.S. Route 95.

The Fallon Paiute-Shoshone Reservation and Colony is located northeast of NAS Fallon, within Churchill County. The Fallon Paiute-Shoshone Reservation and Colony, which is a federally recognized tribe of Northern Paiute and Western Shoshone, governs this reservation. The Pyramid Lake Reservation is located northwest of Reno, in Washoe, Storey, and Lyon Counties. The Pyramid Lake Band Paiute Tribe governs this reservation. The Yomba Reservation is located in Nye County along the Reese River. The Yomba Shoshone Tribe of the Yomba Reservation, which is a federally recognized tribe of Western Shoshone, governs this reservation.

#### **3.2.2.3 Federal Land**

##### **3.2.2.3.1 Bureau of Land Management**

As described in Chapter 2 (Description of Proposed Action and Alternatives), the FRTC ranges are located on or adjacent to BLM land. The region of influence is within BLM’s Nevada Region. This region includes the following BLM districts: Carson City, Battle Mountain, Elko and Winnemucca. The Navy’s current landholdings are all within the Carson City District. The BLM, as designated by the Federal Land Policy

and Management Act, is responsible for the stewardship of federal lands. Management strategies are based on the principles of multiple use and sustained yield, environmental responsibility, and scientific technology. The Federal Land Policy Management Act directs the BLM to develop management plans that provide for appropriate uses of BLM land. Like a county master plan, a resource management plan is a land use plan that describes broad multiple-use guidance for the BLM. These plans guide future land management activities on BLM lands, including grazing and mineral development, as well as public recreation and conservation.

The BLM Carson City Field Office completed a Consolidated Resource Management Plan for the Carson City District in 2001. This office is preparing an update to the Final Resource Management Plan, which was released for public comment with a Draft EIS in 2013 (Bureau of Land Management, 2013a). The Winnemucca Field Office completed its Resource Management Plan in 2013 (Bureau of Land Management, 2013b). The Battle Mountain District is working on a Resource Management Plan to replace the Shoshone-Eureka Resource Management Plan (U.S. Department of the Interior, 1987) and Tonopah Resource Management Plan (U.S. Department of the Interior, 1994).

### **3.2.2.3.2 U.S. Fish and Wildlife Service**

The USFWS manages the Stillwater National Wildlife Refuge Complex as part of the National Wildlife Refuge Complex. The Stillwater National Wildlife Refuge Complex includes the Stillwater National Wildlife Refuge, the Fallon National Wildlife Refuge, and the Anaho Island National Wildlife Refuge. B-20 is north of the Stillwater National Wildlife Refuge and the Fallon National Wildlife Refuge. The USFWS's mission for refuges is to ensure that fish, wildlife, and plant resources endure and that their needs are prioritized first within the refuges. The Stillwater National Wildlife Refuge Complex, as described in Public Law 101-618 section 206(b)(2), maintains and restores natural biological diversity within the refuge; provides for the conservation and management of fish and wildlife and their habitats within the refuge; fulfills the international treaty obligations of the United States with respect to fish and wildlife; and provides opportunities for scientific research, environmental education, and fish- and wildlife-oriented recreation (U.S. Fish and Wildlife Service, 2002a).

The Fallon National Wildlife Refuge is southwest of B-20, within the Carson Sink. It is the most remote and has the lowest elevation of any of the refuges within the Stillwater National Wildlife Refuge Complex. The only access to the refuge is from a primitive road south of the refuge. The USFWS' mission for the Fallon National Wildlife Refuge is to provide high-quality springtime habitat for waterfowl and other wetland birds and a year-round sanctuary wetlands habitat. A secondary mission is to provide opportunities for wildlife-dependent recreation during the springtime season. Opportunities for waterfowl hunting are provided on Fallon National Wildlife Refuge when sufficient wetland habitat is available during the hunting season; other uses, including outdoor education and interpretation, wildlife observation, and wildlife photography would be facilitated (U.S. Fish and Wildlife Service, 2002b).

The Stillwater National Wildlife Refuge is south and southeast of B-20, in the Lahontan Valley near the community of Fallon. The Stillwater National Wildlife Refuge covers approximately 80,000 acres of wetland. The refuge is referred to as "Oasis in the Desert" and has been designated a site of international importance by the Western Hemispheric Shorebird Network because of the large number of migratory birds that migrate through this area. The Stillwater National Wildlife Refuge has received funding from the Land and Water Conservation Fund (National Park Service, 2017).

The Anaho Island Wildlife Refuge is within Pyramid Lake, northeast of Reno, Nevada. It was designated as a preserve for native birds. The refuge is part of the Pyramid Lake Paiute Reservation; however, it is

managed by the USFWS as a wildlife refuge. The island is closed to the public and provides undisturbed breeding habitat for local and migratory birds. Although the Reno MOA is along the northern shore of Pyramid Lake, FRTC SUA does not overlap Anaho Island.

#### **3.2.2.3.3 Bureau of Reclamation**

Bureau of Reclamation land partially surrounds B-16 and B-20. The Bureau of Reclamation's mission is to "manage, develop, and protect water and related resources in an environmentally and economically sound manner in the interest of the American public" (Bureau of Reclamation, 2003). The Bureau of Reclamation has jurisdiction over approximately 360,000 acres in Churchill and Pershing counties. The Bureau of Reclamation Lahontan Basin Area Office has jurisdiction over a large portion of land in Nevada, including approximately 246,711 acres adjacent to training ranges B-16 and B-20. Projects currently managed by the Lahontan Basin Area Office include the Newlands Project, Washoe Project, Truckee Storage Project, and Humboldt Project. The Newlands Project was authorized by the passage of the 1902 Reclamation Act and has been instrumental in the development of Churchill County. As described in Section 3.4 (Livestock Grazing), the Bureau of Reclamation is in the process of relinquishing land adjacent to B-16 over to the BLM; however, only a portion of the land is grazing land.

The Newlands Project provides irrigation water from the Truckee and Carson Rivers for about 57,000 acres of land near Fallon and Fernley. In addition, water from the project is provided to the Lahontan Valley Wetlands near Fallon (Stillwater NWR, Stillwater WMA, Fallon NWR, Carson Lake and Pasture, and Fallon Paiute-Shoshone Tribe wetlands). Overall, the project has 68.5 miles of main canals, more than 300 miles of laterals, and almost 350 miles of drains. These project facilities are operated and maintained by the Bureau of Reclamation's contractor, the Truckee-Carson Irrigation District. Management by the Truckee-Carson Irrigation District and Bureau of Reclamation is guided by the 1997 Adjusted Operating Criteria and Procedures for the Newlands Project.

#### **3.2.2.3.4 U.S. Forest Service**

FRTC SUA is over a portion of the Humboldt-Toiyabe National Forest, the largest national forest outside of Alaska. The USFS Austin and Tonopah Ranger Districts of the Humboldt-Toiyabe National Forest manage the area of the forest that is under FRTC SUA. USFS completed a Land and Resource Management Plan for the Toiyabe National Forest in 1986 (U.S. Forest Service, 1986), which has since been amended several times. The USFS was working on a new Forest Plan for the Toiyabe National Forest but suspended the effort in 2009.

The Toiyabe National Forest includes the Arc Dome, Alta-Toquima, and Table Mountain Wilderness Areas. Wilderness management, as outlined in Chapter 2320 of the Forest Service Manual (U.S. Department of Agriculture, 2006), prohibits new mining, timber harvest, and commercial uses. No roads are maintained in wilderness areas and, excluding administrative and emergency use, motorized transport is prohibited. Additionally, low-level flight within 2,000 feet of the ground surface is discouraged except in emergencies or for essential military missions.

#### **3.2.2.3.5 Department of the Navy**

NAS Fallon is in the high desert in northern Nevada, approximately 65 miles east of the City of Reno. FRTC SUA overlies approximately 10.4 million acres of land, including large parts of Churchill, Lander, and Eureka Counties as well as small portions of Pershing and Washoe Counties in the north, Nye County in the south, Mineral County in the southwest, and Lyon County in the west. The city of Fallon is 6 miles northwest of NAS Fallon, and the communities of Austin, Crescent Valley, and Gabbs are beneath the



FRTC SUA. U.S. Route 50 bisects the FRTC and is the main east-west transportation route through the complex. Approximately 94 percent of the lands beneath FRTC SUA are federally managed lands.

The Navy currently manages approximately 240,079 acres of FRTC land beneath FRTC SUA. All FRTC land assets are in Churchill County, Nevada, and comprise training ranges B-16, B-17, B-19, and B-20; the DVTA; and the Shoal Site. Management of the FRTC land assets occurs under several agency authorities, depending on whether the asset is acquired (by the Navy), withdrawn, or a combination of acquired and withdrawn. Withdrawn land assets may be open or closed to public by various federal agencies, including the BLM, Bureau of Reclamation, DoD, and Department of Energy (Table 1-1).

All of the ranges and surrounding areas have existing rights of way (ROW) for access roads, including county and state roads, utilities, and land ownership. Section 3.5 (Transportation) discusses ROWs for public access roads within each range as applicable. ROWs for utilities and land ownership are included under each range discussion as applicable.

The Navy does not propose to expand B-19 and the Shoal Site.

### **Bravo-16**

B-16 is located southwest of Fallon, Nevada, as shown in Figure 3.2-4. B-16 is located entirely within Churchill County. The proposed B-16 expansion area extends into Lyon County (Figure 3.2-4). B-16 and the surrounding areas are composed of lands managed by the Navy, BLM, and the Bureau of Reclamation. The B-16 expansion area does not include non-federal land; however, there are non-federal lands to the north, east, and west. Land development in the area predominantly occurs along the state highways and surrounding the City of Fallon (U.S. Department of the Navy, 2014).

Churchill County has zoned the existing B-16 as RR-20 (Figure 3.2-3). Land uses within B-16 include training infrastructure and open training areas. The Sheckler district (neighborhood) is the closest residential area and is located 0.2 mile from B-16's northeast boundary. The area around B-16 is largely zoned RR-20 Rural Resource District (density less than one unit per acre). This district limits, controls, and prohibits land uses for the purpose of protecting and enhancing natural resources (Churchill County Code 16.08.220). East and northeast of B-16 is zoned for agricultural (A) use (A-10 [one unit per 10 acres] and A-5 [one unit per 5 acres]) to limit development of rural land to development that is compatible with agricultural lands. Churchill County has also designated a 3-mile buffer around B-16, which overlaps these agricultural areas (Figure 3.2-3). According to Churchill County's policy, development is limited, controlled, or prohibited within these buffers (Denney, 2012).

B-16 is closed to the public. Access to B-16 is primarily off U.S. Route 95 to the east. The Sand Canyon Road and the Dead Camel Mountains Road traverse the area.

There are no wilderness areas, WSAs, lands with wilderness characteristics, or Areas of Critical Environmental Concern (ACECs) in the existing or proposed B-16 area (Bureau of Land Management, 2014b). ACECs are areas where special management is needed to protect and prevent irreparable damage to important historic, cultural, and scenic values, fish, or wildlife resources, or other natural systems or processes. There are also no wild horse or burro herd management areas within B-16 or the proposed expansion area. The Horse Mountain Herd Area is located south of the existing and proposed B-16 area. This Herd Area currently has no wild horses.

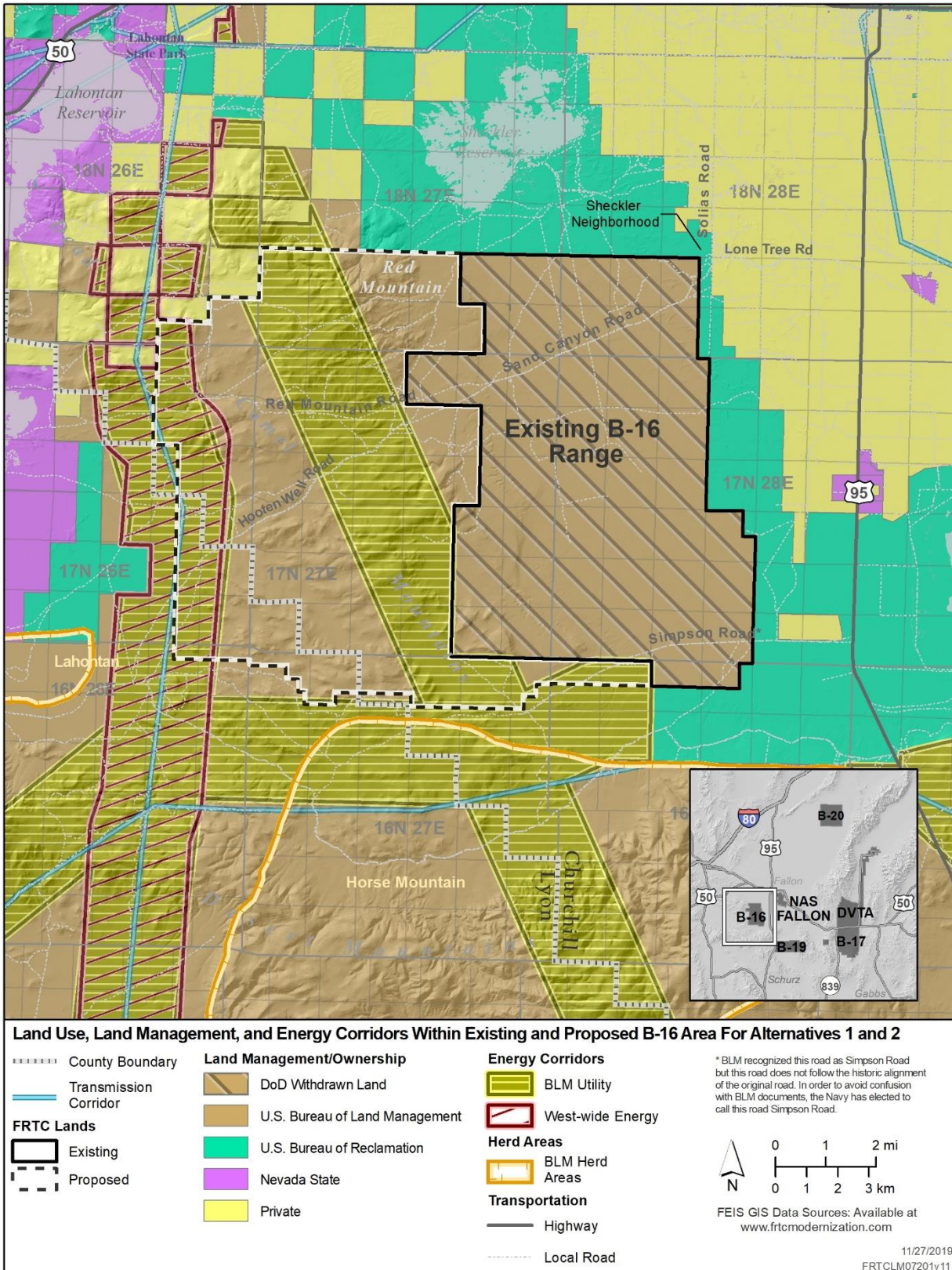


Figure 3.2-4: Land Use, Land Management, and Energy Corridors Within Existing and Proposed B-16 Area for Alternatives 1 and 2

Transmission corridors run parallel to U.S. Route 95, west of B-16, and south of B-16 (less than 55 kilovolts). A portion of the West-wide Energy Corridor (planning corridor) is west of B-16. In addition, as shown in Figure 3.2-4, the BLM has designated energy corridors for planning purposes within and adjacent to B-16 (Bureau of Land Management, 2014d). Table 3.2-1 summarizes the three non-Navy ROWs for utilities or associated land use access points within the B-16 proposed expansion area.

**Table 3.2-1: Rights of Way Located Within the Proposed Bravo-16**

Holder	Facility Type	Status
Los Angeles Department of Water & Power	Power transmission line and road	Authorized
Sierra Pacific Power Company	Power transmission line	Authorized
Western Area Power Administration	Power transmission line irrigation project (not constructed)	Authorized

### Bravo-17

B-17 is south and southeast of Fallon, Nevada, south of U.S. Route 50, within the Fairview Valley. The existing B-17 is located entirely within Churchill County. The proposed expansion area under all alternatives extends into northern Mineral County, and northwestern Nye County. The existing and proposed B-17 area is comprised of federally managed land (Navy and BLM) and non-federal land used for mineral prospecting (Figure 3.2-5).

Churchill County has zoned the existing B-17 as RR-20 (Figure 3.2-3). Zoning around B-17 in Churchill County is RR-20 Rural Resource District with a 3-mile buffer around B-17 (Churchill County 2012). There are no agricultural or residential districts within existing or proposed B-17 area. There are no designated zoning maps for Mineral County or Nye County; however, the land is considered rural and is managed by BLM (Figure 3.2-5).

BLM land surrounds the B-17 range with unconnected non-federal parcels located south and west of the range as well as north of Fairview Peak. The area around B-17 is zoned RR-20 Rural Resource District (density less than one unit per acre). There are a few non-federal parcels in this area. The surrounding land is primarily used for livestock grazing, recreation (e.g., hunting and off-highway vehicle [OHV] racing), and mining and geothermal development. As described above, Churchill County has zoned a 3-mile buffer around B-17. This buffer area extends over U.S. Route 50 (onto Navy-controlled land and other federal land), Fairview Valley, and Fairview Peak, and includes portions of the Sand Springs Mountains in the west. The only non-federal land within this buffer is an area between Fairview Peak and U.S. Route 50 located in Section 16 of T16N, R34E.

There are several small communities near the existing and proposed B-17 area. The community of Middlegate is located east of B-17, along U.S. Route 50 in Churchill County. The community of Gabbs is located southeast of B-17 in Gabbs Valley. In addition, the portion of the Walker River Paiute Reservation located in Mineral County is southwest of B-17 and adjacent to the southern perimeter of B-19. The tribal community of Schurz is located within the Walker River Paiute Reservation off U.S. Route 95 (Schurz Highway) around the Walker River.



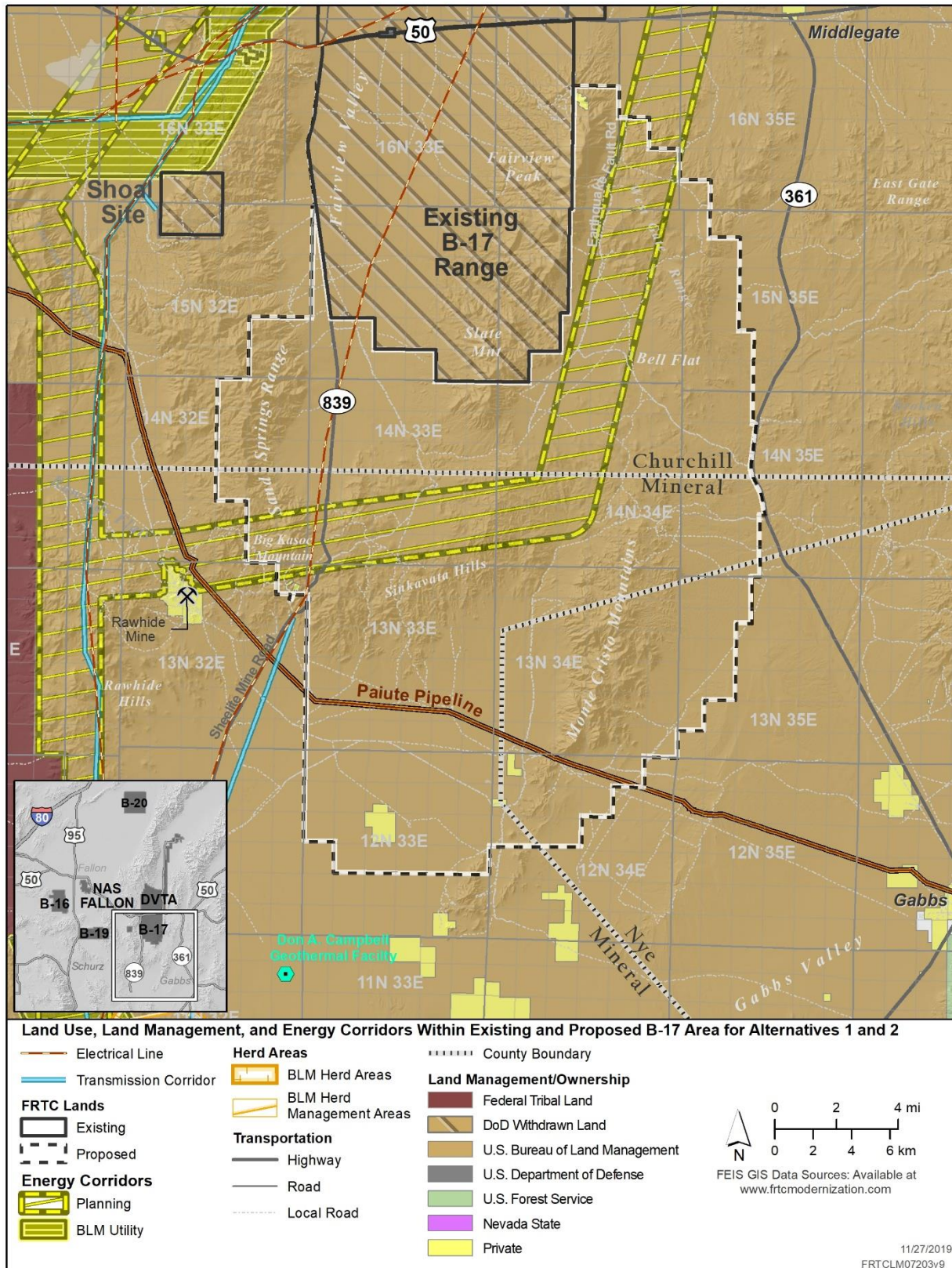


Figure 3.2-5: Land Management and Energy Corridors Within Existing and Proposed B-17 Area for Alternatives 1 and 2

B-17 is closed to the public. Access to the existing B-17 range is primarily off State Route 839, which is a paved road that connects to U.S. Route 50. The Navy is the primary user of this road; however, hunters, other outdoor enthusiasts, individuals, and businesses accessing the Rawhide Mine and Don A. Campbell Geothermal Facility (Ormat Nevada Inc.) use the road as well (Figure 3.2-5).

There are no wilderness areas, WSAs, lands with wilderness characteristics, or ACECs within the existing or proposed B-17 area (Bureau of Land Management, 2014b) (Figure 3.2-5). The Pilot Mountain Herd Area and Herd Management Area are located south of the existing B-17 range.

There are no solar energy zones within the existing or proposed B-17 area (Bureau of Land Management & Department of Energy, 2012). The BLM has designated much of the land outside of the existing and proposed B-17 area as a solar variance area, which refers to an area that can be used for utility-scale (greater than 20 megawatt) solar development outside of a solar zone (Bureau of Land Management, 2014d). Hybrid renewable energy development (i.e., geothermal and solar in the same area) has begun in Churchill County, and additional development is possible within this area.

Overhead transmission lines run west of B-17 in the Sand Springs Mountain Range and north of B-19 (Figure 3.2-5). The BLM also has energy corridors that run east of B-17 near Earthquake Fault Road and west through the Sinkavata Hills, which are south of the existing B-17 range but within the proposed B-17 expansion area (Figure 3.2-5).

A portion of the Paiute Pipeline is located within sand dunes and foothills south of B-17. The Paiute Pipeline is an underground natural gas pipeline with aboveground appurtenances. This pipeline brings natural gas from Idaho across the Nevada border to end users within Nevada and along the California/Nevada state line. The Paiute Pipeline Company, which is a subsidiary of Southwest Gas Corporation, currently operates this pipeline. The portion of the pipeline within the region of influence runs from the city of Fallon east of B-17 to the community of Gabbs, in Nye County (southwest of B-17) (Maples, 2017).

Table 3.2-2 summarizes the 25 non-Navy ROWs for utilities or associated land use access points within the B-17 proposed expansion area.

**Table 3.2-2: Rights of Way Located Within the Proposed Bravo-17**

Holder	Facility Type	Status
Bureau of Land Management	Oil and Gas Lease	Pending
Private	Geothermal Geophysical Exploration	Authorized
NV Bureau of Mines and Geology	Geothermal Geophysical Exploration	Pending
NV Bureau of Mines and Geology	Geothermal Geophysical Exploration	Authorized
University of NV Reno	FLPMA	Authorized
NV Bell/AT&T	ROW	Authorized
Ormat Nevada Inc.	Road to Don A. Campbell Geothermal Facility	Authorized
NV Division of State Lands	Communication site, FLPMA	Authorized
University of NV Reno	Seismological Lab, FLPMA	Authorized

**Table 3.2-2: Rights of Way Located within the Proposed Bravo 17 (continued)**

Holder	Facility Type	Status
NV Bell/AT&T	Telephone and Telegraph, FLPMA	Pending
GLOBEX	Surface Mining	Pending
Pilot Gold (USA) Inc.	Surface Mining	Pending
Cortez Exploration LLC	Oil and Gas Lease	Authorized
Sierra Pacific Power Co.	Power Facilities	Authorized
Piscus	Water Plants	Authorized
University of NV Reno	FLPMA	Authorized
Bell Mountain Exploration Corporation	Water Facility	Authorized
Kennecott Rawhide Mining Company	Road to Rawhide Mine	Authorized
Plate Boundary Observatory, Unavco Inc.	FLPMA	Authorized
Private	Power Transmission, FLPMA	Authorized
Arizona Nevada Tower Corp.	Communication site, FLPMA	Authorized
Sierra Pacific Power Co.	Communication site, FLPMA	Authorized
CC Communications	Communication site, FLPMA	Authorized
Commnet of Nevada, LLC	Power Transmission, FLPMA	Pending
Paiute Pipeline Co.	Oil and Gas Pipeline	Authorized

Notes: FLPMA = Federal Land Policy Management Act, NV = Nevada, ROW = Rights of Way

## Bravo-20

B-20 is located northeast of Fallon, Nevada. This existing B-20 range is a mixture of Navy land withdrawn from BLM and Navy fee-owned lands (Figure 3.2-6). B-20 is located entirely within Churchill County; however, the B-20 proposed expansion area would extend into the southern portion of Pershing County. Much of the area surrounding B-20 is a checkerboard management and ownership pattern of federal and non-federal lands (Figure 3.2-6). Non-federal lands include agricultural, mineral prospecting, and vacant land/open space to the northwest and northeast. Federal lands include lands managed or controlled by the Navy (B-20), BLM (to the north and east), Bureau of Reclamation (to the west and



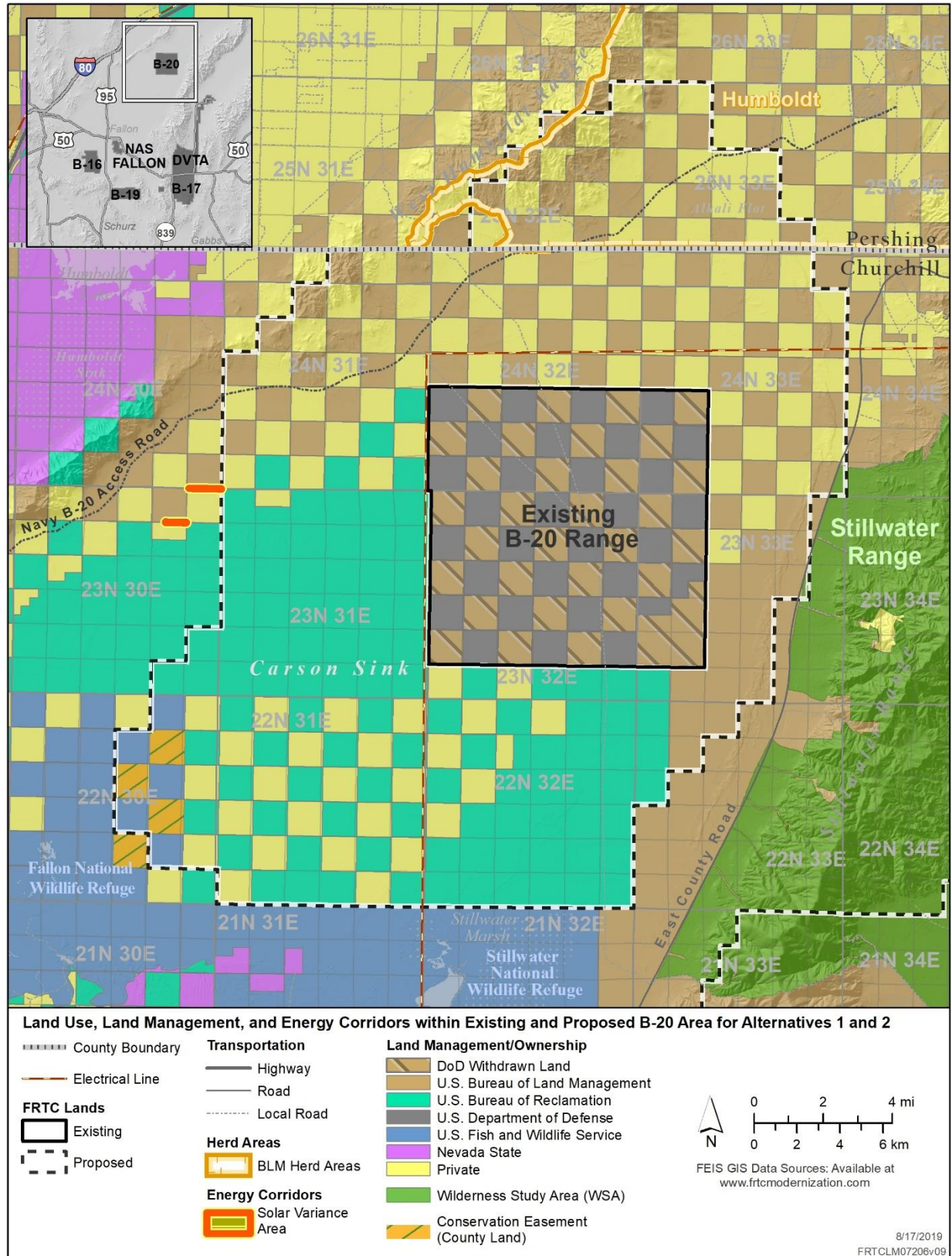


Figure 3.2-6: Land Use, Land Management, and Energy Corridors Within Existing and Proposed B-20 Area for Alternatives 1 and 2

south), USFWS (i.e., Stillwater Wildlife Refuge Complex), and Churchill County. The Bureau of Reclamation land is part of the Newlands Project. Newlands Project facilities drain project water into this area and are operated and maintained by Reclamation's contractor (Truckee-Carson Irrigation District). The Fallon National Wildlife Refuge and the Stillwater National Wildlife Refuge are south of B-20.

Churchill County has zoned the existing B-20 and area around B-20 for RR-20 Rural Resource District with a 5-mile buffer around B-20 (Denney, 2012) (Figure 3.2-6). This area is largely unpopulated undeveloped land and open space, but the buffer does extend over portions of the East County Road and the Navy's B-20 Access Road. Pershing County has zoned the area north of B-20 for "Agriculture-Mining-Recreation" and the area west of the Humboldt Mountains as General Rural. These areas allow a variety of uses, including single-family homes, aggregate facilities, animal production, and crop production (see Division Three of the Pershing County Development Code for more information).

B-20 is closed to the public. The Navy's access road to B-20 (#N-82709) is locally known as "Pole Line Road." The Navy is the only current authorized user of this road (Sievers, 2017). However, "Pole Line Road" is utilized by hunters and recreationist to access the West Humboldt Range. East County Road, a public road maintained by Churchill County that is east of B-20 near the foothills of the Stillwater Mountains, provides access to B-20 from the east.

There are no existing or proposed wilderness areas or ACECs within the existing or proposed B-20 expansion area. The BLM also does not currently identify any land within this area as a land with wilderness characteristics (Bureau of Land Management, 2014b). The Stillwater Range WSA (NV-030-104) is located to the east, and a very small portion is within the proposed B-20 expansion area. In an evaluation of the Stillwater Range WSA, the BLM determined that the Stillwater Range WSA no longer contains wilderness characteristics. Any change to the WSA designation would presumably be accomplished through Congressional withdrawal legislation.

The Humboldt Herd Area is located to the north of the existing B-20, and a portion of it is within the proposed expansion area. Although wild horses may occur within this area, the BLM did not designate this area as a Herd Management Area because of its checkerboard land pattern.

There are no solar energy zones within the existing or proposed B-20 area (Bureau of Land Management & Department of Energy, 2012). The BLM has designated two land areas west of B-20 as a solar variance area, which refers to an area that can be used for utility-scale (greater than 20 megawatt) solar development outside of solar zone (Bureau of Land Management, 2014d). These two areas are outside of the proposed B-20 expansion area (see Figure 3.2-6).

Table 3.2-3 summarizes the one non-Navy utility and land use access ROW within the B-20 proposed expansion area.

**Table 3.2-3: Rights of Way Located Within the Proposed Bravo-20**

Holder	Facility Type	Status
Alta Rock Energy	Geothermal Geophysical Exploration	Authorized

### Dixie Valley Training Area

The DVTA is located north and south of U.S. Route 50, east of Fallon, Nevada. The DVTA is entirely within Churchill County; however, the DVTA proposed expansion area under Alternatives 1 and 2 extends into the northern portion of Mineral County. The DVTA comprises Navy fee owned and withdrawn land. The

BLM manages the majority of the land within the existing and proposed DVTA area; however, this area also includes Navy-managed land (i.e., the DVTA) as well as a few non-federal parcels (Figure 3.2-7).

Churchill County has zoned the majority of the DVTA and the surrounding areas as RR-20 Rural Resource District (Figure 3.2-3). Several non-contiguous parcels in the northern portion of the DVTA are zoned for Agriculture (A-10) (Churchill County, 2012). Churchill County does not have a buffer around the DVTA.

The DVTA is open to the public. U.S. Route 50 is south of the DVTA. State Route 121 is the main access road to the DVTA, which is a public road that intersects U.S. Route 50 and runs north to south through Dixie Valley (Figure 3.2-7). State Route 121 also connects to Dixie Valley Road. The DVTA is also accessible by Frenchman Flat Road.

The DVTA and the proposed expansion areas include the Clan Alpine and the South Stillwater Herd Management Areas (Figure 3.2-7). In the early 2000s, the majority of the Clan Alpine herd was removed to allow vegetation communities to reestablish after recent fires. The herds have since rebounded. BLM estimated the number of horses within the herd management area at 995 in April 2017 (Sievers, 2017)(Sievers, 2017). The South Stillwater Herd Management Area has limited accessibility. The BLM is proposing to re-designate this herd management area as a herd area, meaning that the area would no longer be managed for those horses (Bureau of Land Management, 2014d).

There are no wilderness areas or WSAs within the existing DVTA. The Clan Alpine Mountains, Job Peak, and Stillwater Range WSAs are adjacent to the existing DVTA. The Clan Alpine Mountains WSA is BLM land located east of the DVTA. The WSA does not include non-federal inholdings. The BLM considers the WSA highly scenic with broad vistas. The Sierra Nevada Mountains may be visible from the Clan Alpine Crest. The Clan Alpine Mountains WSA possesses scenic canyons, ridges, riparian areas, mountains, and other geologic formations and structures. This includes features like Deep Canyon, which is renowned for its rock hoodoos and spires, as well as Mount Augusta (Bureau of Land Management, n.d.-b).

The BLM currently recommends approximately 68,458 acres of the Clan Alpine Mountains WSA as suitable for wilderness because of its extreme ruggedness, lack of major intrusions, and absence of non-federal inholdings or known mineral reserves. The BLM does not find the northern half of the WSA and the area around the periphery of the WSA suitable for wilderness because of the moderate-to-low wilderness values, mineral and woodland product resource values, and manageability problems (e.g., control of OHV use); this area is largely outside the DVTA area. According to the BLM, Churchill County voiced a general opposition to any wilderness designations within the county and cited the mineral potential of the area and impacts on solitude from low flying aircraft from NAS Fallon as reasons not to designate the Clan Alpine Mountains WSA as wilderness (Bureau of Land Management, n.d.-b).

The Job Peak WSA is located west of the DVTA. The Job Peak WSA includes Fox Peak, which is the highest peak in the Stillwater Range. The Job Peak WSA is BLM land and there are no inholdings of non-federal land. The Job Peak WSA's most interesting features are its canyons, which include the Coyote and Little Box Canyons. However, the BLM considers the scenic quality of these canyons as good to excellent. The BLM has determined that the Job Peak WSA does not contain wilderness characteristics. Churchill County also voiced a general opposition to designating this WSA as wilderness, citing mineral potential, lack of wilderness, and the impacts on solitude from Navy operations. The Governor of Nevada has also concurred with the BLM's recommendation to not designate the Job Peak WSA as wilderness (Bureau of Land Management, n.d.-a).



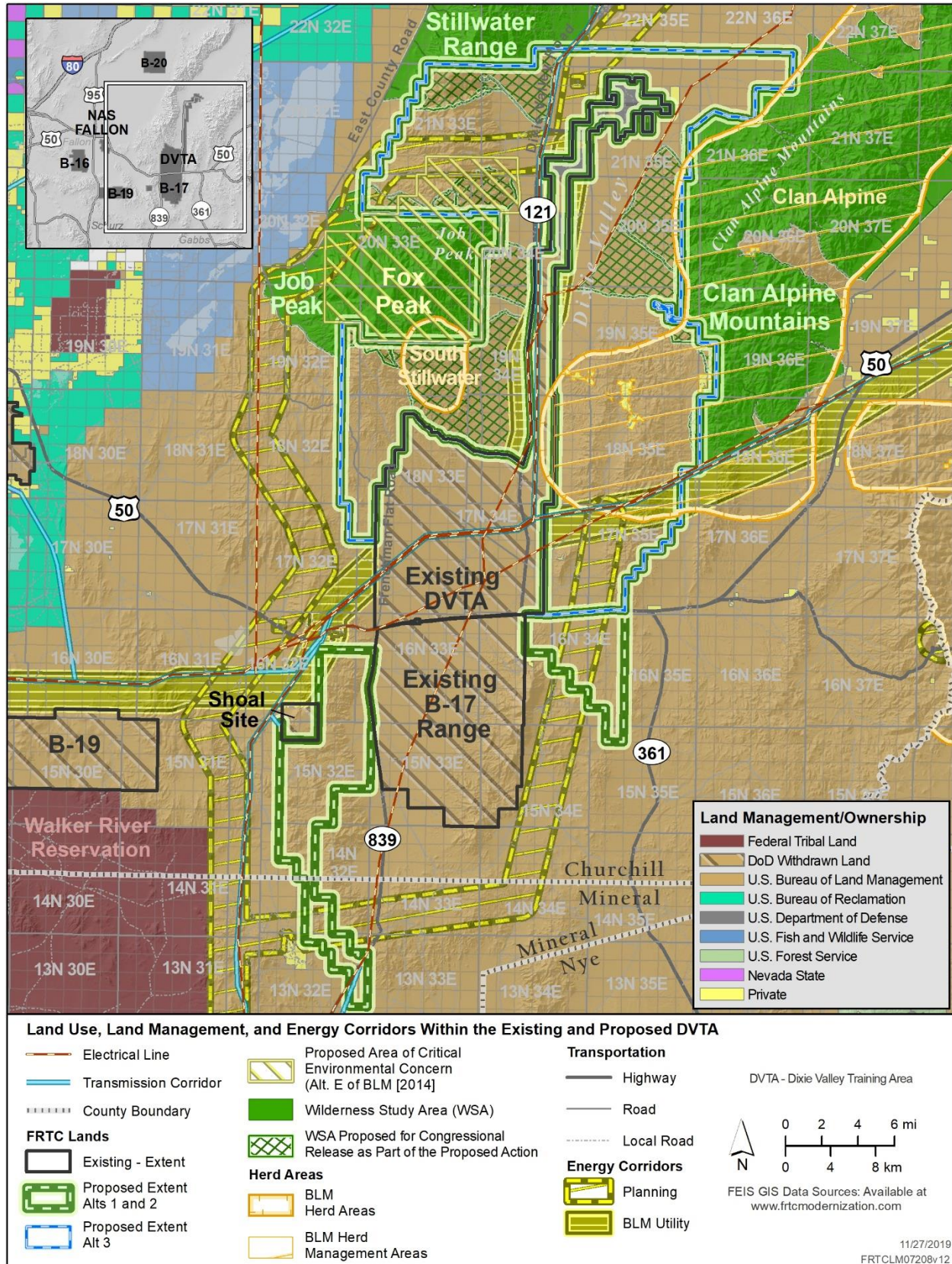


Figure 3.2-7: Land Use, Land Management, and Energy Corridors Within the Existing and Proposed DVTA

Although there are no lands with wilderness characteristics within the DVTA, a recent inventory of BLM land identified four units with wilderness characteristics. They include the Stillwater Range Subunit, Mountain Well, Diamond Canyon, and Job Peak (subunit B and G). All of these units are in the Stillwater Range west of the existing DVTA and outside of the proposed expansion area (Bureau of Land Management, 2014c).

There are no existing ACECs within the existing and proposed DVTA area. The BLM is currently proposing to designate the area around Fox Peak and its surrounding areas as the Fox Peak Cultural ACEC because of its cultural relevance (Figure 3.2-7) (Bureau of Land Management, 2014a). The Fallon Paiute-Shoshone Tribe initially proposed an ACEC for the majority of the Stillwater Range; however, the BLM has determined that only the area around Fox Peak meets the qualifications for an ACEC (Bureau of Land Management, 2014d). Portions of the BLM's proposed Fox Peak ACEC are currently exposed to aircraft noise of approximately 65 A-weighted decibels Day Night Level (U.S. Department of the Navy, 2015).

Utility transmission lines (greater than 55 kilovolt) run parallel to portions of State Route 121 and traverse the lower portion of the DVTA (Figure 3.2-7). One powerline originates from the Dixie Valley Geothermal Plant. The BLM also has a planning corridor southeast of the DVTA and north and west of the DVTA (Figure 3.2-7).

There are no solar energy zones in the existing and proposed DVTA area (Bureau of Land Management & Department of Energy, 2012). Energy corridors surround the existing DVTA and overlap with the proposed DVTA expansion area (Figure 3.2-7).

Table 3.2-4 summarizes the 36 non-Navy utility and land use access ROWs within the DVTA proposed expansion area.

**Table 3.2-4: Rights of Way Located Within the Proposed Dixie Valley Training Area**

Holder	Facility Type	Status
Kennecott Rawhide Mining Company	FLPMA	Authorized
Churchill County	Recreation and Public Purposes	Authorized
U.S. Department of Energy	WDL-NRC	Authorized
University of NV Reno	Geothermal Geophysical Exploration	Authorized
Private	Desert Land Act	Authorized
Sierra Pacific Power Co.	Telephone and Telegraph, FLPMA	Authorized
NV Division of State Lands	Communication Site, FLPMA	Authorized
NV Bell/AT&T	Telephone and Telegraph, FLPMA	Pending
Rawhide Mining LLC	Surface Mining	Authorized
GLOBEX	Surface Mining	Pending
Pilot Gold (USA) Inc.	Surface Mining	Pending
TGC Holdings LTD	Surface Management Mining	Authorized
Private	Mineral Management	Authorized
American Innovative Minerals LLC	Surface Management Mining	Authorized
American Innovative Minerals LLC	Surface Management Mining	Authorized
Sierra Pacific Power Co.	Power Facilities	Authorized
Piscus	Water Plants	Authorized
Sierra Pacific Power Co.	Power Transmission Line	Authorized

**Table 3.2-4: Rights of Way Located Within the Proposed Dixie Valley Training Area (continued)**

Holder	Facility Type	Status
Sierra Pacific Power Co.	Power Transmission Line	Authorized
Terra-Gen Dixie Valley LLC	Power Transmission, FLPMA	Authorized
University of NV Reno	FLPMA	Authorized
University of NV Reno	FLPMA	Authorized
Bell Mountain Exploration Corp.	Water Facility	Authorized
Kennecott Rawhide Mining Company	Road to Rawhide Mine	Authorized
CC Communications	Communication Site, FLPMA	Authorized
AT&T	Telephone and Telegraph, FLPMA	Authorized
Plate Boundary Observatory, Unavco Inc.	FLPMA	Authorized
Private	Power Transmission, FLPMA	Authorized
Churchill County	FLPMA	Authorized
Sierra Pacific Power Co.	Power Transmission Line	Authorized
Arizona Nevada Tower Corp.	Communication Site, FLPMA	Pending
Bulletproof Tactical LLC	Permits	Authorized
Sierra Pacific Power Co.	Communication Site, FLPMA	Authorized
CC Communications	Communication site, FLPMA	Authorized
Commnet of Nevada, LLC	Power Transmission, FLPMA	Pending
U.S. Department of Energy	Water Facility	Pending

Notes: FLPMA = Federal Land Policy Management Act, NV = Nevada, ROW = Rights of Way, U.S. = United States, NRC = Nuclear Regulatory Commission, WDL = Liquid Waste Disposal System

### 3.2.2.4 Special Use Airspace

FRTC SUA overlies approximately 10.4 million acres of land, including large portions of Churchill, Lander, and Eureka Counties as well as portions of Pershing, Nye, Mineral, Lyon, Elko, and Washoe Counties (see Figure 3.2-2). Metropolitan areas under this airspace include the city of Fallon and the communities of Austin, Crescent Valley, Gabbs, and urbanized areas in western Diamond Valley among others. FRTC SUA also overlaps portions of the reservations of the following federally recognized Indian Tribes: Walker River Paiute, Fallon Paiute-Shoshone, Pyramid Lake Paiute, and Yomba Shoshone. Approximately 94 percent of the lands beneath the FRTC SUA are federally managed lands, including BLM land, Bureau of Reclamation land, USFWS refuges (e.g., Stillwater Wildlife Refuge Complex), and USFS land (e.g., the Humboldt-Toiyabe National Forest). The Humboldt-Toiyabe National Forest includes 23 wilderness areas. Within FRTC SUA, this includes portions of the Arc Dome Wilderness Area (120,556 acres), which is Nevada's largest Wilderness Area; the Alta Toquima Wilderness Area (35,860 acres), which includes Mount Jefferson, the tallest peak in Nevada; and the Table Mountain Wilderness Area (92,485 acres). Several WSAs are beneath the FRTC SUA: Stillwater Range WSA, Augusta Mountains WSA, Roberts Mountains WSA, Simpson Park WSA, Clan Alpine Mountains WSA, Desatoya Mountains WSA, Job Peak WSA, Gabbs Valley Range WSA, and the Antelope Range WSA.

### 3.2.3 Environmental Consequences

The location and extent of a proposed action needs to be evaluated for its potential effects on a project site and adjacent land uses. Factors affecting a proposed action in terms of land use include its compatibility with on-site and adjacent land uses; restrictions on public access to land; or change in an



existing land use that is valued by the community and important to customs, culture, and economy as described in respective Master Plan and policy documents. While a discussion regarding consistency with state or local plans is required, an inconsistency by itself does not automatically result in a significant impact (Federal Aviation Administration, 2015).

It is important to note that maps depicting proposed property withdrawal and acquisition boundaries in this Draft EIS show the maximum extent; if any portion of a Weapons Danger Zone (WDZ) or Surface Danger Zone, or non-live fire training area passes through a known property parcel, the entire parcel is shown for potential withdrawal and acquisition and is included in acreage calculations. However, in the event any action alternative is chosen for implementation, the Navy would strive to minimize the actual withdrawal and acquisition acreage requirement by taking into consideration terrain features and individual parcel characteristics.

Given the complexity of land use resources in the region of influence, Mining and Mineral Resources (Section 3.3), Livestock Grazing (Section 3.4), Recreation (Section 3.12), Airspace (Section 3.6), and rights-of-way as they relate to transportation (Section 3.5) are addressed in more detail in separate sections.

The following provides an analysis of environmental effects of the No Action Alternative and Alternatives 1, 2, and 3 against the environmental baseline as described in Section 2.4 (Environmental Baseline [Current Training Activities]). A summary of the potential impacts with implementation of the No Action Alternative or any of the three action alternatives (Alternatives 1, 2, and 3) is provided at the end of this section (Section 3.2.3.6, Summary of Effects and Conclusions).

#### **3.2.3.1 No Action Alternative**

Under the No Action Alternative, the Proposed Action would not occur. All training activities within the FRTC that require aviation, or occur on a ground range and use ordnance would likely cease following the expiration of the land withdrawal in November 2021. Some range activities that only require MOAs, which are independent of the land withdrawal (e.g., non-firing air combat maneuvers, search and rescue, close air support), could still be performed. The Navy would have to reevaluate the mission of NAS Fallon if this alternative were implemented.

Under the No Action Alternative, approximately 202,864 acres of land that has been withdrawn for military use would not be renewed when the withdrawal expires on November 5, 2021. Upon the expiration of this withdrawal, the Navy would retain administrative control of the land withdrawn under Public Law 106-65 until any required environmental remediation was completed and health and safety concerns were sufficiently addressed to allow the return of the land to the BLM for reincorporation into the public domain. The Navy would work with stakeholders to prioritize and address any environmental remediation needed on these lands, in anticipation of relinquishment to the BLM or other potential disposal options.

Prior to transfer or disposal, bombing ranges would be identified for post-range planning and clean up. Those areas where live, high-explosive ammunitions were used may be contaminated to the point where certain land activities would not be possible (i.e., primarily at existing high explosive target areas), in which case such areas could be closed indefinitely from public use. Assuming other areas could be rendered safe, these areas could potentially be converted to similar uses as the surrounding areas, which are predominantly rural and agricultural land. As such, release of the FRTC lands to another DoD agency, the BLM, or others would likely open lands to public use or mineral resource development. It is anticipated that implementation of the No Action Alternative would increase resource-dependent uses,

such as mining, livestock grazing, and recreation. The No Action Alternative could also provide additional land for utilities and renewable resource development (solar, wind, or geothermal). Future third-party activities and development would likely have to be analyzed for consistency with state or local land use plans when proposed. The No Action Alternative could also lead to the removal of Churchill County land use restrictions around FRTC land areas. For example, this could include reducing or removing Churchill County's 3- and 5-mile buffer zones around existing Bravo ranges. In addition, implementation of the No Action Alternative could lead to BLM needing to revise its proposed DoD Coordination Area, which proposes limits to mineral development around the DVTA. Therefore, there could be long-term beneficial impacts on land use with implementation of the No Action Alternative.

### **3.2.3.2 Alternative 1: Modernization of the Fallon Range Training Complex**

Under Alternative 1, the Navy would obtain a renewal of its current federal land withdrawal (202,864 acres) and an increase in land available for military use through the withdrawal of additional federal land and acquisition of State of Nevada and other non-federal lands. As a result, the FRTC would encompass a total of approximately 916,168 acres for military use (Table 2-1). The Navy would also expand associated SUA and reconfigure existing airspace to conform to the expanded bombing ranges.

#### **3.2.3.2.1 Bravo-16**

##### ***Land Withdrawal and Acquisition***

Alternative 1 would expand B-16 to approximately 59,560 acres, an increase of approximately 32,201 acres of land for military use (Table 2-1). Figure 3.2-4 shows the land uses, land management, and energy corridors that exist within the B-16 proposed and existing withdrawal areas. The Navy and Churchill County would update the inter-local agreement between NAS Fallon and Churchill County to establish a Churchill County-defined 3-mile-wide buffer around the proposed B-16 expansion area to prevent encroachment and encourage compatible land use. The expansion of the Churchill County-defined 3-mile-wide buffer would not change the management of the land because the land within the new 3-mile-wide buffer is all federal land, which is not subjected to county land use restrictions (as discuss in Section 3.2.1.2, Regulatory Framework).

B-16 would expand to include a larger portion of Churchill County as well as a portion of eastern Lyon County. The proposed expansion of B-16 would withdraw approximately 32,201 acres of federal land (i.e., BLM) that is zoned RR-20; withdrawn land would remain zoned as RR-20. It would not require the acquisition of any non-federal land. Withdrawn land would be removed from BLM management and would no longer be managed for the purpose of multiple use by the public. The Navy would manage the withdrawn land to support military uses. The expansion of B-16 would result in military uses occurring closer to private land and Lahontan State Park. The withdrawal of federal land would not otherwise change land use patterns in the vicinity of B-16, because land outside of the proposed B-16 expansion area would continue to be managed in accordance with current applicable federal and non-federal management plans. Following a decision by Congress, counties and federal agencies affected by the land withdrawal may need to update and revise their respective land use planning documents.

There are no wilderness areas, WSAs, lands with wilderness characteristics, or ACECs within the proposed boundary of B-16. There are also no wild horses or burros herd areas or herd management areas within the proposed B-16 withdrawal, and no wild horses or burros are known to occur within this area. The Horse Mountain Herd Area is located south of B-16, but all of the wild horses were removed from this area in 2000. BLM would be notified if any wild horses are discovered within B-16, and these horses would be removed in accordance with the Wild Free-Roaming Horses and Burros Act.

BLM has designated utility corridors within the proposed B-16 expansion areas. In addition, the West-wide Energy Corridor (17-48) overlaps the proposed western boundary of B-16. Alternative 1 would not allow utilities within B-16 (Table 2-2). The BLM would assess whether these corridors would need to be relocated around B-16 following implementation of this alternative. Relocating these corridors could restrict land uses on adjacent lands; however, this area is largely undeveloped federal land.

### ***Training Activities***

All training activities would be conducted within the proposed boundary of B-16. The public may observe and hear aircraft, munitions, and support vehicles during training activities from adjacent areas. However, these activities are currently occurring within B-16 and Alternative 1 would not increase the frequency of these activities. The Navy previously determined that training activities at B-16 are compatible with the surrounding land use (U.S. Department of the Navy, 2015).

The Immediate Action Drill Ground Maneuver Area Surface Danger Zone/WDZ would be fully contained within the B-16 expansion area (see Figure 2-2) and B-16 would be closed from public use. There are no residential, commercial, or industrial facilities within the zone. The West-wide Energy Corridor, a BLM utility corridor, and transmission corridor (containing less than 55 kilovolt powerlines) are within the B-16 expansion area. The utility corridors within the B-16 expansion area are for planning purposes and do not currently contain any utility infrastructure. The transmission corridor with less than 55 kilovolt powerlines would remain in place. Under Alternative 1, no further development of these corridors would occur within the B-16 range. The BLM would need to assess their designated utility planning corridor for possible relocation. The West-wide Energy Corridor partially overlaps the proposed B-16 expansion area; however, the overlap would not preclude future utility development within the corridor outside the proposed B-16 expansion area.

### ***Public Accessibility***

The B-16 range would be fenced closed and restricted from public use. Navy-authorized activities (e.g., ceremonial site visits; research/academic pursuits; flood management; or regulatory or management activities by organizations such as BLM, Bureau of Reclamation, local government, or NDOW) would be allowed access in coordination with the Navy. Under Alternative 1, the three non-Navy ROWs presented in Table 3.2-1 would be acquired by the Navy and closed, and thus would no longer be available for use by the current ROW holder. Alternative 1 includes installing approximately 31 miles of BLM-approved four-strand fencing around the proposed closed area of B-16, which would be installed to prevent the public from accessing the proposed closed areas of B-16. The fence would include warning signs that would further deter the public from entering the range.

Alternative 1 would close approximately 3,781 acres of existing Navy withdrawn land north of Sand Canyon Road as well as approximately 32,201 acres of existing BLM land west of the existing B-16 range for public safety.

### ***Construction***

Under Alternative 1, construction at B-16 would include one vehicle, target, and equipment maintenance building. The Navy would install BLM-approved perimeter fencing around the withdrawn lands with access gates. Existing fencing around B-16 would be removed. Section 2.3.5.3 (Construction) details these construction activities. Any proposed fencing and maintenance roads would be evaluated in follow-on NEPA documentation after a legislative decision is made.

### 3.2.3.2.2 Bravo-17

#### ***Land Withdrawal and Acquisition***

Alternative 1 would expand B-17 to approximately 232,799 acres, an increase of approximately 178,013 acres of land for military use (Table 2-1). Figure 3.2-5 shows the land uses, land management, and energy corridors that exist within the B-17 proposed and existing withdrawal areas. The Navy and Churchill County would update the inter-local agreement between NAS Fallon and Churchill County to establish a 3-mile-wide buffer around the proposed B-17 expansion area to prevent encroachment and encourage compatible land use.

The expansion of the 3-mile-wide buffer within Churchill County would change how non-federal land within the buffer area is managed. Non-federal land within the buffer area would be required to comply with the Churchill County defined “NAS Fallon Buffer Zone” permitted uses, at the discretion of Churchill County, with the Planning Commission and Board of County Commission concurrence (Section 3.2.2.1.1, Churchill County). The management of federal land within the buffer would not change as it is not subjected to county land use restrictions (as discussed in Section 3.2.1.2, Regulatory Framework).

B-17 would expand to include a larger portion of Churchill County as well as portions of Mineral County and Nye County. The proposed expansion of B-17 would include withdrawing 176,977 acres of federal land (i.e., BLM) and acquiring 1,036 acres of non-federal land (Table 2-1). These non-federal parcels have historically been used for livestock grazing, mining, and recreation. Withdrawn land would be removed from BLM management and would no longer be managed for the purpose of multiple uses by the public. The Navy would manage the withdrawn land to support military uses. The withdrawal of federal land would not otherwise change land use patterns in the vicinity of B-17, because land outside of the proposed B-17 expansion area would continue to be managed in accordance with current applicable federal and non-federal management plans. Following a decision by Congress, counties and federal agencies affected by the land withdrawal may need to update and revise their respective land use planning documents.

There are no wilderness areas, WSAs, lands with wilderness characteristics, or ACECs within the proposed boundary of B-17. No wild horses or burros herd areas or herd management areas are within this area, and no wild horses or burros are known to occur within or adjacent to this area. However, the Pilot Mountain Herd Area and Herd Management Area is located south of the proposed B-17 range. The BLM would be notified if any wild horses are discovered within B-17, and these horses would be removed in accordance with the Wild Free-Roaming Horses and Burros Act.

The Paiute Pipeline is located within the proposed B-17 boundary. The BLM also has a utility planning corridor within the eastern and southern portions of the proposed B-17 boundary. Alternative 1 would not allow utilities within B-17 (Table 2-2), because Navy policy does not allow public use of any kind to occur on land within active WDZs for safety reasons. Relocating these corridors could restrict land uses on adjacent lands; however, the surrounding area is largely undeveloped federal land.

#### ***Training Activities***

All training activities would be conducted within the proposed boundary of B-17, and the public would not have access to B-17 during training activities. The public may observe and hear aircraft, munitions, and support vehicles during training activities from adjacent areas. However, these activities are currently occurring with B-17, and Alternative 1 would not increase the frequency of these activities.

The Navy previously determined that training activities at B-17 are compatible with the surrounding land use (U.S. Department of the Navy, 2015).

The WDZ would be fully contained within the B-17 expansion area (see Figure 2-3) and would be closed from public use. There are no residential, commercial, or industrial facilities within the B-17 expansion area. A portion of State Highway 839 is located in the proposed training area of B-17 and would not be compatible with training activities; therefore, it would need to be relocated under Alternative 1. Section 3.5 (Transportation) of this Final EIS discusses potential impacts associated with the relocation of 24 miles of State Route 839. Communication tower operators would still be able to access Fairview Peak with Navy permission when B-17 is not active and with Navy permission. An existing BLM planning utility corridor is located within the B-17 expansion area. Under Alternative 1, development of these corridors would not occur within the B-17 range.

#### ***Public Accessibility***

Under Alternative 1, the entire B-17 range would be closed and restricted from public use except for Navy-authorized activities (e.g., ceremonial site visits; research/academic pursuits; flood management; or regulatory or management activities by organizations such as BLM, Bureau of Reclamation, local government, or NDOW). Under Alternative 1, 20 of the non-Navy ROWs presented in Table 3.2-2 would be acquired by the Navy and closed, and thus would no longer be available for use by the current ROW holder. B-17 would be fenced and closed for public safety. The proposed B-17 expansion would accommodate a larger WDZ than current conditions (see Figure 2-3). Navy policy prohibits anyone from being within a WDZ when a range is in active use. In addition, no member of the public is allowed in a non-operational WDZ without prior clearance/coordination. Posted warning signs would further deter the public from entering B-17.

Under Alternative 1, the Navy is proposing to reroute approximately 24 miles of State Route 839, closing public access to land areas accessed from the roadway segment. The Navy uses State Route 839 to access a portion of B-17. Recreationalists, hunters, and the public also use State Route 839 to access interests south and southwest of the proposed expansion area. The proposed rerouting of a portion of State Route 839 would eliminate the ability of the public to access and use land for recreational or hunting activities south and southwest of the road closure. The proposed rerouting of State Route 839 would reduce or eliminate points of access to locations south and southwest of the proposed expansion area, which may no longer be accessible, depending on the reroute path selected. Individuals accessing the Rawhide Mine and Don A. Campbell Geothermal Facility (Ormat Nevada Inc.) (Figure 3.2-5) would also be affected by the proposed reroute of State Route 839 because access to the sites would change; however, the rerouting of State Route 839 would not prevent the continued use of either the Rawhide Mine or Don A. Campbell Geothermal Facility (Ormat Nevada Inc.). The Navy would not utilize any portion of the expanded B-17 range (if implemented) that would overlap the existing State Route 839 unless and until any such new route has been completed and made available to the public. Section 3.5 (Transportation) of this Final EIS further discusses the potential impacts associated with the closure of 24 miles of State Route 839.

### ***Construction***

Under Alternative 1, construction at B-17 would include constructing an administrative building, communication towers, and electronic warfare sites, as well as installing 75 miles of BLM-approved perimeter fence around withdrawn lands, including an access gate. Existing fencing around B-17 would be removed. Section 2.3.5.3 (Construction) details these construction activities. Construction of facilities associated with the range would have no impact on adjacent land uses. Any proposed fencing and maintenance roads would be evaluated in follow-on NEPA documentation after a legislative decision is made.

### ***Road and Infrastructure Improvements to Support Alternative 1***

#### **State Route 839**

Alternative 1 includes the potential relocation of State Route 839. State Route 839 has an average count of 40 vehicles per day as of 2015. The Navy is the primary user of State Route 839. Using funding provided by the Navy, the Federal Highway Administration, in cooperation with the NDOT, would be responsible for planning, designing, permitting and constructing any realignment of State Route 839. The Navy has submitted a Needs Report to the Surface Deployment and Distribution Command requesting authority to utilize funding through the Defense Access Roads program. If approved, the Navy would coordinate construction execution through the Federal Highway Administration. NDOT would ensure that construction of any new route is complete before closing any portion of the existing State Route 839, and the Navy would not utilize any portion of an expanded B-17 range (if implemented) that would overlap the existing State Route 839 unless and until any such new route has been completed and made available to the public.

#### **Paiute Pipeline**

Alternative 1 includes the potential relocation of a segment of the Paiute Pipeline outside the B-17 WDZ. The Navy would purchase the impacted portion of the Paiute Pipeline and then would pay for relocation of the existing Paiute Pipeline south of the proposed B-17 range. Using funding provided by the Navy, the Paiute Pipeline Company would be responsible for planning, designing, permitting, funding, and constructing any realignment of the pipeline. A ROW application submitted to the BLM by the pipeline owner would formally identify any proposed reroute. Site-specific environmental analysis and NEPA planning would be required before any potential relocation of the pipeline could occur, and the Navy would not utilize any portion of an expanded B-17 range (if implemented) that would overlap the existing pipeline unless and until any such re-routing of the pipeline has been completed and made available to the pipeline owner. The BLM would have decision authority with respect to any proposed final routing subsequent to completion of site-specific environmental analysis.

#### **3.2.3.2.3 Bravo-20**

##### ***Land Withdrawal and Acquisition***

Alternative 1 would expand B-20 to approximately 221,334 acres, an increase of approximately 180,329 acres of land for military use (Table 2-1). Figure 3.2-6 shows the land uses, land management, and energy corridors that exist within the B-20 existing and proposed withdrawal areas. The Navy and Churchill County would update the inter-local agreement between NAS Fallon and Churchill County to establish a Churchill County-defined 5-mile-wide buffer around B-20 expansion area to prevent encroachment and encourage compatible land use. The expansion of the Churchill County-defined 5-mile-wide buffer within Churchill County would change the management of non-federal land within



the new 5-mile-wide buffer area. Non-federal land within the buffer area would be required to comply with the NAS Fallon Buffer Zone permitted uses (Section 3.2.2.1.1, Churchill County). The management of federal land within the buffer would not change as it is not subjected to county land use restrictions (as discussed in Section 3.2.1.2, Regulatory Framework).

B-20 would expand to include a larger portion of Churchill County as well as a portion of Pershing County. This alternative includes the withdrawal of federal land (118,564 acres) and the acquisition of non-federal land (61,765 acres) within the proposed boundaries of B-20. These non-federal parcels have historically been used for livestock grazing, conservation, and mining. Withdrawn land would be removed from BLM management and would no longer be managed for the purpose of multiple use by the public. The Navy would manage the withdrawn land to support military use. The acquisition of private land in the B-20 range expansion area would change the land use management in this immediate area, as the land would increase the total percentage of federal land in Churchill County. The zoning of the land would remain zoned RR-20 as defined by Churchill County. The withdrawal of federal land would not otherwise change land use patterns in the vicinity of B-20, because land outside of the proposed B-20 expansion area would continue to be managed in accordance with current applicable federal and non-federal management plans. Following a decision by Congress, counties and federal agencies affected by the land withdrawal may need to update and revise their respective land use planning documents.

Private landowners would receive just compensation for loss of any privately owned land acquired by the United States due to the proposed expansion of B-20. Just compensation would be determined by calculating the fair market value of parcels in accordance with federal appraisal rules codified in the Uniform Appraisal Standards for Federal Land Acquisitions.

The B-20 boundary would expand south to the northern perimeter of the Stillwater National Wildlife Refuge, and it would include 3,200 acres of the Fallon National Wildlife Refuge (18 percent) as well as adjoining Churchill County Conservation Easement land (1,920 acres). The expanded B-20 boundary overlaying the Stillwater National Wildlife Refuge and Churchill County Conservation Easement land would support the expanded WDZ associated with training activities contained in the existing B-20 boundary.

The Navy proposes to enter into an agreement (Memorandum of Understanding [MOU]) with the USFWS to allow the portion of the Fallon National Wildlife Refuge within B-20 to be closed to all public access, but to continue to be managed as a wildlife refuge. In addition, the USFWS would need to undertake any public planning required in order to revise the Stillwater National Wildlife Refuge Complex Comprehensive Conservation Plan and associated compatibility determinations, consistent with the National Wildlife Refuge System Administrative Act, as amended (16 United States Code 668dd–668ee). The County Easement land (1,920 acres) would be acquired and managed by the Navy in accordance with the Sikes Act.

There are no wilderness areas, lands with wilderness characteristics, or ACECs within the proposed boundary of B-20. The Stillwater WSA and Humboldt Herd Area overlaps portions of B-20. BLM would be notified if any wild horses were discovered within B-20 prior to construction, and these horses would be removed in accordance with the Wild Free-Roaming Horses and Burros Act.

The proposed B-20 expansion would extend into an existing energy corridor within the southeastern portion of B-20 (Figure 3.2-6). However, Alternative 1 would not allow any future improvement or development of the energy corridor within B-20 (Table 2-2).

### ***Training Activities***

All training activities would be conducted within the proposed boundary of B-20, and the public would not have access to B-20 during training activities. The public may observe and hear aircraft, munitions, and support vehicles during training activities from adjacent areas. However, these activities are currently occurring within B-20, and Alternative 1 would not increase the frequency of these activities.

The WDZ would be fully contained within the B-20 expansion area (see Figure 2-4) and would be closed from public use. There are no residential, commercial, or industrial facilities within the expansion area. Parts of the Fallon National Wildlife Refuge are within the WDZ. According to land use compatibility guidelines, recreational uses would be incompatible with training activities that would occur on the range; thus, the area would be fenced and recreation activities would not be allowed within the area of the Fallon National Wildlife Refuge incorporated into the B-20 range footprint.

### ***Public Accessibility***

Under Alternative 1, the majority of B-20 would be closed and restricted from public use except for Navy-authorized activities such as ceremonial site visits, or regulatory or management activities (e.g., BLM, NDOW, or USFWS activities). Under Alternative 1, the one non-Navy ROW presented in Table 3.2-3 would be acquired by the Navy and closed, and thus would no longer be available for use by the current ROW holder. The closed areas of B-20 would be fenced and closed for public safety. Navy policy prohibits anyone from being within a WDZ when a range is in active use. In addition, no member of the public is allowed in a non-operational WDZ without prior clearance/coordination. Posted warning signs would further deter the public from entering B-20.

Implementing Alternative 1 would prevent the public from accessing the northeast portion of the Fallon National Wildlife Refuge, which would be fenced off for purposes of public safety. The public would no longer be able to access approximately 3,200 acres of refuge land and 1,920 acres of adjacent Churchill County Conservation Easements. The Navy proposes to enter into an agreement (MOU) with the USFWS to allow the portion of the Fallon National Wildlife Refuge within B-20 to be closed to all public access, but to continue to be managed as a wildlife refuge. As such, Alternative 1 would have a direct, long-term impact on land use within the Fallon National Wildlife Refuge.

East County Road overlaps portions of the proposed eastern boundary of B-20. The public uses East County Road to access the Stillwater National Wildlife Refuge and the Stillwater Range. Under Alternative 1, East County Road and the area east of East County Road would remain open. The road would not be gated, and B-20's perimeter fence would be along the western perimeter of East County Road. Therefore, the proposed withdrawal would not affect the public's ability to access the Stillwater National Wildlife Refuge or the western slope of the Stillwater Mountains from East County Road.

### ***Construction***

Under Alternative 1, construction at B-20 would include a target maintenance building and installing approximately 90 miles of perimeter fencing and gates. Construction would be intermittent, temporary, and phased to minimize impacts on the public. BLM-approved four-wire perimeter fencing installation would include the land area between the expanded B-20 range and the Stillwater National Wildlife Refuge and Fallon National Wildlife Refuge. Construction methods would avoid bulldozer clearing or other major soil-disturbing methods. Any area requiring clearance for fence installation would use the most practicable and unobtrusive methods to minimize soil and vegetation disturbance. Therefore, construction would not be anticipated to have a long-term effect on any land use adjoining B-20. Any

proposed fencing and maintenance roads would be evaluated in follow-on NEPA documentation after a legislative decision is made.

#### **3.2.3.2.4 Dixie Valley Training Area**

##### ***Land Withdrawal and Acquisition***

Alternative 1 would expand the DVTA to approximately 370,903 acres, an increase of approximately 302,094 acres of land for military use (Table 2-1). Figure 3.2-7 shows the land uses, land management, and energy corridors that exist within the existing and proposed DVTA withdrawal areas.

The DVTA would expand north, east, and west to include a larger portion of Churchill County and a portion of Mineral County. The proposed expansion of the DVTA would include withdrawal of 290,985 acres of federal land (i.e., BLM) and the acquisition of 2,358 acres of non-federal land (Table 2-1). These non-federal parcels have historically been used for livestock grazing, mining, and recreation. Withdrawn land would remain under BLM management. As noted in Section 2.3.5.2 (Public Accessibility), allowable public uses of the lands would not change from current conditions, including hunting, camping, hiking, fishing, OHV use, site visits, and grazing. Current utilities and associated ROWs would be allowed to remain; however, there would be limited public access (Table 2-2). Details associated with public access are discussed in Sections 3.3 (Mining and Mineral Resources), 3.5 (Transportation), and 3.9 (Water Resources). Geothermal development, mining, new or expanded utility corridors or new utilities, or other renewable energy (solar/wind projects) would not be allowed under Alternative 1. The withdrawal of federal land would not otherwise change land use patterns in the vicinity of the DVTA, because land outside of the proposed DVTA expansion area would continue to be managed in accordance with current applicable federal and non-federal management plans. Following a decision by Congress, counties and federal agencies affected by the land withdrawal may need to update and revise their respective land use planning documents.

Private landowners would receive just compensation for loss of any privately owned land acquired by the United States due to the proposed DVTA expansion. Just compensation would be determined by calculating the fair market value of parcels in accordance with federal appraisal rules codified in the Uniform Appraisal Standards for Federal Land Acquisitions.

There are no wilderness areas within the proposed DVTA. Under Alternative 1, portions of the following WSAs would be included in Congressional withdrawal legislation, removing the WSA designation: Stillwater Range WSA (approximately 10,951 acres; 12 percent of the WSA), Jobs Peak WSA (approximately 41,680 acres; 47 percent of the WSA), and Clan Alpine Mountains WSA (approximately 22,324 acres; 11 percent of the WSA) (Figure 3.2-8). The de-designation of portions of the WSAs would not reduce a disproportionate share of relevant wilderness characteristics in such a way that it would eliminate the potential for these areas to be designated as wilderness in the future. Management of the remaining WSAs (outside the proposed expansion lands) would continue according to policy and regulations related to the WSAs. The BLM has stated ongoing Navy operations in the SUA over these WSAs diminish solitude opportunities and could adversely impact wilderness designation. Similarly, although the South Stillwater and Clan Alpine Herd Area/Herd Management Areas overlap the DVTA, there would be no change to the current land use or land management of these areas.

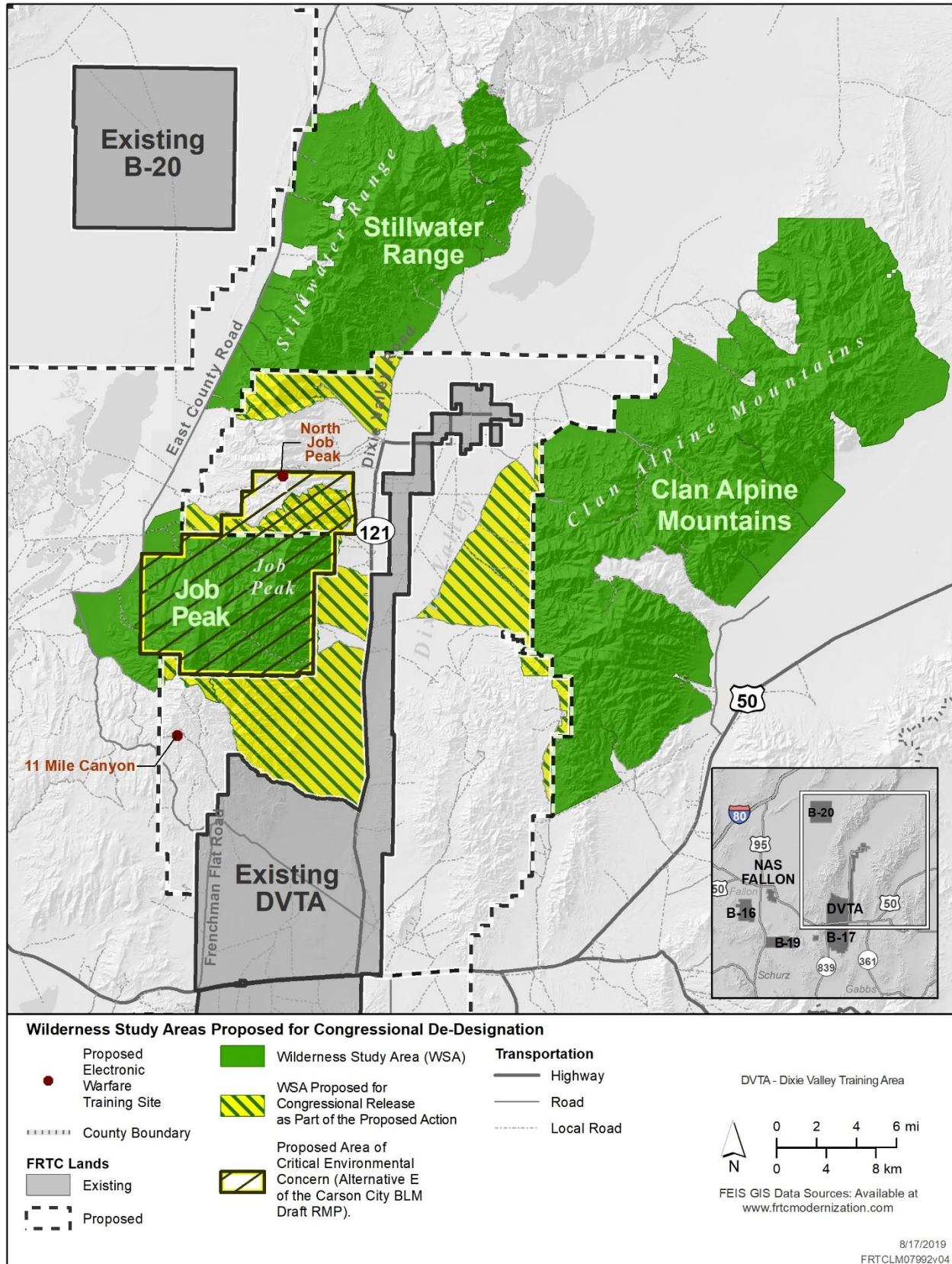


Figure 3.2-8: Wilderness Study Areas Proposed for Congressional De-Designation

The proposed DVTA expansion would overlap 11,600 acres of the BLM's proposed Fox Peak ACEC (24 percent); therefore, the BLM would need to change the boundaries of the proposed Fox Peak ACEC DVTA. The changes in management practices in the DVTA expansion area are preliminarily assumed to consist of authorizing previously prohibited activities, including ground disturbance, vehicle use, and a few site-specific construction activities. These activities would be determined following the completion of the land withdrawal process. A revised Integrated Natural Resources Management Plan would be developed, considering new management objectives based on Congress's decision. The establishment of new management objectives would be in cooperation with partner agencies such as USFWS, BLM, and NDOW.

Alternative 1 would not change the management or designated land use within the revised ACEC boundary. The construction of the proposed Job Peak Electronic Warfare Site would be north of the proposed Fox Peak ACEC.

There are transmission corridors as well as BLM planning and utility corridors within the boundary of the DVTA. Alternative 1 would not affect the current configuration of utilities within the proposed DVTA boundary. However, it would limit the ability to improve existing and proposed transmission lines within the DVTA.

### ***Training Activities***

Military training activities on the DVTA would continue to occur, and the area would remain open to the public. Therefore, the military training activities would continue to be compatible with the various public activities as they are today.

### ***Public Accessibility***

The DVTA would be open to the public under this alternative, including acquired and withdrawn lands. As noted in Section 2.3.5.2 (Public Accessibility), allowable public uses of the lands would not change from current conditions, including hunting, camping, hiking, fishing, OHV use, site visits, and grazing. Current utilities and associated ROWs would be allowed to remain; however, there would be limited public access (Table 2-2). Details associated with public access are discussed in Sections 3.3 (Mining and Mineral Resources), 3.5 (Transportation), and 3.9 (Water Resources). Geothermal development, mining, new or expanded utility corridors or new utilities, or other renewable energy (solar/wind projects) would not be allowed under Alternative 1. In the event that Congress should approve the proposed land withdrawal, the Navy would determine which ROWs presented in Table 3.2-4 would be compatible with the expanded range and any ROWs that would be acquired by the Navy. The public would not be allowed to access the three proposed electronic warfare sites, and fencing would be installed around these sites (up to 15 acres total). Expanding the DVTA would not affect the current management or accessibility of any public road within the proposed DVTA boundary.

### ***Construction***

Under Alternative 1, construction at the DVTA would include three electronic warfare sites and installing fiber optic cable to those sites. Construction within the DVTA would also be intermittent, temporary, and phased to minimize impacts on the public. Therefore, construction would not be anticipated to have a long-term effect on any land use adjoining the DVTA.

#### **3.2.3.2.5 Fallon Range Training Complex Special Use Airspace**

The following analysis addresses lands underlying airspace associated with Alternative 1. The Navy proposes to expand SUA and reconfigure existing airspace to address current training constraints (see

Table 2-4). The Navy has been performing aircraft maneuvers in this region for more than 70 years. Alternative 1 would not increase military operations within the region. Overflights would not increase within the existing and proposed airspace; however, in some areas, aircraft could operate at lower altitudes than currently allowed in specified areas (see Table 2-4). Some of the airspace would remain unchanged. The Navy would continue to retain a 5-nautical-mile buffer around the city of Fallon. This buffer prohibits flying below 3,000 feet over much of the eastern portion of R-4803 that is zoned for agriculture (A-10).

Changes in the SUA (as detailed in Table 2-4) are associated with the expansion of B-16, B-17, B-20, and the DVTA. Changes in the SUA beyond the land included in the B-16, B-17, B-20, and DVTA expansion areas would not change ownership, use, management, or recreational opportunities. The Stillwater National Refuge, Fallon National Wildlife Refuge, Humboldt-Toiyabe National Forest, and community of Crescent Valley would be exposed to aircraft overflights; however, they are currently exposed to aircraft activities and associated noise without precipitating changes in management, ownership, or use.

The number of Navy aircraft activities throughout the SUA would not increase from what was proposed in 2015. Changes in airspace would not result in low-altitude overflights, specifically in areas underlying the Diamond, Ruby, and ZIRCON MOAs (refer to Figure 2-7). Visual inspections of aerial maps of the areas where the Day Night Level is above 65 A-weighted decibels reveal no sensitive receptors (e.g., residences, lodging, or medical facilities) or inconsistency with current land use. However, because of the extension of these MOAs in the eastern portion of the FRTC SUA, the Navy would establish a 5-nautical-mile and 3,000-feet-above-ground-level (AGL) buffer around the towns of Crescent Valley and Eureka. Therefore, Alternative 1 would not result in significant impacts on land use or land use patterns underneath the SUA. Additional discussion regarding impacts associated with the SUA are discussed in Section 3.6 (Airspace).

#### **3.2.3.2.6 Summary of Effects and Conclusions**

Alternative 1 would expand B-16, B-17, B-20, and the DVTA within Churchill County and into Lyon, Mineral, Nye, and Pershing Counties. The majority of the land that would be withdrawn or acquired is open, undeveloped federal land with some non-federal parcels (see Table 2-1). Implementing this alternative would change the management of land within the range expansion areas. Withdrawn land would be removed from BLM and USFWS management, and would no longer be managed for the purpose of multiple uses. The Navy would manage the withdrawn land to support military uses; however, it would remain open to the public for certain uses and management activities. The withdrawal of federal land would not otherwise change land use patterns in the vicinity of B-16, B-17, B-20, and the DVTA, because land outside of the proposed expansion area would continue to be managed in accordance with current applicable federal and non-federal management plans. The acquisition of private land in the B-20 range expansion area would change the land use management in this immediate area, as the land would increase the total percentage of federal land in Churchill County. Land use ownership and management of land that is within the SUA would not change. Table 3.2-5 summarizes the federal land within each county under Alternative 1.



**Table 3.2-5: Proposed Increase in Federal Land by County Under Alternative 1**

<i>County</i>	<i>Existing Percentage of Federal Land by County</i>	<i>Alternative 1 Proposed Increase in Federal Land by County</i>
Churchill	84.0%	1.7%
Elko*	73.9%	0%
Eureka*	78.9%	0%
Lander*	84.7%	0%
Lyon	72.2%	Less than 1%
Mineral	94.4%	Less than 1%
Nye	97.7%	Less than 1%
Pershing	75.7%	Less than 1%
Washoe*	78.8%	0%

Under Alternative 1, Congressional withdrawal legislation would remove the WSA designation from portions of the Clan Alpine Mountains (approximately 22,324 acres [11 percent]), Job Peak (approximately 41,680 acres [47 percent]), and Stillwater Range (approximately 10,951 acres [12 percent]) WSAs. The de-designation of portions of the WSAs would not reduce a disproportionate share of relevant wilderness characteristics in such a way as to eliminate the potential for these areas to be designated as wilderness in the future. Alternative 1 would also close public access to approximately 3,200 acres of the Fallon National Wildlife Refuge (approximately 18 percent) and 1,920 acres of adjacent Churchill County Conservation Easements. The DVTA would overlap 11,600 acres of the BLM's proposed Fox Peak ACEC and require BLM to revise the boundaries of the ACEC.

Alternative 1 would be inconsistent with applicable land use plans, policies, and controls, including plans and policies for federally managed land. Following the withdrawal and revision of boundaries, BLM, USFWS, and Churchill, Mineral, Nye, and Pershing Counties would need to revise and amend their respective land use planning documents (BLM Resource Management Plan and USFWS Stillwater National Wildlife Refuge Complex Comprehensive Conservation Plan, and County Master Plans).

Alternative 1 would not allow low-altitude overflights of three designated wilderness areas and several communities. Low-level flights are discouraged under Chapter 2320 of the Forest Service Manual, except in emergencies or for essential military missions (U.S. Department of Agriculture, 2006). Due to the extension of the MOAs in the eastern portion of the FRTC SUA, the Navy would establish a 5-nautical-mile and 3,000-foot-AGL buffer around the towns of Crescent Valley and Eureka.

Under Alternative 1, the BLM utility corridor and a portion of the West-wide Energy Corridor would be incompatible with Navy policy. However, the West-wide Energy Corridor would remain, and the portion of the corridor outside of the B-16 expansion area would be available for future utility development. BLM would need to assess the relocation of the utility corridor.

Therefore, for the reasons set forth above, under Alternative 1, land use impacts within the region of influence would be considered less than significant. This EIS includes an analysis of the changes to the uses that occur on federal land. This analysis is located in the following sections: Section 3.3 (Mining and Mineral Resources), Section 3.4 (Livestock Grazing), Section 3.5 (Transportation), and Section 3.12 (Recreation).

### 3.2.3.3 Alternative 2: Managed Access

Alternative 2 is similar to Alternative 1. Under Alternative 2, the FRTC would have the same land and airspace configuration and would conduct the same training activities as that of Alternative 1. Compared to Alternative 1, Alternative 2 would allow the bighorn sheep hunting program in B-17, special events (races) in all of the Bravo ranges, and geothermal development where compatible west of State Route 121 in the DVTA, with Navy-proposed design features, and managed under the Geothermal Steam Act of 1970.

As with Alternative 1, Alternative 2 would expand B-16, B-17, B-20, and the DVTA within Churchill County and into Lyon, Mineral, Nye, and Pershing Counties. The majority of the land that would be withdrawn or acquired is open, undeveloped federal land with some non-federal parcels. Withdrawn land, with the exception of the DVTA, would be removed from BLM, Bureau of Reclamation, and USFWS management and would no longer be managed for the purpose of multiple uses. The Navy would manage the withdrawn land to support military uses; however, DVTA would remain open to the public, and the Navy would allow approved uses with prior coordination on the Bravo ranges. Visits requiring access to the Bravo ranges would be coordinated with the Navy and allowed if compatible with Navy training activities and range safety. BLM would be provided management access in DVTA for domestic livestock grazing activities. The Navy proposes to enter into an agreement (MOU) with the USFWS to allow the portion of the Fallon National Wildlife Refuge within B-20 to be closed to all public access, but to continue to be managed as a wildlife refuge. The MOU would allow USFWS continued management access of the Fallon National Wildlife Refuge within B-20 to facilitate consistency with the goals and objectives of the refuge. The Bureau of Reclamation would be allowed continued management access on withdrawn land for the purpose of flood management. The withdrawal of federal land would not otherwise change land use patterns in the vicinity of B-16, B-17, B-20, and the DVTA, because land outside of the proposed expansion area would continue to be managed in accordance with current applicable federal and non-federal management plans. The acquisition of private land in the B-20 range expansion area would change the land use management in this immediate area, as the land would increase the total percentage of federal land in Churchill County (Table 3.2-6). The zoning of the land within B-20 would remain zoned RR-20 as defined by Churchill County. Land use ownership and management of land that is within the SUA would not change.

**Table 3.2-6: Proposed Increase in Federal Land by County Under Alternative 2**

<i>County</i>	<i>Existing Percentage of Federal Land by County</i>	<i>Alternative 2 Proposed Increase in Federal Land by County</i>
Churchill	84.0%	1.7%
Elko*	73.9%	0%
Eureka*	78.9%	0%
Lander*	84.7%	0%
Lyon	72.2%	Less than 1%
Mineral	94.4%	Less than 1%
Nye	97.7%	Less than 1%
Pershing	75.7%	Less than 1%
Washoe*	78.8%	0%

Private landowners would receive just compensation for loss of any privately owned land acquired by the United States due to the proposed expansion of the Bravo ranges and DVTA. Just compensation would be determined by calculating the fair market value of parcels in accordance with federal appraisal rules codified in the Uniform Appraisal Standards for Federal Land Acquisitions.

Under Alternative 2, Congressional withdrawal legislation would remove the WSA designation from portions of the Clan Alpine Mountains (approximately 22,324 acres [11 percent]), Job Peak (approximately 41,680 acres [47 percent]), and Stillwater Range (approximately 10,951 acres [12 percent]) WSAs. The de-designation of portions of the WSAs would not reduce a disproportionate share of relevant wilderness characteristics in such a way as to eliminate the potential for these WSAs to be designated as wilderness in the future. Under Alternative 2, the Navy proposes to close public access to approximately 3,200 acres of the Fallon National Wildlife Refuge (approximately 18 percent) and 1,920 acres of adjacent Churchill County Conservation Easements. The DVTA would overlap 11,600 acres of the BLM's proposed Fox Peak ACEC.

Alternative 2 would be inconsistent with applicable land use plans, policies, and controls, including plans and policies for federally managed land. Following the withdrawal and revision of boundaries, BLM, USFWS, and Churchill, Mineral, Nye, and Pershing Counties would need to revise and amend their respective land use planning documents (BLM Resource Management Plan, USFWS Stillwater National Wildlife Refuge Complex Comprehensive Conservation Plan, and County Master Plans). Although the expansion of B-16 would overlap farmland of statewide importance, the Navy has determined that the proposed expansion would not irreversibly convert this land to non-agricultural use.

Alternative 2 would not allow low-altitude overflights of three designated wilderness areas and several communities. Due to the extension of the MOAs in the eastern portion of the FRTC SUA, the Navy would establish a 5-nautical-mile and 3,000-foot-AGL buffer around the towns of Crescent Valley and Eureka.

As with Alternative 1, under Alternative 2 the West-wide Energy Corridor, a BLM utility corridor, and transmission corridor (containing less than 55 kilovolt powerlines) are within the B-16 expansion area. The utility corridors within the B-16 expansion area are for planning purposes and do not currently contain any utility infrastructure. The transmission corridor with less than 55 kilovolt powerlines would remain in place. Under Alternative 2, no further development of these corridors would occur within the B-16 range. The BLM would need to assess their designated utility planning corridor for possible relocation. The West-wide Energy Corridor partially overlaps the proposed B-16 expansion area; however, the overlap would not preclude future utility development within the corridor outside the proposed B-16 expansion area.

Under Alternative 2, salable mining activities would be allowed within the DVTA and subject to conditions established in conjunction with BLM leasing procedures. Geothermal development west of State Route 121, would need to comply with Navy-proposed design features for geothermal development specified in Section 2.3.5.2.3 (Mining Activities).

Therefore, for the reasons set forth above, under Alternative 2, land use impacts within the region of influence would be considered less than significant. This EIS includes an analysis of the changes to the uses that occur on federal land. This analysis is located in the following sections: Section 3.3 (Mining and Mineral Resources), Section 3.4 (Livestock Grazing), Section 3.5 (Transportation), and Section 3.12 (Recreation).

#### **3.2.3.4 Alternative 3: Bravo-17 Shift and Managed Access (Preferred Alternative)**

Under Alternative 3, the Navy would renew its current federal land withdrawal at the FRTC. The Navy would also withdraw and acquire additional land to be reserved for military use. Alternative 3 would close public access to 421,005 acres for expanding the Bravo ranges but would allow approved uses with prior coordination, when the ranges are not in operation.

Under Alternative 3, the land requested for withdrawal for the DVTA north of U.S. Route 50 would remain the same as in Alternative 1. Unlike Alternative 1, the Navy would not withdraw land south of U.S. Route 50 as the DVTA. Rather, the Navy proposes that Congress categorizes this area as a Special Land Management Overlay. The Navy would implement the same managed access program as Alternative 2. Visits requiring access to the Bravo ranges would be coordinated with the Navy and allowed if compatible with Navy training activities and range safety. Section 3.2.3.4.4 (Dixie Valley Training Area) presents additional detail of the Special Land Management Overlay below.

#### **3.2.3.4.1 Bravo-16**

Under Alternative 3, proposed land expansion, training activities, and construction for B-16 would be similar as that described for Alternatives 1 and 2. However, Alternative 3 does not include the proposed withdrawal of land south of Simpson Road; thus, the land expansion would be approximately 31,875 acres (a decrease in approximately 326 acres when compared to Alternatives 1 and 2). Additionally, currently withdrawn lands south of Simpson Road would be relinquished by the Navy back to the BLM or Bureau of Reclamation. Alternative 3 would use the same managed access program as Alternative 2. Therefore, expanding B-16 under Alternative 3 would have the same impacts on land use as identified under Alternative 2. Visits requiring access to the B-16 range would be coordinated with the Navy and allowed if compatible with Navy training activities and range safety. Figure 3.2-9 shows the land uses, land management, and energy corridors that exist within the B-16 existing and proposed withdrawal areas.

#### **3.2.3.4.2 Bravo-17**

##### ***Land Withdrawal and Acquisition***

Alternative 3 would expand B-17 to approximately 265,588 acres, an increase from approximately 54,786 acres of land for military use (Table 2-7).

As with Alternatives 1 and 2, B-17 would expand to include a larger portion of Churchill County as well as portions of Mineral County and Nye County (Figure 3.2-10).

Compared to Alternatives 1 and 2, B-17 would overlap a larger portion of Nye County and less of Churchill and Mineral Counties. The proposed expansion of B-17 would include withdrawing approximately 209,564 acres of federal land (i.e., BLM) and acquiring 2,452 acres of non-federal land (Table 2-7). These non-federal parcels have historically been used for livestock grazing, mining, and recreation.

Withdrawn land would be removed from BLM management and would no longer be managed for the purpose of multiple uses by the public. The Navy would manage the withdrawn land to support military uses. The withdrawal of federal land under Alternative 3 would not otherwise change land use patterns in the vicinity of B-17, because land outside of the proposed B-17 expansion area would continue to be managed in accordance with current applicable federal and non-federal management plans. Following a decision by Congress, BLM may need to update and revise their respective land use planning documents.

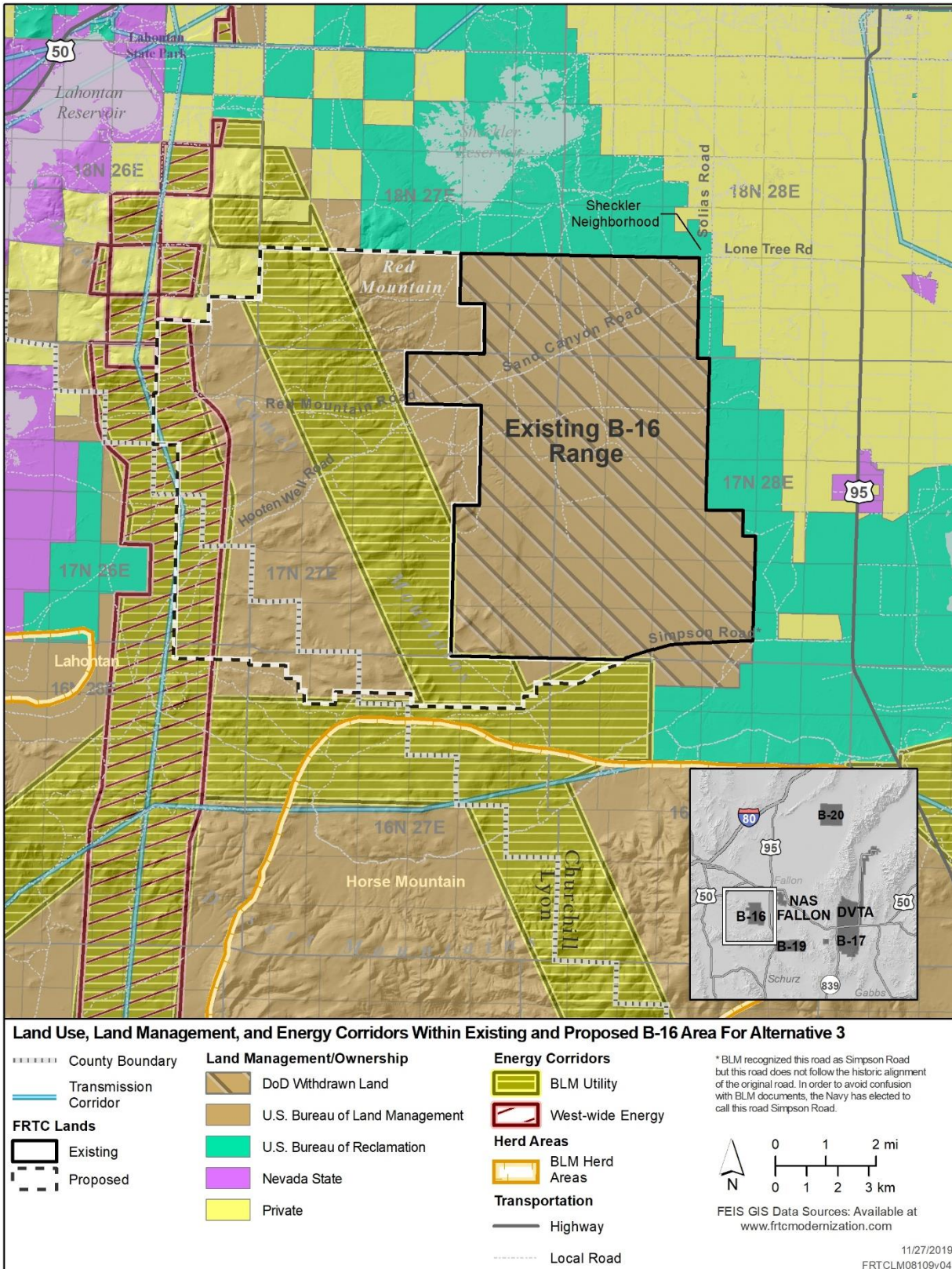


Figure 3.2-9: Land Use, Land Management, and Energy Corridors Within Existing and Proposed B-16 Area for Alternative 3



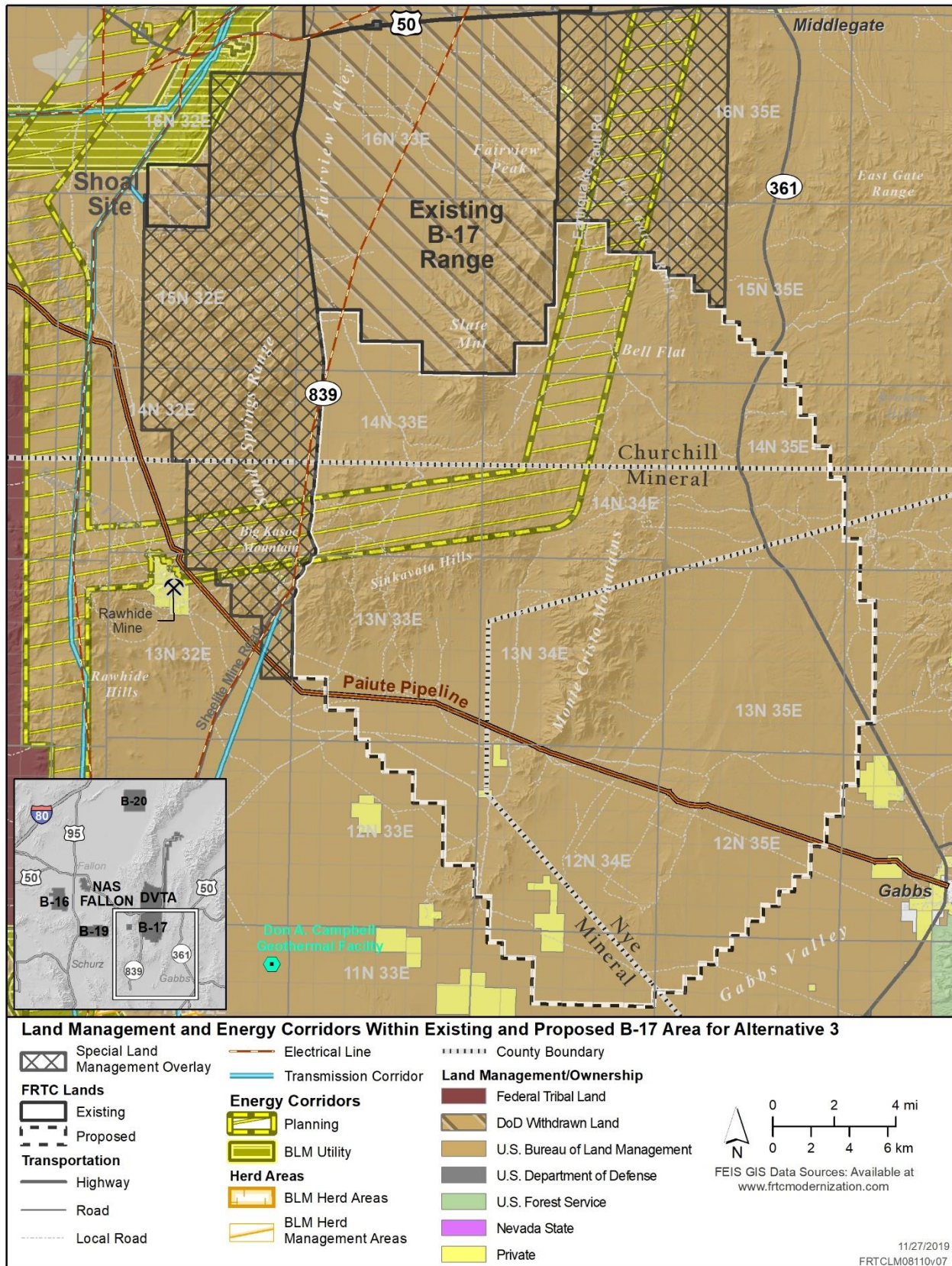


Figure 3.2-10: Land Management and Energy Corridors Within Existing and Proposed B-17 Area for Alternative 3

There are no wilderness areas, WSAs, lands with wilderness characteristics, or ACECs within the proposed boundary of B-17. There are also no wild horses or burros herd areas or herd management areas within this area, and no wild horses or burros are known to occur within or adjacent to this area. The BLM would be notified if any wild horses are discovered within B-17, and these horses would be removed in accordance with the Wild Free-Roaming Horses and Burros Act.

The Paiute Pipeline is located in the proposed B-17 boundary. The BLM also has an energy corridor within the eastern and southern portions of the proposed B-17 boundary. Alternative 3 would not allow utilities within B-17 (Table 2-6). The Navy would potentially relocate a segment of the Paiute Pipeline outside the B-17 WDZ. Follow-on, site-specific NEPA analysis of the anticipated impacts associated with any potential relocation of the pipeline would be conducted before any decision could be made concerning such potential relocation. The potential relocation analysis would include analyzing potential impacts on adjoining lands. Using funds provided by the Navy, the pipeline owner would have responsibility for planning, design, permitting, and constructing any realignment of the pipeline. The BLM would assess the relocation of the utility corridor around B-17 following implementation of this alternative. Relocating these corridors could restrict land uses on adjacent lands; however, the surrounding area is largely vacant federal land.

### ***Training Activities***

The training activities within B-17 would be the same as those described for Alternative 1. All training activities would be located within the proposed boundary of B-17 and the public would not have access to B-17 during training activities. The public may observe and hear aircraft, munitions, and support vehicles during training activities from adjacent areas. However, these activities are currently occurring within B-17, and Alternative 3 would not increase the frequency of these activities.

The WDZ would be fully contained within the B-17 expansion area (see Figure 2-3) and would be closed from public use. There are no residential, commercial, or industrial facilities within the WDZ. An existing BLM utility planning corridor is within the B-17 expansion area. Under this alternative, the BLM would not be able to develop utilities within this corridor and would need to reassess the location of the utility planning corridor.

### ***Public Accessibility***

Alternative 3 would allow certain restricted uses within specified areas of B-17, with prior coordination and when the ranges are not operational, similar to Alternative 2. The entire B-17 range would be closed and restricted from public use except for Navy-authorized activities such as ceremonial site visits, or regulatory or management activities, such as BLM or NDOW activities (e.g., hunting for bighorn sheep) (Table 2-6). Twelve of the non-Navy ROWs presented in Table 3.2-2 would be acquired by the Navy and closed, and thus would no longer be available for use by the current ROW holder. B-17 would be fenced and closed for public safety. B-17 would accommodate a larger WDZ than current conditions. Navy policy prohibits anyone from being within a WDZ when a range is actively being used. In addition, no member of the public is allowed in a non-operational WDZ without prior clearance/coordination. Posted warning signs would further discourage the public from entering B-17.

Unlike Alternative 1, Alternative 3 does not have the potential to close and relocate State Route 839. Instead, under Alternative 3 there is the potential for relocating approximately 12 miles of State Route 361 between the communities of Middlegate and Gabbs. The Navy would not utilize any portion of the B-17 expansion area (if implemented) that would overlap with the existing State Route 361 unless and until any relocated portion of the route has been completed and made available to the public. Section

3.5 (Transportation) discusses the potential impacts associated with potentially rerouting 12 miles of State Route 361. Relocating the portion of State Route 361 would allow continued public access to lands east of the proposed B-17 expansion area and continued connectivity between the communities of Middlegate and Gabbs. Alternative 3 would also close less of Earthquake Fault Road within B-17 than Alternatives 1 or 2. Recreationalists and the operators of the communication tower on Fairview Peak would be able to access Fairview Peak without asking for Navy permission or waiting until B-17 is not active under this alternative.

### ***Construction***

Under Alternative 3, construction activities would be the same as described for Alternative 1. The Navy would construct communication towers and electronic warfare sites, as well as improving approximately 12 miles of road, installing approximately 18 miles of pipeline, and installing approximately 78 miles of perimeter fencing. Construction would be intermittent, temporary, and phased to minimize impacts on the public. Section 2.3.5.3 (Construction) details these activities. Therefore, the proposed relocation of this portion of construction would not be anticipated to have a long-term effect on any adjoining land. Any proposed fencing and maintenance roads would be evaluated in follow-on NEPA documentation after a legislative decision is made.

### ***Road and Infrastructure Improvements to Support Alternative 3***

#### **State Route 361**

Alternative 3 includes the potential relocation of 12 miles of State Route 361. Using funding provided by the Navy, the Federal Highway Administration, in cooperation with the NDOT, would be responsible for planning, design, permitting and constructing any realignment of State Route 361. The Navy has submitted a Needs Report to the Surface Deployment and Distribution Command requesting authority to utilize funding through the Defense Access Roads program. If approved, the Navy would coordinate construction execution through the Federal Highway Administration. NDOT would ensure that construction of any new route is complete before closing any portion of the existing State Route 361, and the Navy would not utilize any portion of an expanded B-17 range (if implemented) that would overlap the existing State Route 361 unless and until any such new route has been completed and made available to the public.

#### **Paiute Pipeline**

Alternative 3 includes the potential relocation of a segment of the Paiute Pipeline outside the B-17 WDZ. The Navy would purchase the impacted portion of the Paiute Pipeline and then would pay for relocation of the existing Paiute Pipeline south of the proposed B-17 range. Using funding provided by the Navy, the Paiute Pipeline Company would be responsible for planning, designing, permitting, funding, and constructing any realignment of the pipeline. A ROW application submitted to the BLM by the pipeline owner would formally identify any proposed reroute. Site-specific environmental analysis and NEPA planning would be required before any potential relocation of the pipeline could occur, and the Navy would not utilize any portion of an expanded B-17 range (if implemented) that would overlap the existing pipeline unless and until any such re-routing of the pipeline has been completed and made available to the pipeline owner. The BLM would have decision authority with respect to any proposed final routing subsequent to completion of site-specific environmental analysis.

### 3.2.3.4.3 Bravo-20

Under Alternative 3, proposed land expansion, training activities, and construction for B-20 would be similar to that described for Alternatives 1 and 2. However, Alternative 3 does not include the proposed withdrawal of land east of East County Road (Figure 3.2-11); thus, the land expansion would be approximately 218,119 acres (a decrease of approximately 3,215 acres when compared to Alternatives 1 and 2). Alternative 3 would use the same managed access program as Alternative 2. Visits requiring access to the B-20 range would be coordinated with the Navy and allowed if compatible with Navy training activities and range safety. Therefore, expanding B-20 under Alternative 3 would have the same impacts on land use as expanding B-20 under Alternative 2.

### 3.2.3.4.4 Dixie Valley Training Area

#### *Land Withdrawal and Acquisition*

Under Alternative 3, the proposed expansion of the DVTA is less than Alternative 1 and 2. Figure 3.2-12 shows the land uses, land management, and energy corridors that exist within the DVTA existing and proposed withdrawal areas. The DVTA is proposed to expand to approximately 325,322 acres, an increase from approximately 77,560 acres (Table 2-7). Unlike Alternative 1, the Navy would not withdraw land south of U.S. Route 50 as the DVTA. Rather, the Navy proposes that Congress categorizes this area as a Special Land Management Overlay. This Special Land Management Overlay would define two areas (one east and one west of the B-17 range) as Military Electromagnetic Spectrum Special Use Zones. These two areas, which are public lands under the jurisdiction of BLM, would not be withdrawn by the Navy, and would not directly be used for land-based military training or managed by the Navy. The area does include an existing right-of-way for a current Navy communication site. Otherwise, these two areas would remain open to public access and would be available for all appropriate uses, including mining for locatable and leasable mineral resources. However, prior to issuing any decisions on projects, permits, leases, studies, and other land uses within the Special Land Management Overlay, BLM would be required to consult with NAS Fallon. This consultation would inform the Navy of proposed projects, permits, leases, studies, and other land uses and afford the Navy an opportunity to collaborate with BLM to preserve the training environment. Further, prior to issuing approval for installation or use of mobile or stationary equipment used to transmit and receive electromagnetic radio signals in the Special Land Management Overlay, BLM would be required to obtain permission from NAS Fallon for use of this equipment. This requirement to obtain Navy permission for the use of this equipment would afford the Navy an opportunity to ensure military and civilian use of the electromagnetic spectrum do not interfere with each other. The BLM and the Navy would also enter into a Memorandum of Understanding to administer the details of the consultation and approval process.

There are no wilderness areas within the proposed DVTA. Alternative 3 would de-designate the same WSAs as Alternatives 1 and 2 to avoid overlapping the DVTA: Stillwater Range WSA (approximately 10,951 acres; 12 percent of the WSA), Jobs Peak WSA (approximately 41,680 acres; 47 percent of the WSA), and Clan Alpine Mountains WSA (approximately 22,324 acres; 11 percent of the WSA).

The de-designation of portions of the WSAs would not reduce a disproportionate share of relevant wilderness characteristics in such a way as to eliminate the potential for these WSAs to be designated as wilderness in the future. The remaining WSAs (i.e., those portions outside the proposed DVTA boundary) would continue to be managed according to the policy and regulations related to the WSAs.



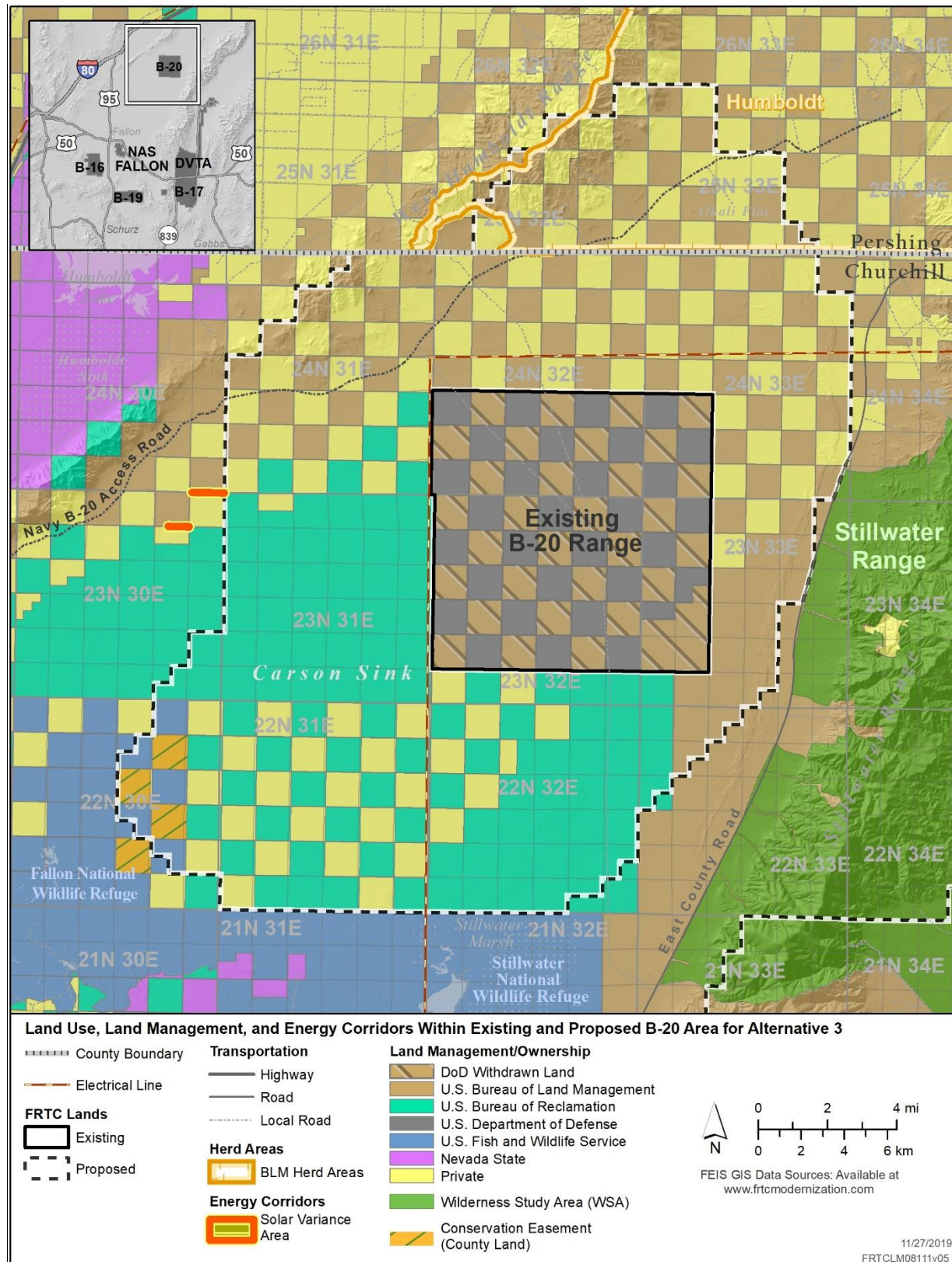


Figure 3.2-11: Land Use, Land Management and Energy Corridors Within Existing and Proposed B-20 Area for Alternative 3



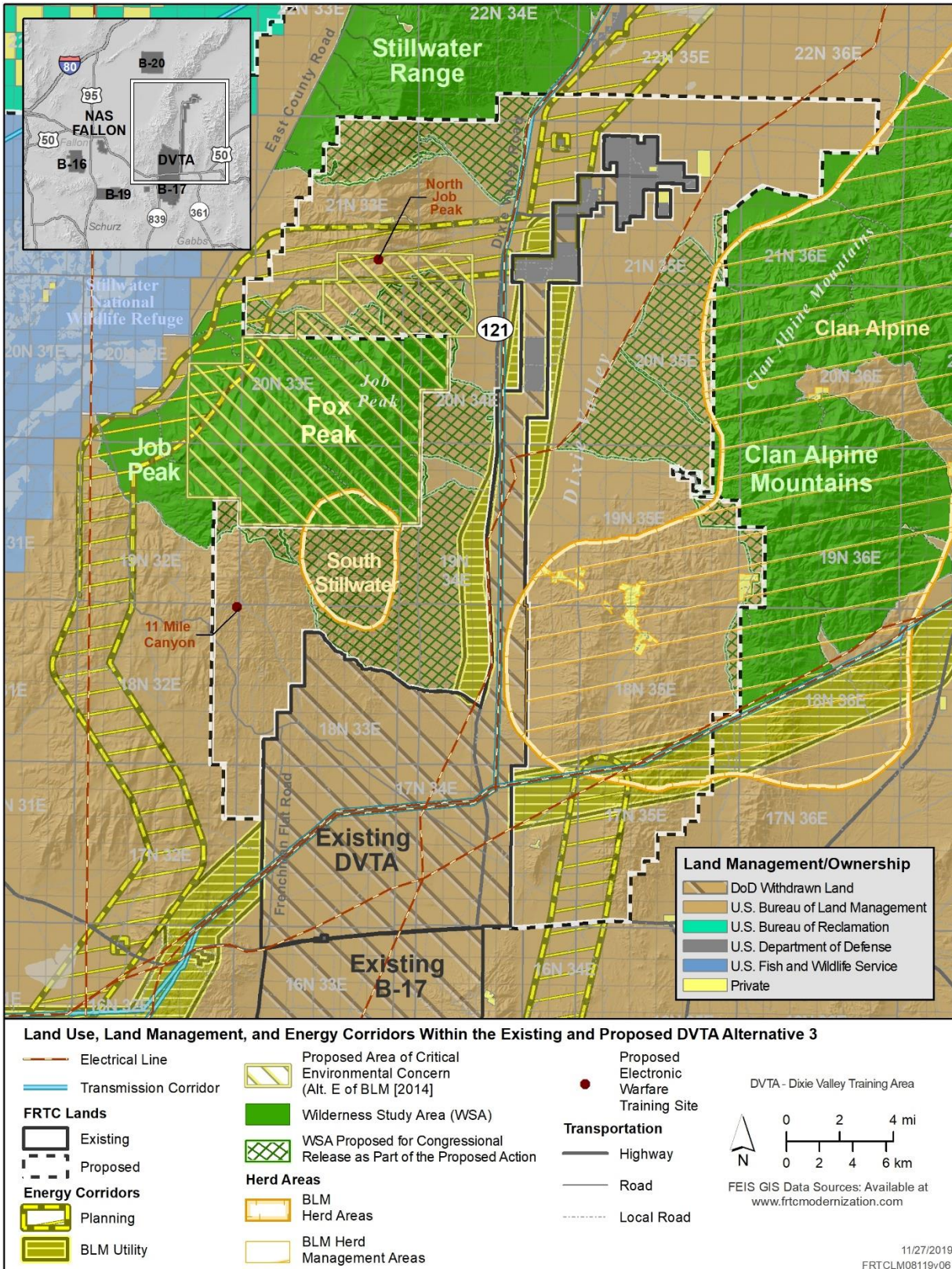


Figure 3.2-12: Land Use, Land Management, and Energy Corridors Within the Existing and Proposed DVTA Alternative 3

As with Alternatives 1 and 2, Congressional withdrawal legislation would remove the WSA designation from portions of the Clan Alpine Mountains (approximately 22,466 acres [11 percent]), Job Peak (approximately 41,684 acres [47 percent]), and Stillwater Range (approximately 10,954 acres [12 percent]) WSAs. The de-designation of portions of the WSAs would not reduce a disproportionate share of relevant wilderness characteristics in such a way as to eliminate the potential for these areas to be designated as wilderness in the future. The BLM would continue to manage the remaining WSA portions of Clan Alpine WSA, Job Peak WSA, and Stillwater Range WSAs as WSAs. Similarly, although the South Stillwater and Clan Alpine Herd Area/Herd Management Areas overlap the DVTA, there would be no change to the current management of these areas. The DVTA would overlap 11,600 acres of the BLM's proposed Fox Peak ACEC (24 percent). The BLM would change the boundaries of the Fox Peak ACEC to remove those areas within the expanded DVTA.

There are existing transmission lines as well as BLM energy corridors within the boundary of the DVTA. Alternative 3 would not affect the current configuration of utilities within the proposed DVTA boundary. However, like Alternatives 1 and 2, Alternative 3 would limit the ability to improve existing and proposed transmission lines within the DVTA.

### ***Training Activities***

Under Alternative 3, training activities would be the same as that of Alternatives 1 and 2. Therefore, impacts would be the same as those described under Alternative 1.

### ***Public Accessibility***

The DVTA would be open to the public under this alternative, including acquired and withdrawn lands. Multiple uses would be allowed within the DVTA except for mining of locatable minerals and solar and wind development (Table 2-6). The BLM would continue to permit and manage domestic livestock grazing activities within the proposed DVTA range under Alternative 3. Utilities and associated ROWs would be allowed to remain; however, there would be limited public uses (Table 2-6). Details associated with public access are discussed in Sections 3.3 (Mining and Mineral Resources), 3.5 (Transportation), and 3.9 (Water Resources). Limited geothermal development would be allowed west of SR 121/Dixie Valley Road and managed under the Geothermal Steam Act of 1970. Following any Congressional decision potentially implementing the land withdrawal, the Navy would determine which ROWs presented in Table 3.2-4 would be compatible with the expanded range and the ROWs that would be acquired by the Navy. The three proposed electronic warfare sites (up to 15 acres total) would be fenced around the perimeter, and the public would not be allowed to access these areas. Land uses on the DVTA would continue to be managed by the BLM. Alternative 3 would change land use patterns within the DVTA because mining and geothermal development would no longer be allowed. Alternative 3 would not change public accessibility within the proposed DVTA boundary.

### ***Construction***

Expanding the DVTA under Alternative 3 would have the same construction impacts as that of Alternatives 1 and 2. Therefore, construction is not anticipated to have a long-term effect on any land use adjoining the DVTA.

#### **3.2.3.4.5 Fallon Range Training Complex Special Use Airspace**

The modification and reconfiguration of SUA under Alternative 3 would be similar to that described for Alternative 1. See Section 3.2.3.2.5 (Fallon Range Training Complex Special Use Airspace) for potential

impacts that could result from this modification and reconfiguration. The only difference from the other alternatives is the shift of R-4805 to cover the B-17 range.

### 3.2.3.4.6 Summary of Effects and Conclusions

Like Alternatives 1 and 2, Alternative 3 would expand B-16, B-17, B-20, and the DVTA within Churchill County and into Lyon, Mineral, Nye, and Pershing Counties. The majority of the land proposed to be withdrawn or acquired is open, undeveloped federal land with some non-federal parcels (see Table 2-7). The Navy worked with federal and state agencies, and local governments, between the Draft and Final EIS to further develop the approach to managed access. Visits requiring access to the Bravo ranges would be coordinated with the Navy and allowed if compatible with Navy training activities and range safety. The BLM and the Navy would also enter into a Memorandum of Understanding to administer the details of the consultation and approval process to support the managed access of the Special Land Management Overlay. Implementing this alternative would change the management of land within the range expansion areas. Withdrawn land, with the exception of the DVTA, would be removed from BLM, Bureau of Reclamation, and USFWS management and would no longer be managed for the purpose of multiple uses. The Navy would manage the withdrawn land to support military uses; however, it would remain open to the public for certain uses and management activities. BLM would be provided management access in DVTA for domestic livestock grazing activities, and the Navy proposes to enter into an agreement (MOU) with the USFWS to allow the portion of the Fallon National Wildlife Refuge within B-20 to be closed to all public access, but to continue to be managed as a wildlife refuge. The Bureau of Reclamation would be allowed continued management access on withdrawn land for the purpose of flood management. The Navy would manage the withdrawn land to support military uses. The withdrawal of federal land would not otherwise change land use patterns in the vicinity of B-16, B-17, B-20, and the DVTA, because land outside of the proposed expansion area would continue to be managed in accordance with current applicable federal and non-federal management plans. The acquisition of private land in the B-20 range expansion area would change the land use management in this immediate area, as the land would increase the total percentage of federal land in Churchill County (Table 3.2-7). Land use ownership and management of land that is within the SUA would not change.

**Table 3.2-7: Proposed Increase in Federal Land by County Under Alternative 3**

<i>County</i>	<i>Existing Percentage Federal Land</i>	<i>Alternative 3 Percentage Increase in Federal Land</i>
Churchill	84.0%	1.7%
Elko	73.9%	0%
Eureka	78.9%	0%
Lander	84.7%	0%
Lyon	72.2%	Less than 1%
Mineral	94.4%	Less than 1%
Nye	97.7%	Less than 1%
Pershing	75.7%	Less than 1%
Washoe	78.8%	0%

Private landowners would receive just compensation for loss of any privately owned land acquired by the United States due to the proposed expansion of the Bravo ranges and DVTA. Just compensation would be determined by calculating the fair market value of parcels in accordance with federal appraisal rules codified in the Uniform Appraisal Standards for Federal Land Acquisitions.

Under Alternative 3, Congressional withdrawal legislation would remove the WSA designation from portions of the Clan Alpine Mountains (approximately 22,466 acres [11 percent]), Job Peak (approximately 41,684 acres [47 percent]), and Stillwater Range (approximately 10,954 acres [12 percent]) WSAs. The de-designation of portions of the WSAs would not reduce a disproportionate share of relevant wilderness characteristics in such a way as to eliminate the potential for these areas to be designated as wilderness in the future. Alternative 3 would also close public access to approximately 2,720 acres of the Fallon National Wildlife Refuge (approximately 18 percent) and 1,920 acres of adjacent Churchill County Conservation Easements. The DVTA would overlap 11,600 acres of the BLM's proposed Fox Peak ACEC and require BLM to revise the boundaries of the ACEC.

Alternative 3 would be inconsistent with applicable land use plans, policies, and controls, including plans and policies for federally managed land. Following the withdrawal and revision of boundaries, BLM, USFWS, and Churchill, Mineral, Nye, and Pershing Counties would need to revise and amend their respective land use planning documents (BLM Resource Management Plan, USFWS Stillwater National Wildlife Refuge Complex Comprehensive Conservation Plan, and County Master Plans).

Alternative 3 would not allow low-altitude overflights of three designated wilderness areas and several communities. Low-level flights are discouraged under Chapter 2320 of the Forest Service Manual, except in emergencies or for essential military missions (U.S. Department of Agriculture, 2006). Due to the extension of the MOAs in the eastern portion of the FRTC SUA, the Navy would propose to establish a 5-nautical-mile buffer around the towns of Crescent Valley and Eureka.

Under Alternative 3, the BLM utility corridor and a portion of the West-wide Energy Corridor would be incompatible with military operations under Navy policy. However, the West-wide Energy Corridor would remain, and the portion of the corridor outside of the B-16 expansion area would be available for future utility development. The BLM would need to assess the relocation of the utility corridor.

Therefore, for the reasons set forth above, under Alternative 3, land use impacts within the region of influence would be considered less than significant. This EIS includes an analysis of the changes to the uses that occur on federal land. This analysis is located in the following sections: Section 3.3 (Mining and Mineral Resources), Section 3.4 (Livestock Grazing), Section 3.5 (Transportation), and Section 3.12 (Recreation).

### **3.2.3.5 Proposed Management Practices, Monitoring, and Mitigation**

#### **3.2.3.5.1 Proposed Management Practices**

Policies and procedures, such as coordinating with other federal agencies or counties, would continue to be implemented to avoid or minimize land use conflicts. No additional management practices are warranted for land use based on the analysis presented in Section 3.2.3 (Environmental Consequences).

#### **3.2.3.5.2 Proposed Monitoring**

No monitoring measures would be warranted for land use based on the analysis presented in Section 3.2.3 (Environmental Consequences).

### 3.2.3.5.3 Proposed Mitigation

Mitigation measures would be warranted for land use. Based on the analysis presented in Section 3.2.3 (Environmental Consequences) and input from public comments, the Navy will incorporate the following mitigation measure to minimize impacts on Land Use:

- Due to the extension of the MOAs in the eastern portion of the FRTC SUA, the Navy proposes to implement the 5-nautical-mile and 3,000-feet-AGL buffer around the towns of Crescent Valley and Eureka.

### 3.2.3.6 Summary of Effects and Conclusions

Table 3.2-8 summarizes the effects of the alternatives on land use.

**Table 3.2-8: Summary of Effects for Land Use**

Summary of Effects and National Environmental Policy Act Determinations	
No Action Alternative	
Summary	<ul style="list-style-type: none"><li>• The Navy would retain administrative control of the land withdrawn under Public Law 106-65 until any required environmental remediation was completed and health and safety concerns were sufficiently addressed to allow the return of the land to the BLM for reincorporation into the public domain.</li><li>• Additional land for utilities and renewable resource development (solar, wind, or geothermal) could be available.</li><li>• Land use restrictions around FRTC land areas could be removed.</li><li>• Long-term beneficial impacts on land use could occur with implementation of the No Action Alternative.</li></ul>
Impact Conclusion	The No Action Alternative could result in beneficial impacts on land use.



Table 3.2-8: Summary of Effects for Land Use (continued)

Summary of Effects and National Environmental Policy Act Determinations	
Alternative 1	
Summary	<ul style="list-style-type: none"> <li>• The open nature of the surrounding area would not change.</li> <li>• Congressional withdrawal legislation would de-designate portions of the Clan Alpine Mountains (approximately 11 percent), Job Peak (approximately 47 percent), and Stillwater Range (approximately 12 percent) WSAs. Land use and land management for portions of land remaining as designated WSAs would not change.</li> <li>• The B-20 boundary would expand to meet the perimeter of the Stillwater National Wildlife Refuge and include 3,200 acres of the Fallon National Wildlife Refuge as well as adjoining County Conservation Easements (1,920 acres). The Navy proposes to enter into an agreement (Memorandum of Understanding [MOU]) with the USFWS to allow the portion of the Fallon National Wildlife Refuge within B-20 to be closed to all public access, but to continue to be managed as a wildlife refuge</li> <li>• The DVTA would overlap 11,600 acres of the BLM's proposed Fox Peak ACEC, and the BLM would change the boundaries of the ACEC; the 11,600 acres of withdrawn land would be managed by the Navy. Management of the remaining proposed Fox Peak ACEC would remain with BLM.</li> <li>• Withdrawn federal land would no longer be managed for the purpose of multiple public use.</li> <li>• The percentage of federal land within Churchill County would increase approximately 1.7 percent. Federal land would increase less than 1 percent in Mineral, Nye, Pershing and Washoe Counties.</li> <li>• Access to previously open land would be closed and restricted from public use except for Navy-authorized activities (e.g., ceremonial site visits; research/academic pursuits; or regulatory or management activities, by organizations such as BLM, Bureau of Reclamation, USFWS, local government, or NDOW).</li> <li>• There would be no conversion of prime or unique farmland or farmland of statewide importance.</li> <li>• Utility planning corridors within the range expansion areas would be incompatible with military operations under Navy policy.</li> </ul>
Impact Conclusion	Alternative 1 would result in less than significant impacts on land use.

Table 3.2-8: Summary of Effects for Land Use (continued)

Summary of Effects and National Environmental Policy Act Determinations	
Alternative 2	
Summary	<ul style="list-style-type: none"> <li>• The open nature of the surrounding area would not change.</li> <li>• Congressional withdrawal legislation would remove WSA designation from the Clan Alpine Mountains (approximately 11 percent), Job Peak (approximately 47 percent), and Stillwater Range (approximately 12 percent) WSAs; however, land use and land management for portions of land remaining as designated WSAs would not change.</li> <li>• The B-20 boundary would expand to meet the perimeter of the Stillwater National Wildlife Refuge and include 3,200 acres of the Fallon National Wildlife Refuge as well as adjoining County Conservation Easements (1,920 acres). The Navy proposes to enter into an agreement (MOU) with the USFWS to allow the portion of the Fallon National Wildlife Refuge within B-20 to be closed to all public access, but to continue to be managed as a wildlife refuge</li> <li>• The DVTA would overlap 11,600 acres of the BLM's proposed Fox Peak ACEC, and the BLM would change the boundaries of the ACEC; the 11,600 acres of withdrawn land would be managed by the Navy. Management of the remaining proposed Fox Peak ACEC would remain with BLM.</li> <li>• Withdrawn federal land would no longer be managed for the purpose of multiple public use.</li> <li>• The percentage of federal land within Churchill County would increase approximately 1.7 percent. Federal land would increase less than 1 percent in Mineral, Nye, Pershing and Washoe Counties.</li> <li>• Access to previously open land would be closed and restricted from public use except for Navy-authorized activities (e.g., ceremonial site visits; research/academic pursuits; or regulatory or management activities, by organizations such as BLM, Bureau of Reclamation, USFWS, local government, or NDOW).</li> <li>• Managed access to conduct bighorn sheep hunting program in B-17, special events (races) in all of the Bravo ranges, and geothermal development where compatible west of State Route 121 in the DVTA.</li> <li>• There would be no conversion of prime or unique farmland or farmland of statewide importance.</li> <li>• Utility planning corridors within the range expansion areas would be incompatible with military operations under Navy policy.</li> </ul>
Impact Conclusion	Alternative 2 would result in less than significant impacts on land use.

Table 3.2-8: Summary of Effects for Land Use (continued)

Summary of Effects and National Environmental Policy Act Determinations	
Alternative 3	
Summary	<ul style="list-style-type: none"> <li>• The open nature of the surrounding area would not change.</li> <li>• Congressional withdrawal legislation would remove WSA designation from the Clan Alpine Mountains (approximately 11 percent), Job Peak (approximately 47 percent), and Stillwater Range (approximately 12 percent) WSAs; however, land use and land management for portions of land remaining as designated WSAs would not change.</li> <li>• The B-20 boundary would expand to meet the perimeter of the Stillwater National Wildlife Refuge and include 2,720 acres of the Fallon National Wildlife Refuge as well as adjoining County Conservation Easements (1,920 acres). The Navy proposes to enter into an agreement (MOU) with the USFWS to allow the portion of the Fallon National Wildlife Refuge within B-20 to be closed to all public access, but to continue to be managed as a wildlife refuge</li> <li>• The DVTA would overlap 11,600 acres of the BLM's proposed Fox Peak ACEC, and the BLM would change the boundaries of the ACEC; the 11,600 acres of withdrawn land would be managed by the Navy. Management of the remaining proposed Fox Peak ACEC would remain with BLM.</li> <li>• The proposed creation of a Special Land Management Overlay would require BLM to coordinate with the Navy regarding the management of uses in this area to ensure military and civilian use of the electromagnetic spectrum does not interfere with their respective activities.</li> <li>• Withdrawn federal land would no longer be managed for the purpose of multiple public use.</li> <li>• The percentage of federal land within Churchill County would increase approximately 1.7 percent. Federal land would increase less than 1 percent in Mineral, Nye, Pershing and Washoe Counties.</li> <li>• Access to previously open land would be closed and restricted from public use except for Navy-authorized activities (e.g., ceremonial site visits; research/academic pursuits; or regulatory or management activities, by organizations such as BLM, Bureau of Reclamation, USFWS, local government, or NDOW activities).</li> <li>• There would be managed access to conduct bighorn sheep hunting program in B-17, special events (races) in all of the Bravo ranges, and geothermal development where compatible west of State Route 121 in the DVTA.</li> <li>• There would be no conversion of prime or unique farmland or farmland of statewide importance.</li> <li>• Utility planning corridors within the range expansion areas would be incompatible with military operations under Navy policy.</li> </ul>
Impact Conclusion	Alternative 3 would result in less than significant impacts on land use.

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