
5.0 Management Practices, Monitoring, and Mitigation

Environmental Impact Statement

Fallon Range Training Complex Modernization

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5 Management Practices, Monitoring, and Mitigation

5.1 Introduction

5.1.1 Overview

National Environmental Policy Act (NEPA) regulations require that an Environmental Impact Statement (EIS) include discussion of measures where required as a means to mitigate adverse environmental impacts. The intention of mitigation is to reduce the adverse effects of an action on the environment. Council on Environmental Quality regulations (40 Code of Federal Regulations [CFR] 1508.20) identify five ways to reduce or mitigate the severity or intensity of adverse impacts:

- Avoiding the impact altogether
- Minimizing impacts
- Rectifying the impact by repairing, rehabilitating, or restoring the affected environment
- Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action
- Compensating for the impact by replacing or providing substitute resources or environments

This chapter focuses on management practices, monitoring, and mitigation measures that are proposed to reduce impacts associated with the Proposed Action. Management practices, monitoring, and mitigation measures that were established in Chapter 5 of the 2015 Military Readiness Activities at Fallon Range Training Complex (FRTC), Nevada Final EIS are carried forward in this EIS and are listed under the “current” heading for management practices, monitoring, or mitigation. Mitigation measures generally aim to reduce impacts from training activities that would extend to the proposed expansion areas. Brief descriptions of continued practices are provided in their relevant resource sections.

5.1.2 Approach

The process of identifying ways to reduce the potentially adverse environmental effects of the Proposed Action started early in the planning process for the proposed range modernization and continued through preparation of the Final EIS. For example, several existing United States (U.S.) Department of the Navy (Navy) environmental programs and plans include established procedures, practices, or management actions that would restore, reduce, or eliminate perceived environmental risks of the Proposed Action, such as the *Integrated Natural Resources Management Plan* (INRMP) for Naval Air Station (NAS) Fallon. In accordance with the Department of Defense and Navy policies, these plans are reviewed and revised on a regular basis, and would be updated to reflect changes at the FRTC if the Proposed Action were to be implemented.

This chapter incorporates current resource protection measures such as standard operating procedures and management practices that are integral to the activities covered by the Proposed Action and its alternatives. A management practice may encompass the installation of structural devices or the implementation of non-structural practices or activities, prohibitions of practices, operating procedures, maintenance procedures, and/or other management techniques. The Navy also currently employs standard operating procedures to provide for the safety of personnel and equipment, as well as the success of the training and testing activities. In many cases, standard operating procedures result in incidental environmental, socioeconomic, and cultural benefits, but they serve the primary purpose of providing for safety and mission success, and are implemented regardless of their secondary benefits.

Implementation of both management practices and standard operating procedures has been considered in the environmental analyses for each resource.

In addition to existing management practices and standard operating procedures that would be applied, if the analysis identified potential adverse impacts on a resource from implementing the No Action or action alternatives, the Navy identified methods to minimize or mitigate those impacts through coordination with cooperating agencies and Indian Tribes, where appropriate and practicable. Cooperating agencies, Indian Tribes, and other stakeholders were solicited for potential mitigation or management actions through meetings, as well as through the public scoping process and the public comment process on the Draft EIS. The Navy evaluated the suggestions against compatibility with military training activities and range safety. The Navy conducted several mitigation working group meetings with Cooperating Agencies and Indian Tribes to discuss their concerns as well as the feasibility of their suggested management practices or mitigations. The Navy continued to work with cooperating agencies, tribal participants, and other public stakeholders between the Draft and Final EIS to refine or augment mitigation methods to reduce potential impacts. These suggestions for management practices, monitoring, and mitigation from the cooperating agencies and tribal participants, and other public comments received during scoping and the commenting period on the Draft EIS, have been added to the Final EIS in Tables 5-1 through 5-16. General mitigation suggestions are shown in Table 5-1 along with the Navy's responses for each suggestion indicating whether it was adopted or not, including reasoning for considering but eliminating the suggestion if applicable. Suggestions that were specific to different resource categories are discussed under their respective resource headers in Table 5-2 through Table 5-13, located in Sections 5.2 through 5.16.

5.1.3 Management Practices

Environmental management practices are policies, procedures, or plans that aim to preserve the environment or the integrity of the ranges. Management practices are implemented to reduce the impacts that projects can generally have on their surrounding environment. For instance, having fuel spill procedures and safeguards or posting speed limits reduce impacts that a project could have on various resources within their Region of Influence, such as public health and safety and geological resources. Many management practices are detailed in the current INRMP. Proposed management practices are discussed for each resource in Sections 5.2 through 5.16.

5.1.4 Monitoring

Environmental monitoring involves systematic sampling of physical and biological resources to derive knowledge of the environment, its resources, and processes or activities that affect them. Monitoring can be conducted for a number of purposes, including establishing environmental baselines and trends, informing decision-making for management actions, assessing the effects of natural and human influences, assessing the effectiveness of management practices and mitigation measures, and ensuring compliance with environmental regulations.

Table 5-1: Management Practices, Monitoring, and Mitigation Measures Suggested for General Impacts

Suggestion*	Response	Adopted (✓/-)
As mitigation, the Navy should establish a federal advisory board to assist the Navy and the designated resource agencies in managing the NAS Fallon complex.	An established federal advisory board exists during the development and implementation of an INRMP and brings together multiple resource agencies for natural resource management on Navy lands. The Navy would establish MOUs or MOAs with applicable agencies, including NDOW, BLM, Bureau of Reclamation, and the USFWS, for management of the land as necessary. To facilitate communication, the public could work with the agencies using established advisory pathways.	-
Identify and protect resources in conjunction with local entities by including them on operation planning maps so they can be actively avoided during operations.	The Navy has worked with its cooperating agencies and tribal participants to identify important resources in the Study Area. The Navy has analyzed impacts on these resources in the Draft and Final EIS. Avoidance of impacts has been incorporated wherever possible in conjunction with the Navy's mission.	✓
Incorporate a fully funded and comprehensive wildlife resource mitigation plan into the Final EIS/ROD. A strategy should be developed for forming and enabling a Wildlife Working Group with the objective of enhancing wildlife populations, habitat resources, and rehabilitation strategies.	While the Navy can and does submit requests for wildlife-related funding, the Navy's budget is determined by Congress. In the future for the expansion, the Navy is planning on expanding the INRMP to include the larger area and would seek resources for management of the larger area. The INRMP development and implementation brings together multiple resource agencies for natural resource management on Navy lands. The Navy cannot dedicate future funding to something such as the Wildlife Working Group (e.g., federal advisory board). The Navy would use resources available to it from the INRMP and would collaborate with NDOW on the Bighorn Hunt Program MOA. The Navy is also working with NDOW and other Stakeholders on the Wildland Fire Management Plan that is under development. The Draft MOA and Draft Outline of the Wildland Fire Management Plan are shown in their current form in Appendix D (Memoranda, Agreements, and Plans).	✓
Use a 180-degree azimuth for JDAM instead of a 360-degree azimuth for JDAM.	The Navy has incorporated this suggestion under all of the Alternatives.	✓
Provide an analysis and a detailed estimate of the costs of the entire scope of the proposed withdrawal, as well as required design features.	The focus of the NEPA analysis is environmental impacts. Cost estimates would be dependent on any ultimate Congressional decision.	-

Table 5-1: Management Practices, Monitoring, and Mitigation Measures Suggested for General Impacts (continued)

Suggestion*	Response	Adopted (✓/-)
<p>(continued) A mitigation plan must also be included that is based on this analysis, and that plan should include an appropriations package for submittal to Congress that would provide for compensation of the impacts of the proposed withdrawal by replacing or providing substitute resources. Congressional approval is an important aspect of this process, and appropriations will be required to make counties and their local communities whole from impacts that will occur. NACO has asked from the beginning that the Navy mitigate the infrastructure and revenue impacts to local governments and communities.</p> <p>The EIS must provide a mitigation plan for each alternative that would include (1) a detailed estimate of the costs of the proposed withdrawal, (2) required design features, and (3) an appropriations package for submittal to Congress. This information must be analyzed as if there will be no managed access, possibly with an “up to” amount. While each one of these alternatives includes a “managed access” component; “managed access” is at the full discretion of the Navy and can be terminated by the Commander at will, for any reason. Such a mitigation plan is needed to satisfy Step (5) of NEPA’s Mitigation Hierarchy by compensating for the impact through replacement or providing of substitute resources (40 CFR 1508.20).</p>	<p>(continued) The Navy is unable to produce a detailed estimate of the costs beyond the analysis that has been provided in the Final EIS at this time. The mitigations that have been incorporated as part of the Proposed Action and discussed separately in Chapter 5 serve as the mitigation plan.</p> <p>Future compensation for other losses to allotment holders, mining claimants, water rights holders, and other private land owners would be estimated and discussed after any Congressional decision is made. Calculations of these losses and revenues from the effects of assumed compensatory negotiations between the Navy and individual entities are speculative and based on the economic modeling tool and its assumptions, from within the different economic sectors in northern Nevada.</p> <p>Following any Congressional decision, the Department of Defense’s Office of Economic Adjustment Program may provide technical and financial assistance to state and local governments to undertake Compatible Use and Joint Land Use Studies in response to Military Department compatibility concerns.</p> <p>The land withdrawal would require an Act from Congress. Acquisition of non-federal lands, relocation of State Route 361 or 839, relocation of Paiute Pipeline Company gas line, and range improvements would require congressional appropriation via the military construction program. Funding for operations and maintenance of the range complex would require annual appropriations by Congress.</p> <p>The withdrawal Act would govern access and require the Department of the Navy to take certain steps to safeguard the natural and cultural resources of the area withdrawn. Appropriations for the purchase of non-federal lands and relocation of the state road and privately owned pipeline would include funding for certain mitigation actions. Annual appropriations would not be for operations but instead would be used for recurring mitigation requirements.</p> <p>The Navy has updated the required design features for water and geothermal developments in the DVTA in the Final EIS.</p>	<p>✓</p>

Table 5-1: Management Practices, Monitoring, and Mitigation Measures Suggested for General Impacts (continued)

Suggestion*	Response	Adopted (✓/-)
Begin drafting the MOU and coordinating with the Paiute Pipeline Company for the Paiute Pipeline relocation.	The Navy would coordinate with the Paiute Pipeline Company as appropriate after any ultimate decision by Congress.	✓
Add/improve roads to the outside of the fence lines, such as improving the Stillwater Road or Coral Canyon Road to act as potential solution to lands that would now have substantially more difficult access.	The Navy recognizes the loss of access to exclusive use areas (bombing ranges) under the proposed withdrawal. The Navy is not currently proposing to relocate or add new roads with the exception of relocating either Highway 839 or 361. Following any ultimate Congressional decision, the Department of Defense's Office of Economic Adjustment Program may provide technical and financial assistance to nonfederal agencies when appropriate.	-
Work with BLM and other stakeholders, including Churchill County, to amend the Carson City District RMP. Discussion must focus on important land use allocations, such as where to relocate planned utility corridors, development of ACECs or other special designations to backfill WSA release, development of ROWs for new/relocated roads, and recognition and maintenance of RS 2477 routes.	The Navy would coordinate with BLM, Churchill County, and other stakeholders following any ultimate decision by Congress. Following any ultimate Congressional decision, the Department of Defense's Office of Economic Adjustment Program may provide technical and financial assistance to nonfederal agencies when appropriate, including working with stakeholders to amend the Carson City District RMP.	✓

*Some suggestions are from public comments on the Draft EIS and are components associated with larger comments. The full comments and responses can be found in Appendix F (Public Comments and Responses).

Notes: ACEC = Area of Critical Environmental Concern, BLM = Bureau of Land Management, CFR = Code of Federal Regulations, DVTA = Dixie Valley Training Area, EIS = Environmental Impact Statement, INRMP = Integrated Natural Resource Management Plan, JDAM = Joint Direct Attack Munitions, MOA = Memorandum of Agreement, MOU = Memorandum of Understanding, NACO = Nevada Association of Counties, NAS = Naval Air Station, Navy = U.S. Department of the Navy, NDOW = Nevada Department of Wildlife, NEPA = National Environmental Policy Act, RMP = Resource Management Plan, ROD = Record of Decision, ROW = Right of Way, USFWS = U.S. Fish and Wildlife Service, WSA = Wilderness Study Area, ✓ = affirmative, - = negative.

Monitoring is an important component of the Navy's natural resources management strategy implemented under the INRMP for NAS Fallon (U.S. Department of the Navy, 2014). Necessary updates to the INRMP and associated monitoring programs would be accomplished during routine annual reviews conducted in cooperation with the Bureau of Land Management (BLM) and the U.S. Fish and Wildlife Service (USFWS) and the Nevada Department of Wildlife. This process will help to ensure that a comprehensive, consistent, and adaptive management approach to monitoring, reporting, and tracking is implemented for the Navy-managed lands at the FRTC. Monitoring also applies to other resources such as land use, recreation, transportation, airspace, noise, water, cultural, recreational, socioeconomics, and public health and safety. Considered and proposed monitoring is discussed for each resource in Sections 5.2 through 5.16.

5.1.5 Mitigation

Mitigation measures would be put in place to reduce specific impacts that a project could have on a particular resource, replace the impacted resource, or relocate threatened resources to a new location. These measures are not found in planning documents such as the INRMP because they are specific to an action and can be discussed in the specific documentation for each project. In this case they are found in this chapter. The INRMP is usually developed for the entire facility and all of the activities that occur.

5.2 Geological Resources

5.2.1 Current Management Practices

The following management practices would continue to be implemented on the FRTC to avoid and minimize potential impacts on geological resources under Alternatives 1, 2, and 3:

- Incidental fuel spills would be avoided during training by conducting all refueling activities in a secondary containment area.
- Drip pads would be placed under equipment when parked to avoid soil contamination from leaking fluids.
- Range condition assessment five-year reviews would continue to be conducted, and appropriate steps would be taken, if necessary, to prevent or respond to a release or substantial threat of a release of munitions constituents of potential concern to off-range areas that could pose unacceptable risks to human health or the environment.
- Wind and water erosion would be minimized by adhering to standard operating procedures for vehicles on existing roads and two-track trails (unless otherwise noted in standard operating procedures or in the event of emergency).

5.2.2 Management Practices, Monitoring, and Mitigation Measures Considered

The Navy received suggestions for management practices, monitoring, and mitigation measures from the public, cooperating agencies, and tribal participants during scoping and commenting periods. Suggestions specific to geological resources and impacts on them are shown in Table 5-2 along with the Navy's responses for each suggestion indicating whether it was adopted or not, including reasoning for considering but eliminating the suggestion if applicable.

Table 5-2: Management Practices, Monitoring, and Mitigation Measures Suggested for Geological Resources

Suggestion*	Response	Adopted (✓/-)
Follow posted speed limits (construction personnel).	The Navy has standard operating procedures in place for posting speed limits and would continue to implement these.	✓
Minimize wind and water erosion by adhering to standard operating procedures for vehicles on existing roads and two-track trails (unless otherwise noted in standard operating procedures or in the event of emergency).	The Navy has standard operating procedures in place to minimize wind and water erosion and would continue to implement these.	✓
Stay within established corridors (construction personnel).	The Navy has standard operating procedures in place to stay within established corridors and would continue to implement these.	✓
Continue to conduct range condition assessment five-year reviews; prevent or respond to a release or substantial threat of a release of munitions constituents of potential concern to off-range areas that could pose unacceptable risks to human health or the environment.	The Navy has conducted and would continue to conduct range condition assessment five-year reviews.	✓
Avoid incidental fuel spills during training by conducting all refueling activities in a secondary containment area.	The Navy has standard operating procedures in place to avoid spills during training and would continue to implement these.	✓
Place drip pads under equipment when parked to avoid soil contamination from leaking fluids.	The Navy has standard operating procedures in place to avoid soil contamination and would continue to implement these.	✓
Avoid geological resources during training activities on acquired or withdrawn lands. Avoid disturbance of important or rare geological resources (e.g., Salt Cave) during operations and training.	The Navy would avoid disturbance of geological resources and other important resources during operations and training via placement of targets away from these areas to the maximum extent practicable.	✓
Site the Paiute Pipeline and State Route 839 (Alternatives 1 and 2) or State Route 361 (Alternative 3) to avoid prime or unique farmland or farmland of statewide or local importance.	The Navy would coordinate with the Paiute Pipeline Company and Nevada Department of Transportation as appropriate after any ultimate decision by Congress.	✓

*Some suggestions are from public comments on the Draft EIS and are components associated with larger comments. The full comments and responses can be found in Appendix F (Public Comments and Responses).

Notes: ✓ = affirmative, - = negative.

5.2.3 Proposed Management Practices, Monitoring, and Mitigation

5.2.3.1 Proposed Management Practices

The following management practices are proposed for implementation on the FRTC to avoid and minimize potential impacts on geological resources under Alternatives 1, 2, and 3:

- Construction personnel would stay within established corridors.
- Construction personnel would follow posted speed limits. The maximum speed limit on FRTC bombing ranges is 35 miles per hour unless otherwise posted.
- The potential relocation of the Paiute Pipeline and State Route 839 (Alternatives 1 and 2) or of the Paiute Pipeline and State Route 361 (Alternative 3) would be placed to avoid prime or unique farmland or farmland of statewide or local importance to the maximum extent practicable.
- Pedestrian field surveys would be conducted by a qualified and BLM-permitted paleontologist prior to any surface grading or excavation in areas of high (Class 4), very high (Class 5), or unknown (Class U) fossil yield potential. A partial survey may be conducted by a BLM-permitted paleontologist in areas with moderate potential (Class 3) or in other areas potentially sensitive to fossil resources.
- If there were an unanticipated discovery of a potential paleontological resources, surface-disturbing activities would cease in the immediate area of the discovery until the significance of the discovery can be analyzed, notification to proceed is received, and the appropriate BLM office has been notified. The presence of any found paleontological resources are be managed according to the BLM Instruction Manual. Once the extent and potential significance of the paleontological resources on the site has been determined, appropriate mitigation measures for further site development may be developed.

5.2.3.2 Proposed Monitoring

The measures outlined in *Military Readiness Activities Fallon Range Training Complex Environmental Impact Statement* (U.S. Department of the Navy, 2015a), such as range condition assessment five-year reviews, would continue to be implemented.

5.2.3.3 Proposed Mitigation

The Navy does not have any new proposed mitigation measures for the reduction or minimization of impacts on geological resources as a result of the Proposed Action that are not already in place. However, under the Proposed Action, the Navy would acquire any valid existing mining claims within the proposed withdrawal at fair market value. Under all action alternatives the Navy would reduce impacts on geologic resources by following standard operating procedures.

5.3 Land Use

5.3.1 Current 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.

5.3.2 Management Practices, Monitoring, and Mitigation Measures Considered

The Navy received suggestions for management practices, monitoring, and mitigation measures from the public, cooperating agencies, and tribal participants during scoping and commenting periods. Suggestions specific to land use and impacts on it are shown in Table 5-3, along with the Navy's responses for each suggestion indicating whether it was adopted or not, including reasoning for considering but eliminating the suggestion if applicable.

5.3.3 Proposed Management Practices, Monitoring, and Mitigation

5.3.3.1 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).

5.3.3.2 Proposed Monitoring

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

5.3.3.3 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 measures to minimize impacts on Land Use:

- Due to the extension of Military Operating Areas in the eastern portion of the FRTC Special Use Airspace (SUA), implement the 5 nautical mile and 3,000 feet above ground level buffer around the towns of Crescent Valley and Eureka.

Table 5-3: Management Practices, Monitoring, and Mitigation Measures Suggested for Land Use

Suggestion*	Response	Adopted (✓/-)
Reconfigure B-17 to the South. Reconfigure B-17 to the East and West in order to avoid Earthquake Fault Road.	Please see Section 2.5.4.3 (Reconfigure Bravo-17 to the South) and Section 2.5.4.4 (Reconfigure Bravo-17 to the East and West) under Chapter 2 (Description of Proposed Action and Alternatives), as alternatives that were considered but were not carried forward for detailed analysis. The reconfiguration to the south would not meet the realistic training environment screening factor. The reconfiguration to the East and West would not meet the purpose of or need for the Proposed Action, nor would it meet the realistic training environment screening factor.	-
Shift or reduce B-20 to avoid the Fallon National Wildlife Refuge. Reconfigure B-20 to avoid closing the Navy's B-20 access road.	Please see Section 2.5.4.6 (Shift or Reduce Bravo-20 to Avoid the Fallon National Wildlife Refuge) and Section 2.5.4.7 (Reconfigure Bravo-20 to Avoid Closing Navy's B-20 Access Road) under Chapter 2 (Description of Proposed Action and Alternatives), as alternatives that were considered but were not carried forward for detailed analysis. The avoidance of the Fallon National Wildlife Refuge would not meet the realistic training environment, tempo screening factors, or safety screening factors, and would not minimize impacts on civilian infrastructure or environmental impacts. The avoidance of closing the Navy's B-20 access road would not meet the realistic training environment or tempo screening factor.	-
Relocate training activities from B-16 to B-19 to leave open the area west of B-16 for public use.	Please see Section 2.5.5.1 (Reallocate Training Activities from Bravo-16 to Bravo-19) under Chapter 2 (Description of Proposed Action and Alternatives), as alternatives that were considered but were not carried forward for detailed analysis. The relocation of training activities from B-16 to B-19 would not meet the purpose of or need for the Proposed Action or the safety and tempo screening factors.	-
Relocate training activities from B-17 to B-19 to minimize impacts to recreation and public access.	Please see Section 2.5.5.2 (Reallocate Training Activities from Bravo-17 to Bravo-19) under Chapter 2 (Description of Proposed Action and Alternatives), as alternatives that were considered but were not carried forward for detailed analysis. The relocation of training activities from B-17 to B-19 would not meet the realistic training environment or tempo screening factors.	-

Table 5-3: Management Practices, Monitoring, and Mitigation Measures Suggested for Land Use (continued)

Suggestion*	Response	Adopted (✓/-)
Relocate training activities from B-17 to B-20 (or the inverse) in order to re-release one of the ranges back to the public.	Please see Section 2.5.5.3 (Reallocate Training Activities from Bravo-17 to Bravo-20 [or the inverse]) under Chapter 2 (Description of Proposed Action and Alternatives), as alternatives that were considered but were not carried forward for detailed analysis. The relocation of activities from B-17 to B-20 or the inverse would not meet the realistic training environment, safety, or tempo screening factors.	-
Relocate DVTA training activities to B-20 to reduce conflicts between training in the DVTA and future geothermal activities.	Please see Section 2.5.5.4 (Reallocate Dixie Valley Training Area Training Activities to Bravo-20) under Chapter 2 (Description of Proposed Action and Alternatives), as alternatives that were considered but were not carried forward for detailed analysis. The relocation of DVTA training activities to B-20 would not meet the realistic training environment and tempo screening factors.	-
Relocate B-16 to the northeast of the Cocoon Mountains.	Please see Section 2.5.5.5 (Relocate Bravo-16 Northeast of Cocoon Mountains) under Chapter 2 (Description of Proposed Action and Alternatives), as alternatives that were considered but were not carried forward for detailed analysis. The relocation of B-16 to the northeast of the Cocoon Mountains would not meet the realistic training environment and tempo screening factors.	-
Allow renewable energy development (solar and wind) within Bravo ranges and DVTA.	Please see Section 2.5.6.3 (Renewable Energy Development [Wind and Solar] within Bravo Ranges and Dixie Valley Training Area) under Chapter 2 (Description of Proposed Action and Alternatives), as alternatives that were considered but were not carried forward for detailed analysis. The Navy considered this concept but is not carrying it forward because it would not meet the purpose of or need for the Proposed Action, nor the realistic training environment and safety screening factors.	-
Allow open access to the northeast portion of B-16.	Please see Section 2.5.6.6 (Open Access to Northeast Portion of Bravo-16) under Chapter 2 (Description of Proposed Action and Alternatives), as alternatives that were considered but were not carried forward for detailed analysis. The Navy considered this concept but is not carrying it forward. This concept would not meet the realistic training environment or safety screening factors.	-
Resize weapon danger zones to less than 99.99% certainty of containment.	The Navy cannot incorporate this request as it would not meet federal requirements for public health and safety.	-

Table 5-3: Management Practices, Monitoring, and Mitigation Measures Suggested for Land Use (continued)

Suggestion*	Response	Adopted (✓/-)
<p>Move training activities to Naval Air Weapons Station China Lake.</p> <p>Move training activities to the Nevada Test and Training Range.</p> <p>Move training activities to the Utah Test and Training Range.</p> <p>Move training activities to the Hawthorne Army Depot.</p> <p>Move training activities to the R-2508 Complex.</p> <p>Move training activities to the Southern California Range Complex or Virginia Capes Range Complex.</p> <p>Move training activities to the Barry M. Goldwater Range Complex.</p> <p>Move training activities to the White Sands Missile Range.</p> <p>Create a new training range complex and relocate training activities to this location.</p>	<p>The Navy considered moving training activities to other locations or creating a new training range complex in Chapter 2 (Description of Proposed Action and Alternatives) of the Draft and Final EIS. These alternatives were considered but not carried forward for detailed analysis (Section 2.3). The discussion for Naval Air Weapons Station China Lake can be found in Section 2.5.3.1, for Nevada Test and Training Range in Section 2.5.3.2, for Utah Test and Training Range in Section 2.5.3.3, for Hawthorne Army Depot in Section 2.5.3.4, for R-2508 Complex in Section 2.5.3.5, for the Southern California Range complex or Virginia Capes Range Complex in Section 2.5.3.6, for the Barry M. Goldwater Range Complex in Section 2.5.3.7, for the White Sands Missile Range in Section 2.5.3.8, and for the creation of a new training range complex in Section 2.5.3.9.</p>	-
<p>Actions for making lands within the ranges safe in the future for public access need to be implemented now.</p>	<p>The Navy does not anticipate opening the ranges to the public in the foreseeable future. However, as discussed in Section 3.14 (Public Health and Safety and Protection of Children), the Navy has implemented a strict Hazardous Material Control and Management Program and a Hazardous Waste Minimization Program for all activities. The Navy continuously monitors its operations to find ways to minimize the use of hazardous materials and to reduce the generation of hazardous wastes.</p>	-
<p>Public access or roads should be allowed outside the fenced WDZ area.</p>	<p>If the WDZ is fenced, but the withdrawn lands boundary extends further and is still accessible to the public, the Navy would not limit access to these unfenced withdrawn lands.</p>	-

Table 5-3: Management Practices, Monitoring, and Mitigation Measures Suggested for Land Use (continued)

Suggestion*	Response	Adopted (✓/-)
Establish a fund for Churchill and other counties to either convey, exchange, or transfer public lands with low resource or multiple use value near communities for the purpose of future economic development and community growth, as well as to offset lost property tax revenue.	The Navy does not have the authority to establish such a fund. Following any ultimate Congressional decision, the Department of Defense's Office of Economic Adjustment Program may provide technical and financial assistance to nonfederal agencies when appropriate.	-
Lower the range and reduce the azimuth of training activities to reduce the WDZ requirements.	The Navy has reduced the size of the overall area requested and proposed for withdrawal in the Final EIS under Alternative 3 (the Preferred Alternative), to the extent that it could do so consistent with meeting mission requirements. The Navy cannot reduce the azimuth of training activities to reduce the WDZ requirements due to requirements for realistic training. Further, the Navy will seek to acquire the minimum amount of non-federal lands needed to meet its mission requirements.	-
Reconfigure B-16 to avoid closing Sand Canyon Road.	The Navy has reduced the size of the overall area requested and proposed for withdrawal in the Final EIS under Alternative 3 (the Preferred Alternative), to the extent that it could do so consistent with meeting mission requirements. However, the Navy cannot avoid closing Sand Canyon Road to meet realistic training requirements on B-16. Further, the Navy will seek to acquire the minimum amount of non-federal lands needed to meet its mission requirements.	-
Work with BLM to develop future Utility Corridors around the FRTC that will be displaced by proposed expansion.	The Navy would not be displacing corridors. There are no public utilities currently along either State Route 839 or 361. At B-16, the Navy is overlapping a portion of the West-Wide Energy Corridor, but not displacing the transmission line or the service road. At the DVTA, the Navy is proposing to allow transmissions through the existing ROW along the west side of State Route 121.	-
Designate utility corridors along U.S. Route 50, State Route 121 and State Route 839 and/or 316.	The Navy is not proposing to designate utility corridors along U.S. Route 50, State Route 839, or 361 as it is not part of the Proposed Action or the Navy mission. At the DVTA, the Navy is proposing to allow transmissions through the existing ROW along the west side of State Route 121.	-

Table 5-3: Management Practices, Monitoring, and Mitigation Measures Suggested for Land Use (continued)

Suggestion*	Response	Adopted (✓/-)
Release all WSA as a means of moving toward a lower level of loss of public access to lands managed for multiple uses.	The Navy cannot request the release of more WSA area than is necessary for the withdrawal of the area that overlaps the DVTA. The Navy can only request the release of the parts of the WSAs that are necessary to fulfill training needs. The Navy does not have the authority or ability to release WSAs as a compensatory mitigation. Only Congress can release WSAs. The Department of the Navy may only ask Congress to take actions that meet the readiness requirements of the Navy; therefore, the Navy can only request the removal of the designation of portions of the WSAs that the Navy proposes to withdraw.	-
A 1/4-mile minimum buffer between the WSA and withdrawal would be more appropriate in order to accommodate the future potential for a utility corridor.	The Navy is proposing 90–300-foot buffers for utility corridors along the west side of State Route 121 on the DVTA. The Navy cannot provide larger buffers, as they would not be compatible with the Navy mission.	-
Since a portion of the WDZ for B-20 crosses into Wildlife Refuge, which will result in closure of these areas, the Navy should consider purchase (and subsequent donation to the Refuge) of the checkerboard of lands immediately within or surrounding the refuge to offset this loss.	The Navy supports BLM’s idea of de-designation, but would not request congressional de-designation because it would not be required for the FRTC modernization.	-
Continue or expand successful conservation easement program to maintain agriculture and open space while minimizing development in high noise areas.	NAS Fallon has maintained the REPI program around the base since 2006 and will continue to maintain the REPI program. Over the past two years, NAS Fallon and the Navy have been expanding the REPI program under the range airspace on private properties and collaborating with other partners.	✓
Grant access for management purposes on certain ranges in coordination with Navy.	The Navy has created allowances for access for management (e.g., wildlife management, flood management, fire management, etc.) purposes on all Bravo ranges under the Proposed Action.	✓
Continue with, and increase funding for, the successful joint Navy-County Conservation Easement program to support the agriculture industry and associated customs and culture within the Lahontan Valley.	The Navy would continue and expand its partnerships with NDOW, County, and other eligible partners to preserve working lands through the REPI program.	✓

Table 5-3: Management Practices, Monitoring, and Mitigation Measures Suggested for Land Use (continued)

Suggestion*	Response	Adopted (✓/-)
<p>Reconfigure B-17 to the East and West in order to avoid State Route 839.</p> <p>Reconfigure the B-17 firing azimuth to avoid State Route 839.</p> <p>Shift and tilt B-17 to avoid State Route 839 and the Fairview Peak area.</p>	<p>The Navy has incorporated this suggestion into Alternative 3, the Preferred Alternative.</p>	✓
<p>The boundary of all proposed withdrawal areas should be shrunk to the greatest extent possible in order to minimize the area closed to public access between the WDZ and withdrawal boundary.</p> <p>Adjust the Proposed Withdrawal area not to include E County Road.</p>	<p>The Navy has reduced the size of the overall area requested and proposed for withdrawal in the Final EIS under Alternative 3 (the Preferred Alternative), to the extent that it could do so consistent with meeting mission requirements. Further, the Navy will seek to acquire the minimum amount of non-federal lands needed to meet its mission requirements.</p> <p>The Navy has added a figure (Figure 2-15) to the Final EIS that illustrates the area requested and proposed in the Draft EIS and the changes to the Final EIS request and proposal area under Alternative 3. The Navy would not be closing East County Road under any Alternative.</p>	✓
<p>For B-16, develop an access road (similar in design and service level to Sand Canyon Road) along the northern boundary of the withdrawal area that connects Lone Tree Road with Red Mountain Road. The same should be implemented for the western boundary.</p> <p>For B-16, develop an access road along the western boundary of the withdrawal area.</p>	<p>The Navy plans (under Alternative 2 and 3) to allow Simpson Road, which provides access to the west, to be open to the public. Numerous unpaved roads that allow access are to the north of B-16. The Navy does not plan on replacing Sand Canyon Road as the road is used primarily for access to B-16, and closure of it will not impact LOS on surrounding roads or intersections.</p> <p>Due to the Navy's usage of Lone Tree Road, the Navy is proposing, for public safety purposes, to reconstruct and maintain Lone Tree Road. The Navy would seek funding from Congress to pay for reconstruction of the road through the military construction program. The Navy will submit a Needs Report to the Surface Deployment and Distribution Command requesting authority to utilize funding through the Defense Access Roads program.</p>	

Table 5-3: Management Practices, Monitoring, and Mitigation Measures Suggested for Land Use (continued)

Suggestion*	Response	Adopted (✓/-)
	(continued) If approved, the Navy would coordinate construction execution through the Federal Highway Administration. Funds received would be used by the Federal Highway Administration, in cooperation with the Nevada Department of Transportation, to plan, design, and construct the road segment. The Navy would coordinate with NDOT during each of these phases. Such proposed rerouting would be subject to follow-on NEPA analysis. NEPA documentation would be completed by the Federal Highway Administration prior to any road construction. The Navy would support, fund, and participate in any such NEPA analysis.	✓
Reconfigure B-16 to avoid closing Simpson Road. Allow public use of portions of Simpson Road following the withdrawal.	The Navy would avoid closing Simpson Road and would relinquish withdrawal of it under the Proposed Action.	✓
BLM grants for existing NV Energy facilities should be converted to easements prior to the land transfer. This would aid long-term planning to address reliability and future load growth of the electric facilities (a.k.a. "the grid"). If existing facilities are expected to be relocated, as it is noted for the Paiute Pipeline in Alternative 1, NV Energy is expected to be reimbursed for the associated expenses.	The Navy has made allowances for potential energy development in the DVTA that would be compatible with the Navy mission. Additionally, under Alternative 3 (Preferred Alternative), the Navy reduced the amount of withdrawn land in the DVTA by creating the Special Land Management Overlay areas to allow future energy development pending BLM approval. 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 and would be primarily designated to allow for spectrum separation between military and other activities in the region. Regarding the NV Energy ROW, the Navy plans to work with NV Energy in the future to provide adequate service to the local community while maintaining the Navy's needs for training requirements. The ROW that goes through the Special Land Management Overlay would remain open for development if needed, pending discussion with the Navy regarding specific design features. The designation of the Special Land Management Overlay should not prevent or limit the ability of NV Energy or other utilities to serve the local community.	✓

*Some suggestions are from public comments on the Draft EIS and are components associated with larger comments. The full comments and responses can be found in Appendix F (Public Comments and Responses).

Notes: B = Bravo, BLM = Bureau of Land Management, DVTA = Dixie Valley Training Area, EIS = Environmental Impact Statement, FRTC = Fallon Range Training Complex, LOS = Level of Service, Navy = U.S. Department of the Navy, NDOT = Nevada Department of Transportation, NDOW = Nevada Department of Wildlife, NEPA = National Environmental Policy Act, NV = Nevada, REPI = Readiness and Environmental Protection Integration, ROW = Right of Way, WDZ = Weapons Danger Zone, WSA = Wilderness Study Area, ✓ = affirmative, - = negative.

5.4 Mining and Mineral Resources

5.4.1 Current Management Practices

The Navy does not have any current mineral resources and mining management practices for the FRTC Region of Influence.

5.4.2 Management Practices, Monitoring, and Mitigation Measures Considered

The Navy received suggestions for management practices, monitoring, and mitigation measures from the public, cooperating agencies, and tribal participants during scoping and commenting periods. Suggestions specific to mining and mineral resources and impacts on them are shown in Table 5-4, along with the Navy's responses for each suggestion indicating whether it was adopted or not, including reasoning for considering but eliminating the suggestion if applicable.

5.4.3 Proposed Management Practices, Monitoring, and Mitigation

5.4.3.1 Proposed Management Practices

No additional management practices would be warranted for mining and mineral resources based on the analysis presented in Section 3.3.3 (Environmental Consequences). However, under the Proposed Action, the Navy would make payments to holders of mining claims within the proposed withdrawal at fair market value. The evaluation process is outlined below:

- **Validating existing mining right.** For there to be a valid existing mining right, the claim holder must demonstrate that the claim contains a discovery of a valuable mineral deposit. Having a valid existing claim would exclude any such claim from any moratorium imposed by the requested withdrawal legislation for development of the claim. Therefore, under the Proposed Action, the Navy would acquire any valid existing claims within the proposed withdrawal at fair market value.
- **Existing patented mining claims.** With regard to existing patented mining claims, the federal government has passed the title of these lands to the claimant, making these lands private lands. The Navy would therefore need to acquire any such lands within the proposed FRTC land boundary.
- **Unpatented mining claims.** Holders of unpatented mining claims on public lands may conduct a validity exam, which is a formal process that determines whether the claim holder has a valid existing right. However, holders of unpatented mining claims are not required to conduct a validity exam. In instances where a claim holder has not conducted a validity exam, any value associated with the claim is assumed to be nominal. Accordingly, the Navy would offer to claim holders without a validity exam a nominal amount to extinguish the mining claim. This would also apply to claim holders who have conducted a validity exam, but the exam has not indicated the discovery of a valuable mineral deposit. A nominal value offered would minimally cover the investment that the claim holder has made in the claim over the period of time the claimant has held the claim.

5.4.3.2 Proposed Monitoring

No monitoring measures would be warranted for mining and mineral resources based on the analysis presented in Section 3.3.3 (Environmental Consequences).

Table 5-4: Management Practices, Monitoring, and Mitigation Measures Suggested for Mining and Mineral Resources

Suggestion*	Response	Adopted (✓/-)
<p>The FRTC Draft EIS must be revised to include a minerals alternative that examines the managed coexistence of mineral activities within the proposed FRTC expansion areas. The alternatives analysis requirements in 40 CFR 1502.14 require the Navy to evaluate alternatives that minimize mineral withdrawals and impacts to the nation's ability to develop domestic minerals— many of which are necessary for national security.</p>	<p>Due to the Mining Act of 1872, the Navy does not have the authority to set required design features for locatable mining operations. Therefore, the Navy cannot allow locatable mining operations on the DVTA or other areas of the FRTC due to safety concerns and incompatibilities with training.</p>	<p>-</p>
<p>Releasing WSAs, especially those that BLM has determined are unsuitable for wilderness designation, would provide meaningful compensation for the “vast irretrievable impact” to mineral resources. Pershing Gold believes that the Draft EIS should be revised to evaluate an acre-for-acre release of WSAs as compensatory mitigation for the “vast irretrievable impact” that would result from the proposal to withdraw 618,727 new acres and to renew the existing withdrawal of 202,864 acres of land. The Navy's Preferred Alternative in the Final EIS should include a request to Congress to authorize the release of 821,591 acres of WSA in the counties impacted by the FRTC proposed withdrawals. If 821,591 acres exceeds the acres of WSAs in the affected counties, other WSAs in Nevada should be released as well to compensate the State for the impacts resulting from the proposed withdrawal.</p>	<p>The Navy cannot request the release of more WSA area than is necessary for the withdrawal of the area that overlaps the DVTA. The Navy does not have the authority or ability to release WSAs as a compensatory mitigation. Only Congress can release WSAs. The Department of the Navy may only ask Congress to take actions that meet the readiness requirements of the Navy; therefore, the Navy can only request the removal of the designation of portions of the WSAs that the Navy proposes to withdraw.</p>	<p>-</p>

Table 5-4: Management Practices, Monitoring, and Mitigation Measures Suggested for Mining and Mineral Resources (continued)

Suggestion*	Response	Adopted (✓/-)
If the proposed expansion of the Bravo 20 Complex is approved, RGGGS Lands & Minerals, Ltd requests Navy approval for development and use of Nevada Iron's corridor within the expanded Bravo 20 Complex, between the Buena Vista Mine and the Huxley Rail Siding.	Mining is not a compatible activity on a bombing range due to public safety concerns. The Navy, therefore, would not be able to approve the development or use of Nevada Iron's corridor within the expanded B-20 range.	-
Allow mining on live-fire ranges. Allow access to the development of high potential geothermal resource areas and active mining claims within B-17. Allow directional drilling for geothermal underneath bombing ranges.	The Navy cannot allow mining on live-fire ranges due to public health and safety risks and incompatibility of mining activities with training. There is potential for the Navy to allow for directional drilling underneath bombing ranges. The Navy cannot allow any above ground drilling on the bombing ranges. Proposals for directional drilling underneath the bombing ranges would be considered on a case-by-case basis as future technology develops for compatibility with the Navy's training needs (see Section 3.3, Mining and Mineral Resources, for geothermal RDFs in the DVTA).	-
Most mining operations are very small and do not require 24-hour operations. Why not allow daylight mining only for all minerals locatable and salable minerals. Mines could be required to cease operations before sundown.	The Navy does not have the authority to manage locatable mineral development and therefore cannot allow them in the DVTA. The Navy cannot allow mining on live-fire ranges due to public health and safety risks and incompatibility of mining activities with training.	-
Compensate for expensive and long processes and individual must go through during the claim validity process and annual fees. Waive the mining validity exam for mineral claimants in order to save time and money for the individual and the government; compensate only for active claims.	The Navy would not compensate individuals for their expenses in undertaking validity examinations. Holders of unpatented mining claims on public lands may conduct a validity exam, which is a formal process that determines whether the claim holder has a valid existing right. However, holders of unpatented mining claims are not required to conduct a validity exam. In instances where a claim holder has not conducted a validity exam, any value associated with the claim is assumed to be nominal. Accordingly, the Navy would offer to claim holders without a validity exam a nominal amount to extinguish the mining claim. This would also apply to claim holders who have conducted a validity exam, but the exam has not indicated the discovery of a valuable mineral deposit. A nominal value offered would minimally cover the investment that the claim holder has made in the claim over the period of time the claimant has held the claim.	✓

Table 5-4: Management Practices, Monitoring, and Mitigation Measures Suggested for Mining and Mineral Resources (continued)

Suggestion*	Response	Adopted (✓/-)
The federal government should reimburse us and other claim holders for our losses due to the moratorium placed on our property since 2015, and now extended for the next four years until 2022. If the land should be permanently withdrawn, our future earnings and royalties should be compensated for.	The administrative withdrawal undertaken by the Department of the Interior will expire in conjunction with any withdrawal enacted by Congress. Areas that are not withdrawn by Congress would be returned to the Public Domain for all appropriate uses consistent with the Department of the Interior regulations. Valid claims within any Congressional withdrawal would be adjudicated as described in Section 3.3 (Mining and Mineral Resources).	-
The environmental consequences to minerals discussed in Section 3.3.4 of the Draft EIS states for each of the training areas that "Navy training activities would not impact mining activities outside of the proposed withdrawal boundary." (DEIS at 3.3-57, 3.3-58, 3.3-59, 3.3-60, 3.3-61). Pershing Gold wants to emphasize the importance of this commitment. It is imperative that the withdrawal zones be confined to the FRTC expansion areas described in the DEIS and that there will be no buffer zones outside of the withdrawal area in which mineral activities would be restricted or potentially prohibited. The Navy should assure the affected counties, the State of Nevada, and the Nevada mining industry that the Navy will not propose any buffer zones around the proposed expansion areas or request future expansion of the withdrawal areas.	The Navy is not proposing any "buffer zones" around the proposed acquisition or withdrawal areas of the FRTC as discussed in Chapter 2 (Description of Proposed Action and Alternatives) of the Final EIS.	✓

Table 5-4: Management Practices, Monitoring, and Mitigation Measures Suggested for Mining and Mineral Resources (continued)

Suggestion*	Response	Adopted (✓/-)
Bravo 17 minerals which are outside of any danger areas which could have a potential mining operation should be discussed on a case by case basis.	The Navy cannot allow mining on live-fire ranges due to public health and safety risks and incompatibility of mining activities with training. There would be potential for the Navy to allow for directional drilling underneath bombing ranges. The Navy cannot allow any aboveground drilling on the bombing ranges. Proposals for directional drilling underneath the bombing ranges would be considered on a case-by-case basis as future technology develops for compatibility with the Navy's training needs (see Section 3.3, Mining and Mineral Resources, for geothermal RDFs in the DVTA).	✓
Allow geothermal and mining activities to continue on DVTA as long as the actions are consistent with training activities and approved by the Navy (under Alternatives 2 and 3).	The Navy would propose to allow limited leasable (geothermal) and salable materials mining on the DVTA with required design features. The Final EIS further identifies the process by which interested parties could pursue compatible geothermal development in a portion of the DVTA. The proposed RDFs are necessary in order for the Navy to meet necessary training requirements. Development of the RDFs affords an opportunity for geothermal development that would otherwise be lost. The Navy is committed to working with the developer on a case-by-case basis; however, the Navy acknowledges that complying with RDFs could add cost to a potential geothermal development. This is addressed in Section 3.3 (Mining and Mineral Resources).	✓
Address compensation for losses in a way that does not determine value based on PILT formulas. Compensate for the taking of mining claims within the ranges or for the "de-facto" taking of claims within DVTA. Claimholders should be provided the time and opportunity to provide additional documented costs associated with expenditures associated with their impacted claims.	The Navy is not proposing to compensate for losses in a way that is determined by PILT. The Final EIS has been updated to include further discussion of the process by which the Navy would make payments to holders of mining claims. Valid and existing mining rights, existing patented mining claims, and unpatented mining claims are discussed in Section 3.3 (Mining and Mineral Resources).	✓

Table 5-4: Management Practices, Monitoring, and Mitigation Measures Suggested for Mining and Mineral Resources (continued)

Suggestion*	Response	Adopted (✓/-)
<p>Seek means for allowing mineral and geothermal exploration, development, and operations within the DVTa to the greatest practical extent in order to minimize the significant impacts to these economic sectors.</p> <p>Allowance of exploration and development of leasable (geothermal) and salable minerals (sand, gravel, etc.) with certain conditions that allow for an economically viable operation and one that doesn't interfere with Navy operations.</p>	<p>The Navy is proposing to allow limited leasable (geothermal) and salable materials mining on the DVTa with required design features.</p>	✓
<p>The mineral district (Wildhorse-Pershing) on the northwest edge of proposed B-20 land withdrawal should be wholly excluded from the FRTC Modernization. Valid claims have been maintained in and near the district, which is classified to have a High Mineral Potential in the Minerals Report prepared by Golder.</p>	<p>The Navy has reduced the size of the overall area requested and proposed for withdrawal in the Final EIS under Alternative 3 (the Preferred Alternative), to the extent that it could do so consistent with meeting mission requirements. Further, the Navy will seek to acquire the minimum amount of non-federal lands needed to meet its mission requirements. The Navy analyzed the potential reconfiguration of B-20 in Section 2.5.4 (Reconfigure Components of the Fallon Range Training Complex Withdrawal). However, the Navy cannot change the boundary of the B-20 range as requested because this alternative would not meet the realistic training environment or tempo screening factor.</p> <p>Figure 2-13 (Fallon Range Training Complex B-20 Modernization Comparison of (A) Existing Range, (B) Draft EIS Alternative 3, and (C) Final EIS Alternative 3) illustrates the area requested and proposed in the Draft EIS and the changes to the Final EIS request and proposal area under Alternative 3.</p>	-

Table 5-4: Management Practices, Monitoring, and Mitigation Measures Suggested for Mining and Mineral Resources (continued)

Suggestion*	Response	Adopted (✓/-)
Geothermal operations could be required to provide underground transmissions to existing poles which would not increase the transmission lines which could affect helicopters. They could also be required to operate with no nighttime lights except for an emergency situation. (These conditions could be part of any required Special Use Permit issued by the county in which they operator must abide by or lose their permits to operate.) The geothermal leases are almost exclusively to the east side of State Route 121, yet this EIS states that it will allow geothermal development west of State Route 121.	Training in the DVTA occurs on the east side of the DVTA and is not compatible with geothermal development. The proposed RDFs are necessary in order for the Navy to meet necessary training requirements. Development of the RDFs affords an opportunity for geothermal development that would otherwise be lost. The Navy acknowledges that complying with RDFs, such as underground transmission lines and lighting requirements, could add cost to a potential geothermal development. The Navy is committed to working with developers on a case-by-case basis. This is addressed in Section 3.3 (Mining and Mineral Resources). Operations not addressed by the required design features would need to be coordinated with the Navy to determine compatibility.	✓

*Some suggestions are from public comments on the Draft EIS and are components associated with larger comments. The full comments and responses can be found in Appendix F (Public Comments and Responses).

Notes: B = Bravo, BLM = Bureau of Land Management, CFR = Code of Federal Regulations, DVTA = Dixie Valley Training Area, EIS = Environmental Impact Statement, FRTC = Fallon Range Training Complex, PILT = Payment in Lieu of Taxes, RDF = Required Design Feature, WSA = Wilderness Study Area, ✓ = affirmative, - = negative.

5.4.3.3 Proposed Mitigation

Under Alternatives 2 and 3 (Preferred Alternative) the Navy would allow salable mining activities and, subject to conditions established in conjunction with BLM leasing procedures, would allow geothermal development west of State Route 121 as managed under the Geothermal Steam Act of 1970, as long as the required design features listed in this chapter are met.

Alternative 3 would likely have less of an impact on locatable mining, as creation of the proposed Special Land Management Overlay would reduce the area in which exploration and development of locatables would be prohibited. Also, under Alternative 2 and Alternative 3 the Navy would reduce impacts on mineral resource development by proposing to allow salable mining activities and, subject to conditions established in conjunction with BLM leasing procedures, to allow geothermal development west of State Route 121 in the Dixie Valley Training Area (DVTA) as managed under the Geothermal Steam Act of 1970, as long as the required design features listed in this chapter are met. The Navy and BLM would enter into a Memorandum of Understanding (MOU) that would define the coordination process to ensure any permit, lease, or other land use decision would be consistent with the purposes of the military withdrawal.

Alternative 2 and Alternative 3 (Preferred Alternative) incorporate mitigation by proposing to allow geothermal development and mining activities to continue on certain withdrawn areas as long as the actions are consistent with training activities and approved by the Navy.

The Navy has developed the following required design features for geothermal development:

- Allow the expansion of two Rights of Way (ROWs) adjacent to the current transmission corridor as close to current Terra-Gen line as possible.
- Maximum width of permanent ROW is 90 feet each.
- Maximum width of temporary ROW is 300 feet.
- Construct underground transmission line connection from the facility to existing transmission line ROW along State Route 121.
- Use compatible lighting with downward facing shades, lighting with frequency that doesn't "wash out" night-vision devices, and motion sensors to minimize light as appropriate.
- Coordinate with Navy on frequency spectrum.
- Use cooling towers and other structures no higher than 40 feet.
- Avoid steam field piping blocking current access roads to/from State Route 121 and canyon areas.
- Require a glint and glare analysis for photovoltaic solar/geothermal hybrid design, approved by the Navy, prior to construction.
- Coordinate all exploratory and construction activities with NAS Fallon.
- Coordinate with NAS Fallon for all temporary vertical obstruction safety lighting.
- Coordinate with NAS Fallon on the use of unmanned aerial vehicles used in the DVTA.

5.5 Livestock Grazing

5.5.1 Current Management Practices

Policies and procedures in the NAS Fallon Integrated Natural Resources Management Plan would continue to be implemented to avoid conflicts with livestock grazing (e.g., routine monitoring of the

fence lines surrounding potentially hazardous areas to ensure that the fence is secure and cannot be crossed by people or animals).

5.5.2 Management Practices, Monitoring, and Mitigation Measures Considered

The Navy received suggestions for management practices, monitoring, and mitigation from the public, cooperating agencies, and tribal participants during scoping and commenting periods. Suggestions specific to livestock grazing and impacts on it are shown in Table 5-5, along with the Navy's responses for each suggestion indicating whether it was adopted or not, including reasoning for considering but eliminating the suggestion if applicable.

5.5.3 Proposed Management Practices, Monitoring, and Mitigation

The Navy proposes to continue to implement the current policies and procedures in the NAS Fallon Integrated Natural Resources Management Plan to avoid conflicts with livestock grazing.

5.5.3.1 Proposed Management Practices

The following management practices are proposed to avoid or minimize potential impacts on livestock grazing for Alternatives 1, 2, and 3:

- There are existing Standard Operating Procedures to address unauthorized livestock on the FRTC training ranges, which would be updated upon any ultimate Congressional decision on the lands requested for withdrawal and proposed for acquisition and continue to be implemented.
- Livestock-friendly erosion controls (e.g., aspen or synthetic wattles) should be used when performing construction activities on or adjacent to grazing land that is actively being used.
- The Navy would continue to work with the local counties and municipalities as well as federal property land managers to plan for compatible grazing beneath FRTC SUA, which would include the BLM, USFWS, U.S. Forest Service, Bureau of Reclamation, and Churchill, Elko, Eureka, Lander, Lyon, Mineral, Nye, Pershing, and Washoe Counties.

5.5.3.2 Proposed Monitoring

The Navy would expand their fence line patrol and maintenance procedures to include fences that are on withdrawn lands. The Navy proposes to establish two Conservation Law Enforcement Officers at NAS Fallon. Part of the duties of these officers would include patrolling of the added fence line for trespass issues and reporting to the Navy any broken or downed fences for maintenance repair.

5.5.3.3 Proposed Mitigation

No mitigation measures are proposed for livestock grazing based on the analysis presented in Section 3.4.3 (Environmental Consequences). However, pursuant to 43 United States Code Section 315q of the Taylor Grazing Act of 1934, as amended, the Navy would make payments to federal grazing permit holders for losses suffered by the permit holders as a result of the withdrawal or other use of former federal grazing lands for war or national defense purposes, if any of the action alternatives is ultimately chosen. The Navy would follow the procedures identified in Section 3.4.3.2.6 (Process for Determining Payment Amounts for Losses Resulting from Permit Modification or Cancellation) for making payment amount determinations.

Table 5-5: Management Practices, Monitoring, and Mitigation Measures Suggested for Livestock Grazing

Suggestion*	Response	Adopted (✓/-)
Establish a grazing program on all Navy-administered and public lands, as well as on certain portions of such lands, to the extent compatible with the Navy's mission.	The Navy cannot accommodate grazing on bombing ranges due to public health and safety incompatibility. The Navy worked with permittees throughout the EIS development, and ranchers have agreed the logistical challenges would be cost prohibitive as well as unsafe.	-
Would like to see a commitment from the Navy to work with the BLM and Bureau of Reclamation to identify alternative parcels that might be made available to impacted permit holders. Dedicate grazing by water location.	The Navy does not have the expertise or authority to identify alternative parcels that might be made available to permit holders. However, the Navy would work with the Bureau of Reclamation and the BLM in the future to undertake Joint Land Use Studies and could potentially fund NEPA efforts for new Range Management Plans.	-
The Navy must follow Congress' mandate and other precedent and do the right thing by adequately compensating ranchers, in a manner that is "fair and reasonable," for the lost economic outputs due to loss of forage and water access that will exist forever.	Further discussion of the valuation process to compensate for losses resulting from the cancellation of grazing permits has been included in Section 3.4 (Livestock Grazing), specifically Section 3.4.3.2 (Alternative 1: Modernization of the Fallon Range Training Complex), and also applies to Alternatives 2 and 3 in the Final EIS. Water rights are considered real property; therefore, if impacted, the Navy would consider purchasing them following the valuation of water rights process that has been included in Section 3.9.3.2 (Alternative 1: Modernization of the Fallon Range Training Complex, Disposition of Water Rights and Water Wells), Figure 3.9-16, and Section 3.9.3.5.3 (Proposed Mitigation). The Final EIS further discusses the procedures and process by which the Navy will value the loss of access to grazing lands by permittees and the Navy's ability to purchase water rights as real property or pay for the eventual diversion of those water rights, pending coordination with the permittee.	✓
Re-seed with native plants; develop a list of approved non-native species. Biological cheatgrass controls. Install double fencing for controlled fringe grazing. Improve range conditions outside by developing high-quality vegetation location (move water, better seeds, access to haul sites for water at existing and new sites). Improve water guzzlers, habitat, and seeding outside of ranges.	The Navy is not proposing resource land improvements outside of the lands proposed for withdrawal or requested for acquisition, as the Proposed Action would not impact vegetation to the extent that this type of mitigation would be warranted. The Navy is not proposing reseeding of native plants, cheatgrass controls, double fencing, improvement of range conditions, or improvement of water guzzlers or habitat outside of the ranges. Within the withdrawn or acquired lands, the Navy would coordinate with NDOW on habitat improvements (e.g., water guzzlers).	-

Table 5-5: Management Practices, Monitoring, and Mitigation Measures Suggested for Livestock Grazing (continued)

Suggestion*	Response	Adopted (✓/-)
Help pay for the cost the permittee will incur for development of a new grazing permit (due to boundary changes and AUM adjustments) and/or allotment management plans as well as costs to implement the additional terms and conditions (i.e., new fencing, relocation or new range improvements, etc.).	The Navy will work with permittees on a case-by-case basis to mitigate losses resulting from the cancellation of a permit. The Taylor Grazing Act of 1934 (43 U.S.C. 315-316o) provides the Navy authority to make payments for certain grazing-related losses; however, any payments would be limited to losses suffered during the term of an existing permit. The Navy will follow the authority in the 43 CFR Parts 4120.3-6 regarding a loss of range improvements. The Navy payments for grazing-related losses would encompass the cost of the Allotment Management Plan revisions. The Navy would follow the procedures identified in Section 3.4.3.2.6 (Process for Determining Payment Amounts for Losses Resulting from Permit Modification or Cancellation) for making payment amount determinations.	-
Create a comprehensive list of allotment location by bombing range or area.	In Section 3.4 (Livestock Grazing) of this EIS, the Navy has listed the allotment locations by bombing range and area and discusses impacts on each.	✓
Continue to work with local counties and municipalities as well as federal property land managers to plan for compatible grazing beneath FRTC SUA, to include the BLM, USFWS, U.S. Forest Service, Bureau of Reclamation, and Churchill, Elko, Eureka, Lander, Lyon, Mineral, Nye, Pershing, and Washoe Counties	The Navy would not restrict grazing beneath FRTC SUA outside of the Bravo ranges including on the DVTA.	✓
Under “Proposed Monitoring Measures” the Navy should, at a minimum, monitor their perimeter fencing and any gates to ensure livestock from adjacent allotments do not get into the WDZ. Routinely monitor fence lines surrounding potentially hazardous areas to ensure fence is secure and cannot be crossed by people or animals.	The Navy would expand their fence line monitoring and maintenance procedures to include fences that are on withdrawn lands. The Navy proposes to establish two Conservation Law Enforcement Officers at NAS Fallon. Part of the duties of these officers would include patrolling of the added fence line for trespass issues and reporting to the Navy any broken or downed fences for maintenance repair.	✓

Table 5-5: Management Practices, Monitoring, and Mitigation Measures Suggested for Livestock Grazing (continued)

Suggestion*	Response	Adopted (✓/-)
Install fire breaks. Water tankers staged or personnel detachment for wildland fire capability.	The Navy is working on a Wildland Fire Management Plan and has included goals and procedures as outlined in the Draft Plan included in Appendix D (Memoranda, Agreements, and Plans).	✓
Use livestock-friendly erosion controls (e.g., aspen, synthetic wattles) when performing construction activities on or adjacent to grazing land actively being used.	The Navy would use livestock-friendly erosion controls when applicable as a management practice.	✓
Compensate public land grazing permittees for: the loss of AUMs at fair market (assessed value); loss of range improvements; loss of water rights; and, cost associated with revised grazing permits and improvements needs to alter operations. Acknowledge that the Navy has the authority under 43 U.S.C. section 315q of the Taylor Grazing Act of 1934 to make payments to federal grazing permit holders for losses associated with termination of grazing permits as a result of the withdrawal or other use of former federal grazing lands for war or national defense purposes. If is determined that none of the avoidance and minimization measures referred to above can be implemented or the impact is not totally offset by the avoidance and minimization measures, the Navy must mitigate the forage loss, loss of access, and loss of our water rights through direct monetary compensation.	Further discussion of the valuation process to compensate for losses resulting from the cancellation of grazing permits has been included in Section 3.4 (Livestock Grazing), specifically Section 3.4.3.2 (Alternative 1: Modernization of the Fallon Range Training Complex), and also applies to Alternatives 2 and 3 in the Final EIS. The Navy is discussing water rights and values of allotments on a case-by-case basis with stakeholders. The Final EIS further discusses the procedures and process by which the Navy will value the loss of access to grazing lands by permittees and the Navy's ability to purchase water rights as real property or pay for the eventual diversion of those water rights, pending coordination with the permittee. The Navy will work with permittees on a case-by-case basis to mitigate losses resulting from the cancellation of a permit. The Taylor Grazing Act of 1934 (43 U.S.C. 315-316o) provides the Navy authority to make payments for certain grazing-related losses; however, any payments would be limited to losses suffered during the term of an existing permit. The Final EIS further identifies the process by which the Navy would determine payment amounts to holders of grazing permits that would be affected by the Proposed Action (Section 3.4.3.2.6, Process for Determining Payment Amounts for Losses Resulting from Permit Modification or Cancellation). This process evaluates the cost of providing replacement forage and/or the losses resulting from an inability to provide replacement forage. The process also determines the value of improvements made by permit holders (e.g., value of wells, corals, fencing and other real property). The renewal is subject to all valid and existing rights to real property. Otherwise rights would need to be extinguished (purchased) or moved. If a water resource has not been put to beneficial use, it is no longer a valid right.	✓

Table 5-5: Management Practices, Monitoring, and Mitigation Measures Suggested for Livestock Grazing (continued)

Suggestion*	Response	Adopted (✓/-)
<p>(continued) Propose that farmers and ranchers be properly compensated by the military branches or the federal government for any adverse economic impacts, short and long term, of new and existing military activities, reservations or restricted areas. In cases where grazing allotment closure is required, compensation to grazing allotment owners should be required and should take into account the value of the feed provided for that allotment (within the seasonal context of how that allotment fits into the ranch's operations); the value of the water rights on the allotment (with the full value of the loss or change in status of the water right); the value of any and all range improvements and the consequences of the economic conditions for the ranching operation by the loss of the component provided by the grazing allotment. Compensated water rights should be retired.</p> <p>This speaks to the long-term economic viability and sustainability of the entire agricultural operation.</p> <p>Offset AUM loss.</p> <p>Define cost and value of AUMs with adjustment for hauled water.</p> <p>Compensate for loss of grazing AUMs and range improvements including fences, corrals, pipelines, or water rights.</p> <p>As such, in addition to identifying just compensation for each affected permit holder, I would also like to see a commitment from the Navy to work with the BLM and Bureau of</p>	<p>(continued) The Navy would fence out the primary hauling site for water near State Route 839, pending any ultimate decision by Congress to choose the configuration of B-17 under Alternative 3.</p> <p>The Navy has worked and would continue to work with the BLM and Bureau of Reclamation to identify alternative parcels that might be available to impacted permit holders.</p> <p>Livestock would only co-occur with training activities in the DVTA. Ground operations in the DVTA area low impact. These activities are not expected to impact biological resources such as cattle. Navy Policy directive is not to interfere with wildlife or cattle during training activities.</p> <p>The Navy would work with permittees on a case-by-case basis to mitigate losses resulting from the cancelation of a permit. The Taylor Grazing Act of 1934 (43 U.S.C. 315-316o) provides the Navy authority to make payments for certain grazing-related losses; however, any payments would be limited to losses suffered during the term of an existing permit rather than for the economic expectations for the future, which would be too speculative to evaluate. The Navy would follow the procedures identified in Section 3.4.3.2.6 (Process for Determining Payment Amounts for Losses Resulting from Permit Modification or Cancellation) for making payment amount determinations.</p>	

Table 5-5: Management Practices, Monitoring, and Mitigation Measures Suggested for Livestock Grazing (continued)

Suggestion*	Response	Adopted (✓/-)
<p>(continued) Reclamation to identify alternative parcels that might be made available to impacted permit holders.</p> <p>Just compensation for whatever losses are suffered. At jeopardy are, without limitation, our adjudicated grazing allotments, water rights, right of ways; infrastructure, corrals, fences, watering facilities and also economic expectations for the future; along with the expected additional expenses of maintaining our current ranching operation, and whatever other loss may occur. If this expansion occurs, expect the Navy and the Government of the United States to make grazers whole.</p> <p>This could include the following options: (1) Minimize ground operations when livestock are present to avoid hazing, livestock stress, road degradation, unwanted spreading or moving of livestock, etc. (2) Provide alternate livestock forage (may include seeding) on other federally administered land; which the ranch is authorized to graze livestock. (3) Provide a livestock forage seeding on other private land owned/controlled by the ranch. (4) Provide alternative livestock watering source(s) on federally administered land which the ranch is authorized to graze livestock where forage was previously unused or underused due to lack of a viable water source;</p>		

Table 5-5: Management Practices, Monitoring, and Mitigation Measures Suggested for Livestock Grazing (continued)

Suggestion*	Response	Adopted (✓/-)
(continued) (5) Provide an alternative livestock watering source on private land owned/controlled by the ranch, in any area where forage was previously unused or underused due to lack of a viable water source. (6) Implement a Rangeland Improvement Project on federally administered land which the ranch is authorized to graze livestock which would improve livestock production, forage availability, or rangeland condition (e.g., fencing, weed control, brush management); vegetation management).		
Nye County gets grazing feeds as straight compensation. Offset the cost of new management plans.	The Counties could work with the Department of Defense's Office of Economic Adjustment Program and the BLM and Bureau of Reclamation in the future through Joint Land Use Studies that the Navy could participate in funding for potential compensation routes. Further, the Navy is collaborating with pertinent federal, state, and local governments, depending on the subject, to address management planning through the use of agreements.	✓
Compensate the BLM for fire management plans off range.	The Navy is working on a Wildland Fire Management Plan and has included goals and procedures as outlined in the Draft Plan included in Appendix D (Memoranda, Agreements, and Plans). The Navy would not be responsible or have authority over lands outside of the withdrawal or acquisition areas and therefore would not fund a fire management plan off range.	-
Establish MOU between grazing permit holders, BLM, Navy, and Nevada Cattlemen's Association that assists permit holders to be actively involved with new grazing permit procedures, AMP, range improvement, and relocation of water rights.	The Navy is not proposing to establish an MOU between grazing permit holders, BLM, Navy, and Nevada Cattlemen's Association at this time. The Navy would work with permittees on a case-by-case basis to mitigate losses resulting from the cancellation of a permit. The Taylor Grazing Act of 1934 (43 U.S.C. sections 315-316o) provides the Navy authority to make payments for certain grazing-related losses;	-

Table 5-5: Management Practices, Monitoring, and Mitigation Measures Suggested for Livestock Grazing (continued)

Suggestion*	Response	Adopted (✓/-)
	<p>(continued) however, any payments would be limited to losses suffered during the term of an existing permit rather than for the economic expectations for the future, which would be too speculative to evaluate. The Navy would follow the procedures identified in Section 3.4.3.2.6 (Process for Determining Payment Amounts for Losses Resulting from Permit Modification or Cancellation) for making payment amount determinations.</p> <p>Private water rights would be purchased as real property as necessary. Acquisition of water rights would be factored into the processes for valuing grazing and mining-related just compensation or other authorized payments as appropriate. As discussed in Section 3.9 (Water Resources), the Navy does not have the authority or the expertise to assist water rights holders with any other water rights actions (i.e., change applications). The Navy is discussing water rights and values of allotments on a case-by-case basis with stakeholders. The Final EIS further discusses the procedures and process by which the Navy will value the loss of access to grazing lands by permittees and the Navy's ability to purchase water rights as real property or pay for the eventual diversion of those water rights, pending coordination with the permittee.</p>	
Consider an allowance for grazing around the outer perimeter of the Bravo WDZs to manage and reduce fuels. Allow for watering and supplement locations outside or at the perimeter of the WDZ with targeted grazing along the periphery of the area.	The Navy would not allow grazing on acquired or withdrawn lands used for bombing ranges for public safety. The Navy would also compensate grazing permittees for relocating water resources outside of withdrawn lands. Management and reduction of fuels will be addressed in the Wildland Fire Management Plan (see the draft outline in Appendix D, Memoranda, Agreements, and Plans).	-

*Some suggestions are from public comments on the Draft EIS and are components associated with larger comments. The full comments and responses can be found in Appendix F (Public Comments and Responses).

Notes: AMP = Allotment Management Plan, AUM = Animal Unit Month, B = Bravo, BLM = Bureau of Land Management, CFR = Code of Federal Regulations, DVTA = Dixie Valley Training Area, EIS = Environmental Impact Statement, FRTC = Fallon Range Training Complex, MOU = Memorandum of Understanding, NDOW = Nevada Department of Wildlife, NEPA = National Environmental Policy Act, SUA = Special Use Airspace, U.S.C. = United States Code, U.S. Fish and Wildlife Service, WDZ = Weapons Danger Zone, WSA = Wilderness Study Area, ✓ = affirmative, - = negative.

5.6 Transportation

5.6.1 Current Management Practices

The Navy does not have any current requirements or management practices for ground transportation.

5.6.2 Management Practices, Monitoring, and Mitigation Measures Considered

The Navy received suggestions for management practices, monitoring, and mitigation measures from the public, cooperating agencies, and tribal participants during scoping and commenting periods. Suggestions specific to transportation and impacts on it are shown in Table 5-6, along with the Navy's responses for each suggestion indicating whether it was adopted or not, including reasoning for considering but eliminating the suggestion if applicable.

5.6.3 Proposed Management Practices, Monitoring, and Mitigation

5.6.3.1 Proposed Management Practices

Using funding provided by the Navy, the Federal Highway Administration, in cooperation with the Nevada Department of Transportation (NDOT), would be responsible for planning, design, permitting, and constructing any realignment of State Route 839 or 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 839 or 361, and the Navy would not utilize any portion of an expanded B-17 range (if implemented) that would overlap the existing State Route 839 or 361 unless and until any such new route has been completed and made available to the public.

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.

Due to the Navy's usage of Lone Tree Road, the Navy is proposing, for public safety purposes, to reconstruct and maintain Lone Tree Road. The Navy would seek funding from Congress to pay for reconstruction of the road through the military construction program. The Navy will submit 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. Funds received would be used by the Federal Highway Administration, in cooperation with NDOT, to plan, design, and construct the road segment. The Navy would coordinate with NDOT during each of these phases. Such proposed rerouting would be subject to follow-on NEPA analysis. NEPA documentation would be completed by the Federal Highway Administration prior to any road construction. The Navy would support, fund, and participate in any such NEPA analysis.

Table 5-6: Management Practices, Monitoring, and Mitigation Measures Suggested for Transportation

Suggestion*	Response	Adopted (✓/-)
The County would like the Navy to map and describe its identified RS 2477 Roads in order to document their existence prior to the withdrawal in the event that some of these lands re-open to public access in the future. An MOU with the County to this affect is also requested to acknowledge the status of RS2477 roads.	The Navy does not take a position as to the validity or non-validity of any claimed RS 2477 road or right-of way. In working with the BLM, no adjudicated RS 2477 roads have been identified in the areas requested for withdrawal and proposed for acquisition. The Navy recognizes that there would be loss of access to certain withdrawn or acquired areas and potentially to non-traditional roads, but such roads would not be relocated, as there would still be other means of accessing available areas.	-
Mitigation measures should be stated in support of relocating State Route 361 and 839.	Mitigation measures supporting the road relocation aspects of the project would be discussed in the site specific NEPA documents that would be developed in the future for these specific activities.	-
To mitigate the small [B-16] southern expansion, the existing northeastern 1990s withdrawal, north of Sand Pass Road should revert back to public land.	The area requested for release from the withdrawal area would be within the WDZ on B-16 and needed for training requirements. Furthermore, under Alternative 3, Simpson Road and the land south of it would be relinquished back to the BLM if Alternative 3 is chosen by any ultimate Congressional decision.	-
Request that the Navy work with counties when considering closing, re-routing, or restricting travel on any highways, whether paved or gravel, and on county designated roads. For example, proposed Alternative 3 will force road closure at Sand Canyon Road, as part of this withdrawal, as well as the relocation of State Route 361.	The Navy will coordinate with appropriate agencies when closing or re-routing designated roads. The Navy is not proposing to create or construct any new access roads in the area. The Navy will coordinate with Nevada Department of Transportation with the relocation of either State Route 361 or State Route 839. Using funding provided by the Navy, the Federal Highway Administration, in cooperation with the Nevada Department of Transportation, would be responsible for planning, design, permitting, and constructing any realignment of State Route 839 or 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.	-

Table 5-6: Management Practices, Monitoring, and Mitigation Measures Suggested for Transportation (continued)

Suggestion*	Response	Adopted (✓/-)
	(continued) Nevada Department of Transportation would ensure that construction of any new route is complete before closing any portion of the existing State Route 839 or 361, and the Navy would not utilize any portion of an expanded B-17 range (if implemented) that would overlap the existing State Route 839 or 361 unless and until any such new route has been completed and made available to the public.	
Request development of a new access road (with a similar service level) along the northern boundary of the existing and proposed B-16 to connect Lone Tree/Solias Roads with Red Mountain Road outside of the withdrawal area.	Due to the Navy's usage of Lone Tree Road, the Navy is proposing, for public safety purposes, to reconstruct and maintain Lone Tree Road. The Navy would seek funding from Congress to pay for reconstruction of the road through the military construction program. The Navy will submit 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. Funds received would be used by the Federal Highway Administration, in cooperation with the Nevada Department of Transportation, to plan, design, and construct the road segment. The Navy would coordinate with NDOT during each of these phases. Such proposed rerouting would be subject to follow-on NEPA analysis. NEPA documentation would be completed by the Federal Highway Administration prior to any road construction. The Navy would support, fund, and participate in any such NEPA analysis.	✓
Request development of a new access road along the western boundary of the existing and proposed B-20, perhaps even utilizing the existing pole line road in the area.	The Navy is not proposing to create any new access roads in this area. The Navy recognizes that there would be loss of access to certain withdrawn or acquired areas and potentially to non-traditional roads, but such roads would not be relocated, as there would still be other means of accessing available areas.	-

Table 5-6: Management Practices, Monitoring, and Mitigation Measures Suggested for Transportation (continued)

Suggestion*	Response	Adopted (✓/-)
The County suggests altering the WDZ for B-20 to allow for a re-route of Pole Line Road along the toe of the West Humboldt Range rather than leaving the road open in its current alignment.	<p>The Navy is not proposing to create any new access roads in this area. The Navy recognizes that there would be loss of access to certain withdrawn or acquired areas and potentially to non-traditional roads, but such roads would not be relocated, as there would still be other means of accessing available areas. The Navy considered altering the WDZ for B-20 to avoid Pole Line Road in Section 2.5.4.7 (Reconfigure Bravo-20 to Avoid Closing Navy's B-20 Access Road) under Chapter 2 (Description of Proposed Action and Alternatives), as alternatives that were considered but were not carried forward for detailed analysis. This alternative would not meet the realistic training environment or tempo screening factor.</p> <p>The Navy understands the loss of access as a result of the closure of non-traditional routes. Pole Line Road is not a BLM-authorized County road. The Navy has held an ROW through the BLM, and since Churchill County abandoned the Pole Line Road in 2005, the Navy has maintained the road.</p>	-
The EIS should identify all roads, paved and unpaved, that will be effectively closed to the public in the Proposed Action, and I would like to see mitigation of alternate routes that will allow the public to get from one place to another.	<p>The Navy is not proposing to create any new access roads in this area. The Navy recognizes that there would be loss of access to certain withdrawn or acquired areas and potentially to non-traditional roads, but such roads would not be relocated, as there would still be other means of accessing available areas. Please see Section 3.5 (Transportation) for a discussion of roads that are analyzed in the Final EIS.</p>	-
Suggestions of moving the Target Area 3 miles to the Southeast which would eliminate the need to Close the B-20 Pole Line Road were met with the excuse that the Playa was to soft part of the year to allow truck traffic to the suggested Target area. It would be a minimal effort to build a road and pad to firm up the Playa area. This Target Area Relocation would also eliminate the current Proposed Impact on the Humboldt Sink allotment.	<p>The Navy considered the alternative suggested in Section 2.5.4.7 (Reconfigure Bravo-20 to Avoid Closing Navy's B-20 Access Road). The Navy considered this alternative but is not carrying it forward for detailed analysis in this EIS. This alternative would not meet the realistic training environment or tempo screening factor.</p> <p>The Navy understands the loss of access as a result of the closure of non-traditional routes. Pole Line Road is not a BLM-authorized County road. The Navy has held an ROW through the BLM, and since Churchill County abandoned the Pole Line Road in 2005, the Navy has maintained the road.</p>	-

Table 5-6: Management Practices, Monitoring, and Mitigation Measures Suggested for Transportation (continued)

Suggestion*	Response	Adopted (✓/-)
Allow off-highway vehicle use on east side of B-17 near Gabbs Road.	The Navy has not and would not restrict OHV use outside of the B-17 boundaries. Due to safety reasons, OHV activities would not be allowed within the proposed withdrawal areas associated with B-16, B-17, and B-20. Topography and OHV trails similar to those in B-17 also occur in the DVTA or other nearby public lands and could be used by recreationists. These areas would not be impacted by the proposed withdrawal or acquisition and would continue to be available for full public use and recreation, as discussed in Section 3.12 (Recreation).	✓
Replace in kind road(s) needed to be closed for training activities. Allow public use of State Route 839 or State Route 361, depending on what Alternative was chosen, until follow-on NEPA and construction completed for notional relocation corridors (Only once the relocation corridors are available for public use would the existing State Route 839 or State Route 361 be closed and training activities at B-17 would commence).	The Navy is not proposing to create any new access roads in this area. The Navy recognizes that there would be loss of access to certain withdrawn or acquired areas and potentially to non-traditional roads, but such roads would not be relocated, as there would still be other means of accessing available areas. NDOT would ensure that construction of any new route is complete before closing any portion of the existing State Route 839 or 361, and the Navy would not utilize any portion of an expanded B-17 range (if implemented) that would overlap the existing State Route 839 or 361 unless and until any such new route has been completed and made available to the public.	✓
Retain Simpson Road and the lands south of the road as open even though they would be included in the public land withdrawal (Under Alternatives 2 and 3).	The Navy is proposing to release the withdrawal of Simpson Road and lands south of the road to the public as part of the Preferred Alternative (Alternative 3).	✓

Table 5-6: Management Practices, Monitoring, and Mitigation Measures Suggested for Transportation (continued)

Suggestion*	Response	Adopted (✓/-)
Relocate Paiute Pipeline out of the bombing range if an action alternative is chosen.	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, 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.	✓

*Some suggestions are from public comments on the Draft EIS and are components associated with larger comments. The full comments and responses can be found in Appendix F (Public Comments and Responses).

Notes: B = Bravo, BLM = Bureau of Land Management, DVTA = Dixie Valley Training Area, EIS = Environmental Impact Statement, MOU = Memorandum of Understanding, NDOT = Nevada Department of Transportation, NEPA = National Environmental Policy Act, OHV = Off Highway Vehicle, ROW = Right of Way, RS = Revised Statute, WDZ = Weapons Danger Zone, ✓ = affirmative, - = negative.

5.6.3.2 Proposed Monitoring

No monitoring measures would be warranted for transportation based on the analysis presented in Section 3.5.3 (Environmental Consequences). The Navy proposes to continue to work with ROW users to review potentially impacted county-designated access roads and other potential ROWs in the lands requested for withdrawal and proposed for acquisition and to look for appropriate replacement routes if appropriate and applicable.

5.6.3.3 Proposed Mitigation

No mitigation measures would be warranted for transportation based on the analysis presented in Section 3.5.3 (Environmental Consequences).

5.7 Airspace

5.7.1 Current Management Practices

The Navy would continue current levels of operations, and manage all facets of the FRTC airspace under the guidance of official policies, procedures, and Navy instructions.

5.7.2 Management Practices, Monitoring, and Mitigation Measures Considered

The Navy received suggestions for management practices, monitoring, and mitigation measures from the public, cooperating agencies, and tribal participants during scoping and commenting periods. Suggestions specific to airspace and impacts on it are shown in Table 5-7, along with the Navy's responses for each suggestion indicating whether it was adopted or not, including reasoning for considering but eliminating the suggestion if applicable.

5.7.3 Proposed Management Practices, Monitoring, and Mitigation

5.7.3.1 Proposed Management Practices

The Navy would continue current levels of operations and manage all facets of the FRTC airspace under the guidance of official policies, procedures, and Navy instructions. Specifically, the Navy would:

- Maintain a close working relationship with the Federal Aviation Administration (FAA) in the management of the FRTC SUA, following FAA publication guidance that would fully support the final modernization configuration of the FRTC SUA.
- Continue a proactive outreach to civil and commercial aviation to ensure safe and efficient transit across the FRTC via the Visual Flight Rules Corridor, as well as the safe and efficient managed access and civil flight profiles within the FRTC SUA.
- Ensure that the NAS Fallon Airfield Operations Manual is maintained with the most current airspace information, restrictions, and compliance requirements.
- Avoid Q (Global Positioning System-based) routes to the maximum extent possible.
- NAS Fallon would update the NAS Fallon Airfield Operations Manual to reflect Naval Aviation Warfighting Development Center operational guidance on noise-sensitive areas, and confirmation of FAA airspace exclusion zone guidelines, for the Proposed Action.

5.7.3.2 Proposed Monitoring

No monitoring measures would be warranted for airspace based on the analysis presented in Section 3.6.3 (Environmental Consequences).

Table 5-7: Management Practices, Monitoring, and Mitigation Measures Suggested for Airspace

Suggestion*	Response	Adopted (✓/-)
Portions of Diamond Valley under the airspace includes areas more densely populated than Crescent Valley. This would include the two Diamond Valley General Improvement Districts. While we appreciate the 5 mile buffer around Eureka and Crescent Valley, roughly one-third of Eureka County's population resides in Diamond Valley. A 5 mile buffer around the General Improvement Districts in south-western Diamond Valley should be implemented.	The Navy acknowledges that people that do not live in the center of town, as presented in the suggestion regarding Diamond Valley, and that they may be affected by noise. The airspace exclusion zone around the Eureka Airport, combined with the noise sensitive area around the town of Eureka, would contain much of the general improvement districts mentioned by the suggestion. Therefore, additional noise buffer areas are not necessary.	-
Lander Co. has invested substantial money in upgrading the Austin Airport. We now have a large two room pilots lounge, rebuilt our well, added a new fire main, put in Av-Gas and Jet-A fuel tanks. Now MEDEVAC flights can reach S. Lander Co. without refueling on the way here and return flights. Our pilots lounge and upgraded water/fire system is getting used by the U.S. Forest Service/BLM as a forward base for firefighting air tanker operations. When I ask those people what we can do to improve our airport they all say the same thing get GPS/instrument landing. If you know our location you could understand the Austin airport will never attract much business. Its future is as a strategically located full-service air strip in central Nevada. Recently Reach Air/Summit air ambulance has talked to us about locating a permanent MEDEVAC helio at the Austin Airport. We ask the Navy's support in our efforts to get a GPS landing system at our airport.	The Navy does not have the authority to fund or assist in the obtaining of a GPS landing system. However, the Navy would not object to this system being implemented if approved by the FAA.	-

Table 5-7: Management Practices, Monitoring, and Mitigation Measures Suggested for Airspace (continued)

Suggestion*	Response	Adopted (✓/-)
Request that the Duckwater MOA be adjusted to match the Diamond MOA floor of 1,200 feet AGL. If not, the Duckwater MOA (and all other low-level flight MOAs) floor should be no lower than the stated need of 500 feet AGL consistent with the requirements stated in "90 Days to Combat." The impacts from 200 feet AGL are severe for people, wildlife, and land use including agriculture and the proposed vanadium mine.	<p>Please see page B-7 of the <i>90 Days to Combat</i> for specific needs in the Diamond, Duckwater, and Smokie MOAs. The 200 feet AGL proposed under all action alternatives for the Duckwater MOA is listed on this page as a necessary aspect for realistic training.</p> <p>The Navy is not proposing to make changes to mitigation based on airspace. With the exception of being subject to changes to MOA ceilings, general aviation could be conducted in the same way that it is currently. There would be no change to the General Aviation IFR or VFR traffic as a result of the Proposed Action, and therefore the Navy is not proposing mitigation for impacts.</p>	-
During preflight planning pilots can access SUA information via NOTAMs and schedule information via SUA.FAA.gov. If a pilot sees the SUA overlying or near their departure or destination airport, such as at Derby Field Airport (KLOL) or Austin Airport (TMT), is scheduled to be active, the pilot has no choice but to amend their flight to arrive before the SUA's activation or after it is scheduled to be inactive. The General Aviation flying public does not have access to Letters of Agreement or other information that states air traffic control will coordinate with the military to give way to IFR General Aviation aircraft to allow them access during a SUA's scheduled utilization. It is not reasonable to think a pilot will expend the money and time to fly IFR under the possibility the scheduled time in SUA.FAA.gov is incorrect.	<p>There is an existing charted VFR corridor that is available for general aviation. Control towers (Desert Control and other air traffic control) would be responsible for contacting Navy aircraft in case of emergency aircraft needing to fly through SUA. Regarding other mitigation suggestions in the comment, the FAA would document and publicly disseminate all information needed by general aviators in order to travel safely in the airspace. The Navy would continue outreach to civilian aviation to ensure safe flights and managed access to SUA.</p>	✓

Table 5-7: Management Practices, Monitoring, and Mitigation Measures Suggested for Airspace (continued)

Suggestion*	Response	Adopted (✓/-)
<p>(continued) Pilots flying IFR are trained that they should plan to not have any access to that airspace when the SUA is active and will delay their flight if their destination is located below the active SUA. If there is to be “flexible use” or “dynamic deactivation” of the airspace formally documented with the FAA, that arrangement should be publicly disseminated so pilots can be informed that they will be provided egress or ingress to underlying airports with minimal delay. AOPA agrees this is a significant mitigation as it facilitates airport access, but only if pilots are told this is the case. Any arrangement must be noted for each airport in FAA publications utilized by pilots.</p>		
<p>The proponent should continue to provide general aviation a protected and approved route through the SUA complex regardless of what airspace is active. AOPA believes this mitigation should be expanded equally with the expansion of SUA and, at the very least, sustained. For example, the east-west route should be continued to K05U through the new MOAs. A new north-south exclusion area route, such as from Mina VORTAC (MVA) to Battle Mountain VORTAC (BAM), should be considered given the amount of VFR traffic that would benefit from this route. This new route would also assist with predictability for see-and-avoid and mid-air collision avoidance.</p>	<p>General aviation aircraft would continue to be allowed to transit through the FRTC outside of active restricted airspace or through the VFR corridor, just as they do now. This would apply to any proposed restricted airspace. Typically, restricted airspace is inactive on weekends and holidays, and when ground ranges are closed for maintenance. Therefore, there would be regular opportunities for general aviation aircraft to transit through inactive restricted airspace(s). The proposed changes to airspace would therefore have minimal impact on recreational/general aviation aircraft. Impacts on general aviation for each alternative are discussed in Section 3.6 (Airspace), specifically in Section 3.6.3 (Environmental Consequences).</p>	<p>✓</p>

Table 5-7: Management Practices, Monitoring, and Mitigation Measures Suggested for Airspace (continued)

Suggestion*	Response	Adopted (✓/-)
(continued) To assist pilots with transiting the Restricted Area and MOA exclusion areas safely and accurately, the proponent should work with the FAA to create GPS VFR waypoints at key points along the routes. The charting of VFR waypoints will assist pilots unfamiliar with the area safely navigate through the expanded SUA complex.		
Continue the close working relationship with the Federal Aviation Administration to manage FRTC SUA, through FAA publications that clearly define the final modernization configuration of the FRTC SUA.	The Navy would continue this relationship.	✓
Continue outreach to civilian aviation to ensure safe, managed access to and flight profiles through the FRTC airspace, and more efficient transit across the FRTC via the Visual Flight Rules corridor.	The Navy would continue this relationship.	✓
As we approach the FAA's January 2, 2020, ADS-B mandate, it is important the military embrace the safety enhancing benefits of this technology and ensure their air traffic automation systems integrate ADS-B surveillance information. When the mandate becomes effective, over 100,000 civil aircraft will be equipped with a system that can greatly reduce mid-air collisions and allow air traffic to identify aircraft in more areas than they can today with radar. In a remote area like FRTC where radar coverage may only exist at higher altitudes, ADS-B can improve the safety and efficiency of the airspace for military and General Aviation aircraft.	The prevalence of GPS in navigation, and the capabilities offered by ADS-B, may allow additional airports in the FRTC Region of Influence, to explore the creation of instrument approaches. Future liaison with the FAA, once ADS-B is fully implemented and low-level radio coverage of Desert Control across the FRTC SUA is expanded through additional communication relays, may lead to the ability of local FRTC region airfields to develop instrumented approaches, which would further make civil traffic in the FRTC SUA more predictable, safer, and efficient.	✓

Table 5-7: Management Practices, Monitoring, and Mitigation Measures Suggested for Airspace (continued)

Suggestion*	Response	Adopted (✓/-)
(continued) The military should articulate their plans for FRTC resident aircraft to be ADS-B equipped, such that civil aircraft can view them with their traffic information display, and what the Navy's plan is for integrating ADS-B traffic information into the platforms used by the air traffic controllers responsible for the FRTC airspace.		✓
In June 2018, the U.S. Marine Corps notified the public that they were preparing an Environmental Assessment to support the establishment of the Walker MOA at the Marine Corps Mountain Warfighting Training Center near Bridgeport, California. The proposed SUA would be southwest of the FRTC but only a few nautical miles away. The geographical proximity of the Walker MOA airspace and the FRTC SUA concerns us that the two proponents are not coordinating their actions. The effects of both airspace actions need to be considered in parallel and cumulatively since the flying public will deal with their impacts simultaneously. The Navy must note in their Final EIS how the Walker MOA's proximity was considered and how it might magnify the impacts on civil aviation flying in this area.	The Walker MOA is outside of the FRTC airspace and would not be compatible for use due to the inability of the Walker MOA to accommodate training tempo needs of both the U.S. Marine Corps and the Navy. There is an EA that has been completed; however, the airspace has not yet been implemented. This project was addressed in Chapter 4 (Cumulative Impacts) under recreation with regard to impact on general aviators.	-

Table 5-7: Management Practices, Monitoring, and Mitigation Measures Suggested for Airspace (continued)

Suggestion*	Response	Adopted (✓/-)
Schedule activities through NAWDC. Ensure entire hazard zone is clear before commencing hazardous activities. Coordinate with Range Safety Officers prior to expending military munitions. Ensure NAS Fallon Airfield and NAWDC Range Operations manuals are maintained with most current airspace information, restrictions, and compliance requirements.	Activities are scheduled through NAWDC and hazard zones are clear before commencement of hazardous activities. These activities are coordinated with the Range Safety Officer.	✓
WSAs are managed as wilderness until Congress takes actions. WSAs that receive overflights should be disclosed and included in the same BMPs, mitigation, etc. for wilderness.	WSAs are discussed in Section 3.12 (Recreation). Overflights are discussed in this Section and the same BMPs would be followed by the Navy as required of other Federal agencies over WSAs by the FAA.	✓
Replace routes (high altitude J and low altitude V) that rely on ground-based navigation aids with routes (high altitude Q and low altitude T) that use GPS for safer and more efficient transit across the FRTC.	Replacement routes are outside of the authority of the Navy. The FAA is the governing authority of the airspace and would be responsible for reviewing and potentially approving any such proposed changes.	-
At the very least extensive additional mitigations for all General Aviation IFR and VFR traffic are needed.	General aviation aircraft would continue to be allowed to transit through the FRTC outside of active restricted airspace or through the VFR corridor, just as they do now. This would apply to any proposed restricted airspace. Typically, restricted airspace is inactive on weekends and holidays, and when ground ranges are closed for maintenance. Therefore, there would be regular opportunities for general aviation aircraft to transit through inactive restricted airspace(s). The proposed changes to airspace would therefore have minimal impact on recreational/general aviation aircraft. Impacts on general aviation for each alternative are discussed in Section 3.6 (Airspace), specifically in Section 3.6.3 (Environmental Consequences).	✓

Table 5-7: Management Practices, Monitoring, and Mitigation Measures Suggested for Airspace (continued)

Suggestion*	Response	Adopted (✓/-)
Update the NAS Fallon Airfield Operations Manual to reflect support for final FAA determinations regarding noise sensitive and airport exclusion area guidelines for the proposed action. Consider airspace west of Gabbs Airport.	In order to minimize any aviation impacts under each of the proposed alternatives, the Navy is requesting that the FAA create airspace exclusion zones (3 nautical-mile radius, surface to 1,500 feet AGL) for the Gabbs and Eureka airports. Current range procedures identify the town of Crescent Valley and the Gabbs Airfield as noise sensitive areas that shall be avoided by 3,000 feet AGL or 5 nautical miles. This would ensure those airports could operate regardless of the alternative ultimately chosen. The airspace exclusion zones would be avoided, unless the airport is specifically being utilized for take-offs and landings associated with military training activities. This is discussed in Section 3.6.2.2.4 (Local and Regional Airports).	✓

*Some suggestions are from public comments on the Draft EIS and are components associated with larger comments. The full comments and responses can be found in Appendix F (Public Comments and Responses).

Notes: ADS-B = Automated Dependent Surveillance – Broadcast, AGL = Above Ground Level, AOPA = Aircraft Owners and Pilots Association, B = Bravo, BLM = Bureau of Land Management, BMP = Best Management Practice, EA = Environmental Assessment, EIS = Environmental Impact Statement, FAA = Federal Aviation Administration, GPS = Global Positioning System, IFR = Instrument Flight Rules, K05U = Eureka Airport, MEDEVAC = Medical Evacuation, MOA = Memorandum of Agreement, NAS = Naval Air Station, NAWDC = Naval Air Warfighting Development Center, NOTAM = Notice to Airmen, SUA = Special Use Airspace, U.S. = United States, VFR = Visual Flight Rules, VORTAC = Very High Frequency Omnidirectional Range/Tactical Aircraft Control, WSA = Wilderness Study Area, ✓ = affirmative, - = negative.

5.7.3.3 Proposed Mitigation

NAS Fallon would update the NAS Fallon Airfield Operations Manual to reflect Naval Air Warfighting Development Center operational guidance on noise-sensitive areas, and confirmation of FAA airspace exclusion zone guidelines, for the Proposed Action.

5.8 Noise

5.8.1 Current Management Practices

Activities at the FRTC comply with numerous established acoustic control procedures to ensure that neither participants nor non-participants engage in activities that would endanger life or property. Aircraft standard operating procedures are largely oriented toward safety, which also provide significant noise abatement benefits. For example, many standard operating procedures involve flight routing and minimum altitudes. Each of these procedures increases the range of the noise source from human receptors, thus reducing noise impacts. As stated in Chapter 18 of Chief of Naval Operations Instruction (OPNAVINST) 5100.23, *Navy Safety and Occupational Health Program Manual*, noise control and abatement programs are developed to minimize noise impacts whenever practicable through implementation of operational alternatives that do not degrade mission requirements or aircraft safety.

Navy occupational noise exposure prevention procedures are required at the FRTC for those military personnel who might be exposed to occupational hearing hazards (e.g., military aircraft operations or land detonations) to meet all applicable Occupational Safety and Health Administration and Navy occupational noise exposure regulations. These procedures are designed to minimize occupational hearing hazards. When utilized, there is no risk of hearing impacts from occupational noise exposure.

Additionally, there are a number of noise-sensitive areas that are shown in Figure 3.7-2 either as coordinate points or areas defined by buffers from coordinate points. Pilots overflying these areas are instructed to maintain altitudes of no lower than 3,000 feet above ground level.

Current policies and procedures to ensure proper use of the FRTC SUA and munitions release rules would continue to be implemented. The Air Operations Office logs noise complaints at NAS Fallon. The office records information about the time, location, and nature of the complaint; and initiates investigation of what airspace operations were occurring. If the caller requests, range personnel will follow up with a return phone call to explain the resolution of the complaint.

5.8.2 Management Practices, Monitoring, and Mitigation Measures Considered

The Navy received suggestions for management practices, monitoring, and mitigation measures from the public, cooperating agencies, and tribal participants during scoping and commenting periods. Suggestions specific to noise and impacts from it are shown in Table 5-8, along with the Navy's responses for each suggestion indicating whether it was adopted or not, including reasoning for considering but eliminating the suggestion if applicable.

Table 5-8: Management Practices, Monitoring, and Mitigation Measures Suggested for Noise

Suggestion	Response	Adopted (✓/-)
<p>We appreciate the inclusion of 5-mile noise avoidance buffers for the towns of Eureka and Crescent Valley and the Eureka Airport. We are requesting that those noise avoidance buffers be set from the outer perimeter of the Town of Crescent Valley and Town of Eureka rather than the center of the towns. We also request a 5-mile avoidance buffer around the perimeter of the General Improvement Districts in southwestern Diamond Valley. As we have indicated previously and in our specific comments below, the GIDs have a concentration of population similar to Crescent Valley, and are not protected by the Town of Eureka buffer.</p>	<p>The Navy is not subject to FAA guidelines for Noise Sensitive Areas under Special Use Airspace. However, the Navy has previously established noise-sensitive areas (such as around wildlife refuges, incorporated areas, and certain tribal areas). Under the Proposed Action, the Navy has proposed two new Noise Sensitive Areas (Crescent Valley and Eureka) around incorporated areas near the FRTC Special Use Airspace boundary. Establishment of Noise Sensitive Areas for Crescent Valley and Eureka are considered compatible with military training activities.</p> <p>The Noise Sensitive Areas are recommendations provided to the military pilots for avoidance to the extent practicable.</p> <p>The Navy acknowledges that people that do not live in the center of town may be affected by noise. The airspace exclusion zone around the Eureka Airport, combined with the noise sensitive area around the town of Eureka, would contain much of the general improvement districts mentioned by the suggestion. Therefore, additional noise buffer areas are not necessary.</p>	<p>-</p>
<p>Implement a five nautical mile buffer around Crescent Valley and Eureka.</p>	<p>The Navy would establish new Noise Sensitive Areas as part of the Proposed Action around the incorporated areas of Crescent Valley and Eureka. The establishment of these Noise Sensitive Areas is considered compatible with military training activities and will include a 5-nautical-mile radius and an elevation of 3,000 feet AGL.</p>	<p>✓</p>
<p>Given the number of sensitive noise receptors such as Austin Town, Kingston Town, the Yomba Tribal area, Reese River Valley, and heavy recreational use in the Toiyabe Mountains it would make sense to have some level of noise and overflight restriction for a larger geographic area.</p>	<p>The Navy acknowledges that people that do not live in the center of town may be affected by noise. However, the Navy cannot define Noise Sensitive Areas using a town's perimeter because doing so, evaluated against the Navy's purpose and need, would not be compatible with military training activities.</p>	<p>-</p>

Table 5-8: Management Practices, Monitoring, and Mitigation Measures Suggested for Noise (continued)

Suggestion	Response	Adopted (✓/-)
Mitigation must include sound monitors in all SUAs. Data from sound monitors should be provided to the public and all stakeholders on a quarterly basis. As mitigation NAS Fallon should install noise sensitivity sensor in the Austin canyon and all communities impacted by Supersonic Operations and low-level overflights below 3,000 feet AGL. It would be easy to then clarify how big a boom is.	The Navy is not proposing to include sound monitors. The Navy has an established process for noise complaints. As stated in Section 3.7.3.5 (Proposed Management Practices, Monitoring, and Mitigation), the Air Operations Office logs noise complaints at NAS Fallon. The office records information about the time, location, and nature of the complaint; and initiates investigation of what if any Navy airspace operations were occurring by the Navy at the FRTC. If the caller requests, range personnel will follow up with a return phone call to explain the resolution of the complaint.	-
What impacts have overflights and sonic booms created by military operations had on, the architectural remains of the Pony Express National Historic Trail, telegraph, and stage stations and the fragile adobe ruins at Fort Churchill? As mitigation these areas should be designated as no-fly zones.	The Navy's current activities and proposed activities would not impact the architectural remains of these sites. Please see Section 3.11 (Cultural Resources) for this analysis.	✓
Alter flight routing and minimum altitudes to increase the range from noise sources and human receptors.	The Navy does not anticipate any risk of hearing loss because noise would not rise to a level at which hearing loss would occur. Areas that could experience noise levels of 65 dBA or greater are located in Churchill, Lander, Lyon, Mineral, Nye, and Pershing counties. The EIS includes several figures (Figure 3.7-32 and Figure 3.7-41) that depict where changes to noise would occur using existing and proposed noise contour data.	✓
Continue to follow munitions release rules.	The Navy would continue to follow munitions release rules.	✓
In contrast to the AICUZ programs at other stations, a web search on NAS Fallon yields a 14-year-old noise contour map and a 1999 EIS which claims aircraft noise from NAS Fallon does not affect populated areas. This is simply not true. Any expansion or modernization program at Fallon NAS should address these deficiencies and to provide a full range of verifiable noise abatement measures comparable to those at NAS Oceana or NAS North Island.	Section 3.7 (Noise) modeled the existing and proposed noise levels associated with military training activities. The EIS includes several figures (Figure 3.7-32 and Figure 3.7-41) that depict where changes to noise may occur using existing and proposed noise contour data.	-

Table 5-8: Management Practices, Monitoring, and Mitigation Measures Suggested for Noise (continued)

Suggestion	Response	Adopted (✓/-)
Avoid noise sensitive areas.	The Navy acknowledges noise-sensitive areas and has established Noise Sensitive Areas (such as around wildlife refuges, incorporated areas, and certain tribal areas) in the past. The Navy is proposing new Noise Sensitive Areas as part of the Proposed Action around the incorporated areas of Crescent Valley and Eureka. The establishment of these Noise Sensitive Areas is considered compatible with military training activities and will include a 5-nautical-mile radius and an elevation of 3,000 feet AGL.	✓
Implement a five nautical mile buffer around Crescent Valley and Eureka due to the extension of Military Operating Areas in the eastern portion of the FRTC SUA. Avoid noise sensitive areas; maintain an altitude of at least 3,000 feet if flying over sensitive areas. The EIS should consider a mitigation measure of instituting “no-fly zones” over these communities in order to avoid and minimize these adverse impacts. Populated locations are designated as Noise Sensitive Areas and are to be avoided by a minimum of 3,000 feet in accordance with FAA regulations and Navy doctrine.	The Navy acknowledges noise sensitive areas and has established Noise Sensitive Areas (such as around wildlife refuges, incorporated areas, and certain tribal areas) in the past. The Navy is proposing new Noise Sensitive Areas as part of the Proposed Action around the incorporated areas of Crescent Valley and Eureka. The establishment of these Noise Sensitive Areas is considered compatible with military training activities and will include a 5-nautical-mile radius and an elevation of 3,000 feet AGL.	✓

*Some suggestions are from public comments on the Draft EIS and are components associated with larger comments. The full comments and responses can be found in Appendix F (Public Comments and Responses).

Notes: AGL = Above Ground Level, AICUZ = Air Installation Compatible Use Zone, dBA = A-weighted Decibels, EIS = Environmental Impact Statement, FAA = Federal Aviation Administration, FRTC = Fallon Range Training Complex, NAS = Naval Air Station, SUA = Special Use Airspace, ✓ = affirmative, - = negative.

5.8.3 Proposed Management Practices, Monitoring, and Mitigation

5.8.3.1 Proposed Management Practices

Existing policies and procedures would continue to be implemented to ensure proper use of the FRTC airspace and munitions release rules. The Air Operations Office logs noise complaints at NAS Fallon. The office records information about the time, location, and nature of the complaint; and initiates investigation of what airspace operations were occurring. If the caller requests, range personnel would follow up with a return phone call to explain the resolution of the complaint. No additional management practices would be warranted for noise based on the analysis presented in Section 3.7.3 (Environmental Consequences).

5.8.3.2 Proposed Monitoring

No monitoring measures would be warranted for the noise environment based on the analysis presented in Section 3.7.3 (Environmental Consequences).

5.8.3.3 Proposed Mitigation

Based on the analysis presented in Section 3.7.3 (Environmental Consequences), the Navy would revise their range operations to include Crescent Valley and Eureka as noise-sensitive areas. Due to the extension of Military Operating Areas in the eastern portion of the FRTC SUA, implement the five nautical mile buffer around the towns of Crescent Valley and Eureka.

Additionally, the Navy will implement an airspace exclusion zone over the Gabbs and Eureka airport. Though established for airspace separation, this will serve as an additional means to reduce low-level overflights near Gabbs.

5.9 Air Quality

5.9.1 Current Management Practices

Management practices for construction activities are developed on a project-to-project basis. Therefore, there were no management practices that were already in place that are applicable to the Proposed Action.

5.9.2 Management Practices, Monitoring, and Mitigation Measures Considered

The Navy received suggestions for management practices, monitoring, and mitigation measures from the public, cooperating agencies, and tribal participants during scoping and commenting periods. Suggestions specific to air quality and impacts on it are shown in Table 5-9, along with the Navy's responses for each suggestion indicating whether it was adopted or not, including reasoning for considering but eliminating the suggestion if applicable.

Table 5-9: Management Practices, Monitoring, and Mitigation Measures Suggested for Air Quality

Suggestion*	Response	Adopted (✓/-)
<p>Phase Surface Area Disturbance activities (grading/leveling and shoulder dragging) to reduce the amount of area that is disturbed at a single time.</p> <p>Use water trucks for water spraying.</p> <p>Schedule Surface Area Disturbance activities immediately following periods of precipitation; suspend operations when wind or other meteorological conditions make fugitive dust control difficult.</p> <p>Properly maintain equipment used by military units in the Study Area, including construction equipment, in accordance with applicable Navy requirements; meet federal and state emission standards for operating equipment, where applicable.</p> <p>Minimize generation of dust by adhering to standard operating procedures to operate vehicles on existing roads and two-track trails.</p> <p>Minimize fugitive dust of vehicles participating in construction activities that occur on unpaved surfaces by implementing traffic control measures, including vehicle speed controls; restrict non-project vehicles in affected areas during Surface Area Disturbance activities.</p> <p>Remove any visible material tracked from Surface Area Disturbance locations onto adjoining paved roads.</p> <p>Make available a designated on-base facility with wash racks and water hoses to clean equipment and machinery as needed.</p> <p>Determine need for additional dust abatement measures during pre-construction planning (consider locations and duration of the exercise; the number of vehicles involved in the exercise; soil moisture conditions prior to the exercise; and predicted precipitation, wind speed, and wind direction during the exercise).</p>	<p>These are and would be management practices for any construction or training activities as applicable. Management practices are developed on a project-by-project basis.</p>	<p>✓</p>

*Some suggestions are from public comments on the Draft EIS and are components associated with larger comments. The full comments and responses can be found in Appendix F (Public Comments and Responses).

Note: ✓ = affirmative

5.9.3 Proposed Management Practices, Monitoring, and Mitigation

5.9.3.1 Proposed Management Practices

The primary proposed management practice is dust control. Strategies for dust control are described in the NAS Fallon Dust Control Plans and would continue to be implemented under the Action Alternatives. Specific measures, using best practical methods available for dust suppression, would include, but would not be limited to, the following approaches and procedures:

- Phasing of Surface Area Disturbance activities (grading/leveling and shoulder dragging) would occur, reducing the amount of area that is disturbed at a single time.
- Water trucks may be used for water spraying.
- Whenever possible, Surface Area Disturbance activities shall be scheduled immediately following periods of precipitation. Operations may be suspended when winds (or other meteorological conditions) make fugitive dust control difficult.
- Equipment used by military units in the Region of Influence, including construction equipment, is properly maintained in accordance with applicable Navy requirements. Operating equipment meets federal and state emission standards, where applicable.
- Generation of dust would be minimized by adhering to standard operating procedures to operate vehicles on existing roads and two-track trails (unless otherwise noted in standard operating procedures or in the event of emergency).
- Vehicles participating in construction activities that occur on unpaved surfaces would minimize fugitive dust generation implementing traffic control measures, including vehicle speed controls (not to exceed 15 miles per hour). Restrictions on non-project vehicles may also be imposed in affected areas during Surface Area Disturbance activities.
- Any visible material tracked from Surface Area Disturbance locations onto adjoining paved roads shall be promptly removed.
- A designated on-base facility with wash racks and water hoses would be made available to clean equipment and machinery as needed.
- The need for additional dust abatement measures would be determined on a case-by-case basis during pre-construction planning with input from the NAS Fallon Environmental Division. Factors considered in determining the need for additional dust abatement include the locations and duration of the exercise; the number of vehicles involved in the exercise; soil moisture conditions prior to the exercise; and predicted precipitation, wind speed, and wind direction during the exercise.

5.9.3.2 Proposed Monitoring

No monitoring measures would be warranted for air quality based on the analysis presented in Section 3.8.3 (Environmental Consequences).

5.9.3.3 Proposed Mitigation

No mitigation measures would be warranted for air quality based on the analysis presented in Section 3.8.3 (Environmental Consequences).

5.10 Water Resources

5.10.1 Current Management Practices

The following requirements and management practices apply to water resources at the FRTC:

- Incidental spills that could contaminate groundwater are avoided and minimized. Navy personnel receive initial and periodic refresher training in the proper storage, handling, and management of hazardous materials.
- Potential groundwater contamination issues are addressed in the range condition assessment and subsequent five-year reviews, in accordance with the Range Sustainability Environmental Program Assessment Policy implementation.
- The FRTC has an operational range clearance plan in compliance with Department of Defense Directive 4715.11, *Environmental and Explosives Safety Management*. The operational range clearance plan provides for safe management and removal of unexploded ordnance, and recycling of training munitions, munitions debris, and range scrap that has been rendered safe.
- Ground training activities avoid streams, ponds, and U.S. Army Corps of Engineers' jurisdictional wetlands.
- Incidental fuel spills would be avoided by conducting all refueling activities in a secondary containment area.
- Drip pads would be placed under equipment when parked to avoid soil contamination from leaking fluids.
- A spill prevention, control, and countermeasures plan would be developed if quantities of fuel or other petroleum products above the spill prevention, containment, and countermeasures quantity threshold were stored. The plan would help to ensure rapid and effective response to incidental spills and avoid contaminant migration to groundwater.
 - If any such spill were to exceed reportable quantities as defined by the U.S. Environmental Protection Agency for regulated material, the event would be immediately reported to the appropriate regulatory authorities. All spills that are 5 gallons or more are reportable to the NAS Fallon environmental department. If a spill would meet any of the following criteria, it would be reported to the state within one working day:
 - Released to the soil or other surfaces of land in a quantity greater than 25 gallons or 200 pounds;
 - Discovered in at least 3 cubic yards of soil during any subsurface excavation;
 - Discovered in or on ground water; or
 - A confirmed release from an underground storage tank.
 - The operational range clearance plan would be updated and implemented to address any new requirements for the ranges.
 - Range condition assessment five-year reviews would continue to be conducted, and appropriate steps would be taken, if necessary, to prevent or respond to a release or substantial threat of a release of munitions constituents of potential concern to off-range areas that could pose unacceptable risks to human health or the environment.

- Lead accumulation on the small arms ranges at B-19 would be monitored and adaptively managed by implementing appropriate management practices such as erosion control, lead removal, and pH monitoring and modification.

5.10.2 Management Practices, Monitoring, and Mitigation Measures Considered

The Navy received suggestions for management practices, monitoring, and mitigation measures from the public, cooperating agencies, and tribal participants during scoping and commenting periods. Suggestions specific to water resources and impacts on it are shown in Table 5-10, along with the Navy's responses for each suggestion indicating whether it was adopted or not, including reasoning for considering but eliminating the suggestion if applicable.

5.10.3 Proposed Management Practices, Monitoring, and Mitigation

5.10.3.1 Proposed Management Practices

Current management practices would continue to be implemented under the No Action Alternative, Alternative 1, Alternative 2, or Alternative 3; and existing programs and plans would be updated to reflect new conditions. The following management practices would continue to be implemented to avoid and minimize potential impacts on water quality under each alternative.

- Environmental impacts from incidental fuel spills would be avoided by conducting all ground-based refueling activities in a secondary containment area.
- Drip pads would be placed under equipment when parked to avoid soil contamination from leaking fluids.
- A spill prevention, control, and countermeasures plan would be developed to respond to any event that would exceed spill prevention, containment, and countermeasures quantity thresholds. The plan would help to ensure rapid and effective response to incidental spills and avoid contaminant migration to groundwater.
- Any spills of petroleum or other waste products would be managed and cleaned up in accordance with applicable state and federal regulatory requirements. If such a spill included a regulated material or impacted a waterway, the event would be immediately reported to the Nevada Department of Environmental Protection by the NAS Fallon Environmental Program. For more information, see Section 3.14 (Public Health and Safety and the Protection of Children).
- The operational range clearance plan would be updated and implemented to address any new requirements for the ranges.
- Range condition assessment five-year reviews would continue to be conducted, and appropriate steps would be taken, if necessary, to prevent or respond to a release or substantial threat of a release of munitions constituents of potential concern to off-range areas that could pose unacceptable risks to human health or the environment.
- Evaluate wells on expansion areas prior to closing to determine if a beneficial use (e.g., fire suppression, wildlife/stock water) could be established.

Table 5-10: Management Practices, Monitoring, and Mitigation Measures Suggested for Water Resources

Suggestion*	Response	Adopted (✓/-)
Install and monitor new wells or existing wells in proposed expansion areas for groundwater quality.	The Navy does not intend to install wells where none presently exist for the sole purpose of monitoring, however monitoring would continue to be considered during range condition assessment 5-year reviews.	-
The Draft EIS does not adequately disclose impacts to guzzlers and other water infrastructure that has been developed in the area. NDOW estimates this project may impact around 64 guzzlers. The sporting community needs to be aware of this impact and the Navy needs to propose specific mitigation for the loss of these features that were created specifically for wildlife, hunting, and recreation.	The Navy currently has an Access Management Memorandum of Understanding with NDOW that would be updated (with a new MOA) after any ultimate Congressional Decision on an action. The BLM would continue to allow the NDOW to manage guzzlers in the DVTA.	✓
Address potential groundwater contamination issues in the range condition assessment and subsequent five-year reviews, in accordance with the Range Sustainability Environmental Program Assessment Policy implementation.	The Navy addresses these concerns in range condition assessment and 5-year reviews and will continue to do so.	✓
Dixie Valley - Avoid spring and wildlife guzzler sites with bombing and training activities. Identify and protect important resources (such as springs, wells, guzzlers, and other water resources) in conjunction with local entities by including them on operation planning maps so they can be actively avoided during operations.	The Navy does not conduct bombing activities in the DVTA. While the Navy conducts activities (foot traffic, use of off-road and on road vehicles) in the vicinity of these wetland resources, the Navy's guidance is that sensitive habitat should be avoided during training activities and that training activities should not disturb the fish and wildlife or alter the flow of water in the DVTA as a standard best practice incorporated into the Range Management Plan at NAS Fallon. Navy would not place targets in wash areas on the Bravo ranges.	✓
Avoid streams, ponds, and U.S. Army Corps of Engineers' jurisdictional wetlands during ground training.	The Navy would continue to avoid streams, ponds, and U.S. Army Corps of Engineers' jurisdictional wetlands during ground training.	✓

Table 5-10: Management Practices, Monitoring, and Mitigation Measures Suggested for Water Resources (continued)

Suggestion*	Response	Adopted (✓/-)
Continue the FRTC operational range clearance plan in compliance with DoD Directive 4715.11, <i>Environmental and Explosives Safety Management</i> to provide for safe management and removal of unexploded ordnance, and recycling of training munitions, munitions debris, and range scrap that has been rendered safe.	The Navy would continue to comply with the DoD Directive 4715.11.	✓
Avoid incidental fuel spills by conducting all refueling activities in a secondary containment area. Place drip pads under equipment when parked to avoid soil contamination from leaking fluids. Develop a spill prevention, control, and countermeasures plan to ensure rapid and effective response to incidental spills and avoid contaminant migration to groundwater (if storing quantities of fuel or other petroleum products are above the spill prevention, containment, and countermeasures quantity threshold).	The Navy would continue to do these things as standard management practices. As discussed in Section 3.14 (Public Health and Safety and Protection of Children), the Navy has implemented a strict Hazardous Material Control and Management Program and a Hazardous Waste Minimization Program for all activities. The Navy continuously monitors its operations to find ways to minimize the use of hazardous materials and to reduce the generation of hazardous wastes. Any spills would be managed and cleaned up in accordance with applicable state and federal regulatory requirements. If any such spill were to exceed reportable quantities as defined by the U.S. Environmental Protection Agency for regulated material, the event would be immediately reported to the NAS Fallon Environmental Division for appropriate action per the Integrated Contingency Plan (U.S. Department of the Navy, 2009).	✓
Monitor and adaptively manage lead accumulation on the small arms ranges at B-19 by implementing appropriate MPs such as erosion control, lead removal, and pH monitoring and modification.	The Navy would continue to monitor and adaptively manage lead accumulation at B-19.	✓
Develop a program and fund to relocated water rights and existing infrastructure affected by the expansion, OR purchase or lease existing affected water rights for Navy operations and mitigations (i.e., wildlife water, emergency wildfire water, temporary vegetation restoration irrigation water, etc.).	Private water rights would be purchased as real property as necessary. Acquisition of water rights would be factored into the processes for valuing grazing and mining-related just compensation or other authorized payments as appropriate. As discussed in Section 3.9 (Water Resources), the Navy does not have the authority or the expertise to assist water rights holders with any other water rights actions (i.e., change applications).	✓

Table 5-10: Management Practices, Monitoring, and Mitigation Measures Suggested for Water Resources (continued)

Suggestion*	Response	Adopted (✓/-)
(continued) Several water rights appear to be located within the proposed withdrawal area. The Navy should coordinate with the NDWR to identify said water rights. The County would suggest avoiding the water rights if at all possible. If this cannot be accommodated, then proper payment should be made to existing water right holders.	(continued) The Navy is discussing water rights on a case-by-case basis with stakeholders. The Final EIS further discusses the procedures and process by which the Navy will value the loss of access to and the Navy's ability to purchase water rights as real property or pay for the eventual diversion of those water rights, pending coordination with the permittee.	
Dixie Valley - Allow access for spring and wildlife guzzler monitoring and maintenance.	The Navy would allow access for spring and wildlife guzzler monitoring and maintenance.	✓
Continue controlled access to LeBeau water allotment directly off Rawhide Preserve's current access.	The Navy would not change the current fencing at this stock well, so as to ensure the LeBeau water allotment remains accessible as requested. After any ultimate Congressional decision, the Navy would review the water wells along the perimeter of the proposed fence line and review the potential to leave them outside of the fenced area. However, wells on the interior would not be considered, as they would not meet safety requirements.	✓
Allow managed access to wells on bombing ranges for livestock water hauling (similar to the well that is currently used on B-17).	After any ultimate Congressional decision, the Navy would review the water wells along the perimeter of the proposed fence line and review the potential to leave them outside of the fenced area. However, wells on the interior would not be considered, as they would not meet safety requirements. The Navy is discussing water rights on a case-by-case basis with stakeholders. The Final EIS further discusses the procedures and process by which the Navy will value the loss of access to and the Navy's ability to purchase water rights as real property or pay for the eventual diversion of those water rights, pending coordination with the permittee.	✓
Establish a fund for Churchill County to develop the Dixie Valley (Water) Importation Project in order to accommodate future growth and ensure a supply of reliable and clean drinking water to both the community of Fallon and NAS Fallon. Estimated construction cost per Churchill County Water Resources Plan is \$164.6 million.	The Navy is aware of the project and would continue to coordinate with Churchill County but cannot commit to establishing such a fund. The Navy is proposing to allow access for management of retained guzzlers on withdrawn lands as compatible with training activities and range safety.	-

Table 5-10: Management Practices, Monitoring, and Mitigation Measures Suggested for Water Resources (continued)

Suggestion*	Response	Adopted (✓/-)
(continued) Work with Churchill County to allow development of the Dixie Valley (Water) Importation Project and associated infrastructure (i.e., pipelines, wells, power lines, treatment and pump facilities). Work with Churchill County to develop design standards that allow development of the Dixie Valley (Water) Importation Project (which could also benefit NAS Fallon), and develop a plan to allow and avoid potential impacts to well protection zones or water infrastructure.		
Dixie Valley - Allow administrative access for development, monitoring, maintenance and management of quasi-municipal, municipal, and domestic water rights that will be maintained.	Navy would continue to allow public access to the DVTA, including for access to water rights in the DVTA. However, development of water rights would be regulated by required design features.	✓
Continue to monitor existing monitoring wells for groundwater quality.	The Navy has and would continue to monitor existing monitoring wells for ground water quality.	✓

*Some suggestions are from public comments on the Draft EIS and are components associated with larger comments. The full comments and responses can be found in Appendix F (Public Comments and Responses).

Notes: BLM = Bureau of Land Management, DoD = Department of Defense, DVTA = Dixie Valley Training Area, EIS = Environmental Impact Statement, NAS = Naval Air Station, NDOW = Nevada Department of Wildlife, NDWR = Nevada Division of Water Resources, ✓ = affirmative, - = negative.

5.10.3.2 Proposed Monitoring

The need for groundwater sampling, analysis, or monitoring would continue to be considered during range condition assessment five-year reviews conducted under the Navy's Range Sustainability Environmental Program assessment program. There are no new monitoring programs proposed.

5.10.3.3 Proposed Mitigation

Under Alternative 2 and Alternative 3 (Preferred Alternative), the Navy would incorporate mitigation by proposing to allow development of water resources activities to continue on certain withdrawn areas as long as the actions are consistent with training activities and approved by the Navy. The Navy is currently proposing the following required design features for infrastructure supporting water development:

- A permanent right-of-way immediately adjacent to the existing Terra-Gen ROW to accommodate the main transmission power line
 - Maximum width of permanent ROW is 90 feet each
 - Maximum width of temporary ROW is 300 feet
- Infrastructure outside the ROW to be located west of State Route 121 to the greatest extent possible.
- Place all transmission lines located outside of the main ROW corridor underground.
 - A 90-foot-wide permanent ROW for all lateral transmission lines from the main transmission power line ROW to the well locations, 300 feet for construction.
 - Trenching for water and electrical lines will be constructed to recommended engineering standards assuming separate trenches will be necessary.
- Provide 1.5-acre ROWs for well houses. Provide a 2-acre temporary construction ROW for all proposed well locations for well siting and construction.
- Communication tower locations minimized and the use of fiber communication maximized.
- Communication towers would be limited to 20 feet and appropriately lighted for safety.
- Major facilities (permanent structures) within Dixie Valley would be collocated and have no structures over 40 feet in height.
- Coordinate with Navy on frequency spectrum.
- Use compatible lighting with downward facing shades, lighting with frequency that doesn't "wash out" night-vision devices, and motion sensors to minimize light as appropriate.
- Coordinate all exploratory and construction activities in the DVTA with NAS Fallon.
- Coordinate with NAS Fallon for all temporary vertical obstruction safety lighting.
- Coordinate with NAS Fallon on the use of unmanned aerial vehicles used in the DVTA.
- Minimize impacts on current access roads from electrical and water utilities in ROWs.

The Navy, as part of the Proposed Action, would acquire existing and valid state water rights within the proposed withdrawal areas if the water right can be maintained for beneficial use. If a condition of the water right can be modified, then the water right would not be acquired by the Navy. The Navy would reimburse the movement of the water right on a case-by-case basis. If wells are associated with the water right, then the Navy would evaluate on a case-by-case basis the disposition of the well (e.g., continued beneficial use or capping of the well). The Navy does not plan to use any water rights

purchased for stock water but would instead request to modify the beneficial use as appropriate relative to mission requirements. In the DVTA, the Navy would not seek to acquire existing water rights.

In addition, the following mitigation measures would be implemented to reduce impacts on water resources:

- The Navy would allow access for spring and wildlife guzzler monitoring and maintenance.
- The Navy would ensure the LeBeau water allotment remains accessible.
- The Navy is currently performing a land parcel survey to allow the potential relinquishment of 12 acres of land on the existing B-17 adjacent to State Route 839 to allow continued use of the area for local livestock and wildlife watering efforts.

5.11 Biological Resources

5.11.1 Current Management Practices

Following is a summary of current requirements and practices applicable to vegetation and wildlife at FRTC:

- Current requirements and management practices applicable to wildlife and vegetation at the FRTC are described in the INRMP (U.S. Department of the Navy, 2014). Actions focus on minimizing disturbance, controlling invasive plants, and restoring native habitats.
- Management practices that are currently applied to the existing ranges would continue to be implemented and expanded to the withdrawn lands.

5.11.2 Management Practices, Monitoring, and Mitigation Measures Considered

The Navy received suggestions for management practices, monitoring, and mitigation measures from the public, cooperating agencies, and tribal participants during scoping and commenting periods. Suggestions specific to biological resources and impacts on them are shown in Table 5-11, along with the Navy's responses for each suggestion indicating whether it was adopted or not, including reasoning for considering but eliminating the suggestion if applicable.

5.11.3 Proposed Management Practices, Monitoring, and Mitigation

5.11.3.1 Proposed Management Practices

Management of proposed expansion areas would require extensive updates to management plans. If the Proposed Action is implemented, the NAS Fallon INRMP would be revised to include management practices for special-status species and other future actions pertaining to the expansion areas as identified in the ROD. This coordination would include grazing management by BLM on DVTA, invasive species control and interdiction, wildland fire management, and other stewardship conservation programs. In addition, the Navy is developing a Wildland Fire Management Plan.

To the maximum extent possible and if compatible with mission training requirements, the Navy would avoid placing targets in "Biologically Sensitive Areas" as identified by NDOW and depicted in Figure 5.11-1.

5.11.3.2 Proposed Monitoring

The Navy would coordinate with BLM, Nevada Department of Wildlife, and USFWS in the revision of the INRMP and would consider which additional monitoring activities can be incorporated. The Navy is proposing to fund a study that would be conducted by NDOW (in cooperation with the Navy) to monitor behavior of sage grouse on leks during aircraft overflights.

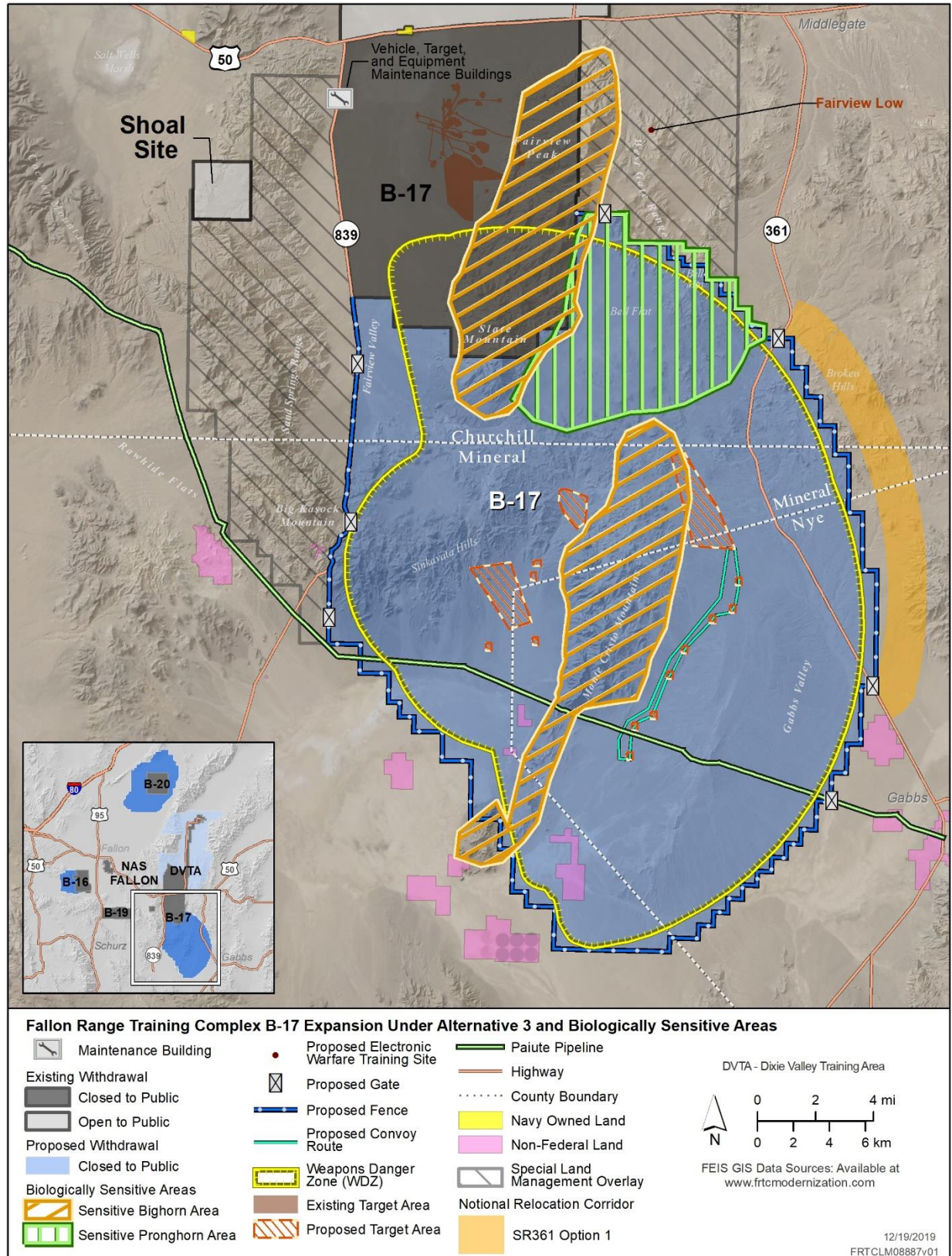


Figure 5-1: Fallon Range Training Complex B-17 Expansion Under Alternative 3 and Biologically Sensitive Areas

Table 5-11: Management Practices, Monitoring, and Mitigation Measures Suggested for Biological Resources

Suggestion	Response	Adopted (✓/-)
<p>Low Level Flight Exercises: Greater sage grouse habitat exists within the DVRTA, including a remnant lek in the Louderback Hills. Seasonal timing restrictions should be designed to mitigate those impacts to grouse during breeding and nesting season in those areas identified by NDOW. Additionally, Chalk Mountain is recognized by BLM and NDOW as an important lambing area for bighorn sheep. Seasonal timing restrictions during lambing must be designed to mitigate impacts.</p> <p>We request that analysis by a qualified wildlife biologist and specialist wildlife acoustics be included within the Final EIS so a minimum flight deck for air operations can developed that does not negatively impact greater sage-grouse and bighorn sheep. We request that this flight deck be seasonal in nature, which would be defined by NDOW and species-specific.</p>	<p>The Navy has a requirement to train year-round and cannot implement seasonal flight restrictions. The Final EIS includes a thorough analysis by qualified wildlife biologists. Potential impacts on wildlife species, including bighorn sheep and greater sage grouse, as well as their habitat are discussed in Section 3.10 (Biological Resources), specifically Sections 3.10.3.1 (Potential Stressors), 3.10.3.3 (Alternative 1: Modernization of the Fallon Range Training Complex), 3.10.3.4 (Alternative 2: Modernization of the Fallon Range Training Complex and Managed Access), and 3.10.3.5 (Alternative 3: Bravo-17 Shift and Managed Access [Preferred Alternative]) of the Final EIS.</p> <p>Navy operational doctrine dictates that during transiting, pilots avoid lambing areas. Viable populations of species are distributed throughout current FRTC boundaries. Based on species distribution data, historical coexistence with training activities, and the analysis presented in the Final EIS, populations would not be significantly impacted by proposed training activities. While the analysis indicates a less than significant impact, the Final EIS has been updated with a discussion regarding the potential for impacts on individuals of a species.</p> <p>Based on available literature and the analysis presented in Section 3.10 (Biological Resources), specifically Section 3.10.3.1 (Potential Stressors), of the Final EIS, impacts on Sage Grouse are expected to be minimal. However, NDOW has expressed concerns regarding increased low-level overflights and has asked the Navy to undertake a long-term study to further assess potential impacts. The Navy is proposing to fund a study that would be conducted by NDOW (in cooperation with the Navy) to monitor behavior of sage grouse on leks during aircraft overflights. Any commitment by the Navy to undertake a study (or studies) will be addressed in the EIS ROD.</p>	-
<p>A fully-funded and comprehensive wildlife resource mitigation plan should be incorporated into the Final EIS/ROD. A strategy for forming and enabling a Wildlife Working Group with the objective of enhancing wildlife populations, habitat resources, and hunting opportunities within and outside of the proposed withdrawal should be included.</p>	<p>The Navy will update the INRMP in cooperation with the appropriate state and federal natural resource agencies and incorporate adaptive management strategies identified with these partners during annual INRMP reviews. The Navy will use resources available to it from the INRMP and will collaborate with NDOW on the Bighorn Hunt Program MOA. The Navy is also working with BLM and other Stakeholders on the Wildland Fire Management Plan that is under development. The Draft MOA and Draft Outline of the Wildland Fire Management Plan are shown in their current form in Appendix D (Memoranda, Agreements, and Plans).</p>	-

Table 5-11: Management Practices, Monitoring, and Mitigation Measures Suggested for Biological Resources (continued)

Suggestion	Response	Adopted (✓/-)
We recommend changing B-20 - Hunting to a 2 (yellow) to allow for a managed access hunt program.	The Navy cannot accommodate a hunting program on B-20 at this time. Currently, the Navy is only proposing bighorn hunts on B-17 for a 15-day period to ensure training tempo requirements can be met. The Navy is continuing to look at ways to allow other hunting activities. This is also part of the proposed annual review of the hunt program and INRMP review.	-
The County would support establishment of a fund to improve wildlife habitat in the Game Management Units that are being impacted, outside of the withdrawal area.	The Navy is not proposing to establish a fund to improve wildlife habitat in the Game Management Units outside of the withdrawal area as impacts on biological resources as a result of the Proposed Action would not be significant at a population level. However, the Navy would work with NDOW to identify potential opportunities for habitat improvement within the withdrawal and acquisition boundaries.	-
We recommend that the southern boundary of B-20 be shifted north to provide an adequate waterfowl migration buffer between the SNWR and the B-20 range. The EIS needs to identify and include an appropriate buffer.	The southern end of B-20 is not used for bombing, but is part of the WDZ for safety reasons. By its very nature then, this can act as a migration corridor and does not need special designation. The Navy considered reconfiguring the boundaries of B-20 and that discussion can be found in Section 2.5.4.7 (Reconfigure Bravo-20 to Avoid Closing Navy's B-20 Access Road) of the Final EIS.	-
The County strongly requests inclusion of a representative of the Churchill County Advisory Board to Manage Wildlife be included in Navy annual meetings in order to have a local perspective included on the annual discussion and review of policies and procedures.	The annual INRMP metric signature meeting is limited to statutorily designated signatory parties. The county advisory board is not a signatory under the Sikes Act and therefore would not be involved in the INRMP metrics meetings. However, they are welcome to participate in working groups and review/comment on the INRMP through the standard INRMP revision process that includes public input. The Navy welcomes their input but would engage with them separately from the INRMP annual metrics. Non-signatories of the INRMP have an opportunity to comment on the INRMP during the public commenting period. An advisory board can also be involved in the INRMP process by contacting the CPLO.	-

Table 5-11: Management Practices, Monitoring, and Mitigation Measures Suggested for Biological Resources (continued)

Suggestion	Response	Adopted (✓/-)
Actively manage invasive species and noxious weeds within the FRTC and Region of Influence and work with local weed control districts and/or conservation districts to implement coordinated efforts, including pooling of funding. Revise the NAS Fallon INRMP to include management practices for special-status species and coordination with NDOW, USFWS, and BLM on management actions within the expansion areas; coordination would include grazing management by BLM on DVTA, invasive species control and eradication, wildland fire management, and other stewardship conservation programs.	The INRMP and Integrated Pest Management Plan already address this issue. Both documents would be updated to reflect additional needs relative to any new withdrawal lands.	✓
Support making Navy apparatus, and communications and control systems, available for wildfire suppression efforts within the Region of Influence and outside of the proposed withdrawal areas.	The Navy is developing a Wildland Fire Management Plan, and where possible, proposed elements and goals of this plan were added to the Final EIS. For further information on wildfire and wildfire mitigation, see Section 3.14 (Public Health and Safety and Protection of Children), specifically Section 3.14.2.1.2 (Wildfire Management).	✓
Keep a GIS database of both air and ground collisions with wildlife to determine trends and a means for avoiding future collisions.	The Navy involves NDOW on a consistent basis regarding the wildlife monitoring. The Navy currently has a BASH program that tracks air and ground collisions for the existing ranges, and this program will be extended to cover any acquired or withdrawn lands. It includes a GIS database of incidents. However, exact locations of bird strikes are not always possible; many times, strikes are discovered once the aircraft is on the ground. The strike will be incorporated to the database if a pilot knows when a strike occurs. Through the NEPA process and evaluation of resources for the EIS, the Navy has made attempts to identify important resources and designs training areas to avoid any identified important resources. If additional important resources are identified in the future, the Navy will evaluate if avoidance is necessary and will make plans to do so.	✓

Table 5-11: Management Practices, Monitoring, and Mitigation Measures Suggested for Biological Resources (continued)

Suggestion	Response	Adopted (✓/-)
Support funding for habitat improvement and water development outside of the FRTC.	The Navy would continue its partnership with NDOW and Churchill County to preserve lands and fund projects throughout the FRTC. REPI funding can be used throughout the FRTC and is requested on an annual basis. For clarification REPI funding for easements and project can only be used on non-Department of Defense lands and is a partnership between land owners, local governments, non-governmental organizations, and state governments with the Department of the Navy.	-
We recommend that the Navy dedicate funding to wildlife and habitat avoidance, minimization, and monitoring activities in the Final EIS/ROD.	The Navy would update the INRMP and would use resources available to it from the INRMP to avoid, minimize, and monitor impacts.	✓
Would like to see trap and transplant programs established for big and small game for re-introduction or augmentation of populations outside of the FRTC.	The Navy would support NDOW's efforts of a trap and transplant action if such actions are deemed necessary.	✓
Would like to see a stakeholder group work out which areas are best suited to a Wilderness designation and which with another protective Congressional designation such as an NCA. This procedure has been successfully accomplished in several similar situations and has become known as the Nevada way.	The Navy does not have the authority to designate Wilderness or other special designation areas. This would be accomplished through any ultimate Congressional Decision.	-
Recommend further examination of noise impacts on sage-grouse. If upon further monitoring, impacts to sage-grouse lek counts are detected, mitigation maybe necessary such as reducing the noise impacts at lek sites below the impact threshold (e.g., creating an appropriate buffer around leks to keep noise below the necessary threshold during leking season).	Based on available literature and the analysis presented in Section 3.10 (Biological Resources), specifically, Section 3.10.3.1 (Potential Stressors) of the Final EIS, impacts on Sage Grouse are expected to be minimal. However, NDOW has expressed concerns regarding increased low-level overflights and has asked the Navy to undertake a long-term study to further assess potential impacts. The Navy is proposing to fund a study that would be conducted by NDOW (in cooperation with the Navy) to monitor behavior of sage grouse on leks during aircraft overflights. Any commitment by the Navy to undertake a study (or studies) would be addressed in the EIS Record of Decision.	✓

Table 5-11: Management Practices, Monitoring, and Mitigation Measures Suggested for Biological Resources (continued)

Suggestion	Response	Adopted (✓/-)
(continued) Request that the Navy explore modifications to lessen noise impacts so they don't increase at the SNWR and Stillwater Farms Inc./Canvasback Gun Club. We also request that the Navy shift the B-20 area one to two miles north so that the bombing area is not immediately adjacent to the Stillwater National Wildlife Refuge. This will not only aid in lessening potential impacts from ordinance but also will allow sportsmen access to waterfowl that often use this flooded area (just north of the current refuge boundary) during wetter years. Furthermore, request that the current BASH of maintaining a minimum 3,000 feet over refuges be adopted as an enforceable Navy regulation over both SNWR and Stillwater Farms Inc./Canvasback Gun Club.	(continued) Please see Section 2.5.4.6 (Shift or Reduce Bravo-20 to Avoid the Fallon National Wildlife Refuge) as an alternative that was considered but was not carried forward for detailed analysis. The avoidance of the Fallon National Wildlife Refuge would not meet the realistic training environment, tempo screening factors, or safety screening factors, and would not minimize impacts on civilian infrastructure or environmental impacts. Thank for the suggestion regarding BASH protocol. The current Navy policy is to enforce a buffer of 3,000 feet AGL over refuges, as suggested.	
Develop an integrated fire management plan that includes specific actions for pre-suppression, suppression and post fire rehabilitation.	The Navy is developing a Wildland Fire Management Plan, and where possible, proposed elements and goals of this plan were added to the Final EIS. For further information on wildfire and wildfire mitigation, see Section 3.14 (Public Health and Safety and Protection of Children), specifically Section 3.14.2.1.2 (Wildfire Management).	✓
The proposed fencing is likely to block wildlife migration and trap obstructions that can lead to flooding. Consider alternative fencing that would demarcate boundary while allowing for wildlife passage.	The proposed fencing is BLM-approved four-wire fence. In order to minimize impacts on wildlife from fencing, the Navy would utilize wildlife friendly configured four-wire fencing. Spacing of wires would be configured appropriately for the wildlife in the area.	✓

Table 5-11: Management Practices, Monitoring, and Mitigation Measures Suggested for Biological Resources (continued)

Suggestion	Response	Adopted (✓/-)
Keep a GIS database of all fire starts and fire perimeters associated with training activities in order to determine trends and means for avoiding additional fire starts. Strongly recommend that Fire Management be included into the biological resources section and include commitments for monitoring and mitigation. Please see our other comments on fire management, the Draft EIS's inadequate analysis, and our comments on the Fire Management Plan for additional details.	This could be incorporated into the Wildland Fire Management Plan. Data would be collected for fire analysis and planning purposes; existing data was collected from the BLM. The Navy is developing a Wildland Fire Management Plan, and where possible, proposed elements and goals of this plan were added to the Final EIS. For further information on wildfire and wildfire mitigation, see Section 3.14 (Public Health and Safety and Protection of Children), specifically Section 3.14.2.1.2 (Wildfire Management).	✓

*Some suggestions are from public comments on the Draft EIS and are components associated with larger comments. The full comments and responses can be found in Appendix F (Public Comments and Responses).

Notes: AGL = Above Ground Level, B = Bravo, BASH = Bird Aircraft Strike Hazard, BLM = Bureau of Land Management, CPLO = Community Planning Liaison Officer, DVTA = Dixie Valley Training Area, EIS = Environmental Impact Statement, FRTC = Fallon Range Training Complex, GIS = Geographical Information System, INRMP = Integrated Natural Resource Management Plan, MOA = Memorandum of Agreement, NCA = National Conservation Area, NDOW = Nevada Department of Wildlife, NEPA = National Environmental Policy Act, REPI = Readiness and Environmental Protection, ROD = Record of Decision, SNWR = Stillwater National Wildlife Refuge, USFWS = U.S. Fish and Wildlife Service, WDZ = Weapons Danger Zone, ✓ = affirmative, - = negative.

5.11.3.3 Proposed Mitigation

In order to minimize impacts on wildlife from fencing, the Navy would utilize wildlife friendly configured four-wire fencing. Spacing of wires would be configured appropriately for the wildlife in the area.

5.12 Cultural Resources

5.12.1 Current Management Practices

Cultural resources at the FRTC Region of Influence are managed in accordance with the National Historic Preservation Act, the Archaeological Resources Protection Act, the American Indian Religious Freedom Act, Native American Graves Protection and Repatriation Act (NAGPRA), and appropriate Navy Instructions. The Navy also abides by a Programmatic Agreement (PA) with the Nevada State Historic Preservation Office (SHPO), the BLM, and the Advisory Council on Historic Preservation that requires the identification, evaluation, and treatment of historic properties on lands managed by NAS Fallon to ensure protection of cultural resources and coordination between the Navy and the Nevada SHPO (Naval Air Station Fallon, 2011). The PA contains stipulations that address cultural resource staffing, coordination and information exchange with the SHPO, standard procedures, special procedures, public participation, dispute resolution, training of nonprofessional staff, reports and monitoring, reviews, amendments, suspension, termination, execution, and implementation. In addition, the Navy abides by a MOU concerning Native American human skeletal remains and associated artifacts signed in 1991 by NAS Fallon, the Fallon Paiute-Shoshone Tribe, the Nevada SHPO, the USFWS, and the Nevada State Museum (Naval Air Station Fallon et al., 1991).

An Integrated Cultural Resources Management Plan (ICRMP) was completed in 2013. The document provides guidance to staff at NAS Fallon to ensure that all laws, regulations, policies, and directives related to cultural resources are appropriately followed while fulfilling the installation's mission. The ICRMP also provides standard operating procedures for routine actions that may affect cultural resources (U.S. Department of the Navy, 2013).

Any inadvertent discovery of sensitive archaeological materials on the FRTC ranges would be handled in accordance with the Navy's management practices, which include provisions for stopping work and notifying the appropriate parties. If human remains are inadvertently discovered, then the procedures established under the NAGPRA and OPNAVINST 11170.2 series, *Navy Responsibilities Regarding Undocumented Human Burials*, would be followed.

5.12.2 Management Practices, Monitoring, and Mitigation Measures Considered

The Navy received suggestions for management practices, monitoring, and mitigation measures from the public, cooperating agencies, and tribal participants during scoping and commenting periods. Suggestions specific to cultural resources and impacts on them are shown in Table 5-12, along with the Navy's responses for each suggestion indicating whether it was adopted or not, including reasoning for considering but eliminating the suggestion if applicable.

Table 5-12: Management Practices, Monitoring, and Mitigation Measures Suggested for Cultural Resources

Suggestion*	Response	Adopted (✓/-)
Develop a cultural center along U.S. Route 50 and include information for self-guided tours in areas open to the public as well as a schedule of guided tours in areas closed to the public.	The Navy does not have the authority to develop or fund a cultural center and therefore is not proposing to do so at this time. The Navy would continue to allow site visits to Bravo ranges with prior coordination with the Navy and if compatible with Navy training activities and range safety.	-
Avoid disturbance of identified and eligible historic properties during operations and training.	The Navy avoids disturbance of identified and eligible historic properties during operations and training, and would continue to do so.	✓
We are also pleased that Fallon NAS would reconsider the Tribe's request to fund the ethnographic and cultural studies required, as has been done with Southern Paiute Tribes with respect to the proposed expansion of Nellis Air Force Base.	The Navy has conducted an ethnographic and cultural study for this EIS. The ethnographic and cultural studies are complete and have been forwarded to requesting Indian Tribes.	✓
Abide by a Programmatic Agreement (PA) with the Nevada State Historic Preservation Office (SHPO), the BLM, and the Advisory Council on Historic Preservation (ACHP) that requires the identification, evaluation, and treatment of historic properties on lands managed by NAS Fallon to ensure protection of cultural resources and coordination between the Navy and the Nevada SHPO.	The Navy continues to abide by a PA with the Nevada SHPO, BLM, and ACHP and anticipates entering into an amended PA addressing any lands withdrawn or acquired for Navy purposes as a result of the ultimately chosen action alternative.	✓
Abide by a Memorandum of Understanding concerning Native American human skeletal remains and associated artifacts signed in 1991 by NAS Fallon, the Fallon Paiute-Shoshone Tribe, the Nevada SHPO, the USFWS, and the Nevada State Museum.	The Navy would continue to abide by this MOU.	✓
Allow site visits on certain ranges for ceremonial, cultural, and research purposes when the range is not in use and following coordination with the Navy.	The Navy would continue to allow site visits to Bravo ranges with prior coordination with the Navy and if compatible with Navy training activities and range safety.	✓

Table 5-12: Management Practices, Monitoring, and Mitigation Measures Suggested for Cultural Resources (continued)

Suggestion*	Response	Adopted (✓/-)
Continue to implement an Integrated Cultural Resources Management Plan (ICRMP) (2013).	The Navy would continue to implement an ICRMP.	✓
Handle any inadvertent discovery of sensitive archaeological materials on the FRTC ranges in accordance with the Navy's MPs, which include provisions for stopping work and notifying the appropriate parties; Follow procedures established under the NAGPRA and OPNAVINST 11170.2 series, <i>Navy Responsibilities Regarding Undocumented Human Burials</i> if human remains are inadvertently discovered.	The Navy would continue to handle any inadvertent discovery of sensitive archaeological materials on the FRTC ranges in accordance with applicable laws and regulations, as well as applicable policy and procedures.	✓
Conduct pedestrian field surveys prior to any surface grading or excavation in areas of high (Class 4), very high (Class 5), or unknown (Class U) fossil yield potential; Possibly conduct a partial survey by a BLM-permitted paleontologist in areas with moderate potential (Class 3) or potentially sensitive to fossil resources.	The installation's cultural resources manager has referenced and would reference the paleontological resource protection program. Archaeological surveys would be completed prior to these types of activities taking place. During these surveys, the archaeologist would also look for paleontological resources and would notify a permitted paleontologist if necessary.	✓
Cease surface-disturbing activities in the immediate area of an unanticipated discovery of potential paleontological resources until the significance of the discovery can be analyzed, notification to proceed is received, and the appropriate BLM office notified; Develop appropriate mitigation measures for further site development once the extent and potential significance of the paleontological resources on the site has been determined.	Prior to surface disturbing activities, archaeological surveys would be completed. During these surveys, the archaeologist would also look for paleontological resources and would notify a permitted paleontologist if necessary. If an unanticipated discovery were made after surface-disturbing activities began, the Navy would cease activities and notify a permitted paleontologist if necessary. The Navy would continue to handle any inadvertent discovery of paleontological materials on the FRTC ranges in accordance with applicable laws and regulations, as well as applicable policy and procedures.	✓

Table 5-12: Management Practices, Monitoring, and Mitigation Measures Suggested for Cultural Resources (continued)

Suggestion*	Response	Adopted (✓/-)
Use a qualified paleontological monitor to monitor construction actions requiring grading or excavation and located in an area of high (Class 4) or very high (Class 5) fossil yield potential, or within any area where field surveys have identified fossil occurrences.	Prior to construction activities, archaeological surveys would be completed. During these surveys, the archaeologist would also look for paleontological resources and would notify a permitted paleontologist if necessary. If unanticipated discovery were made after surface-disturbing activities began, the Navy would cease activities and notify a permitted paleontologist if necessary.	✓
The NAS Fallon should work with the Tribe to prepare a memorandum of agreement to define the Tribe's access to the proposed renewal and expansion areas.	The Navy is seeking to work with the Indian Tribes to prepare a managed access Memorandum of Understanding defining access procedures to the proposed expansion lands as well as current withdrawn lands up for renewal.	✓

*Some suggestions are from public comments on the Draft EIS and are components associated with larger comments. The full comments and responses can be found in Appendix F (Public Comments and Responses).

Notes: BLM = Bureau of Land Management, EIS = Environmental Impact Statement, FRTC = Fallon Range Training Complex, MOU = Memorandum of Understanding, MP = Management Practice, NAGPRA = Native American Graves Protection and Repatriation Act, NAS = Naval Air Station, OPNAVINST = Chief of Naval Operations Instruction, U.S. = United States, USFWS = U.S. Fish and Wildlife Service, ✓ = affirmative, - = negative.

5.12.3 Proposed Management Practices, Monitoring, and Mitigation

5.12.3.1 Proposed Management Practices

Management of proposed expansion areas would require updates to the ICRMP. If the Proposed Action is implemented (i.e., expansion of the existing DVTA and B-16, B-17, and B-20 ranges), the NAS Fallon ICRMP would be revised to include management practices for cultural resources in the expansion areas.

The amended 2011 PA and the ICRMP would continue to be implemented on existing withdrawn lands, and lands requested for withdrawal and proposed for acquisition would additionally be included in an amendment to the 2011 PA.

The Navy is also working with Indian Tribes to prepare an MOU defining access procedures to the proposed renewal and expansion areas.

5.12.3.2 Proposed Monitoring

The Navy would coordinate with BLM, Nevada SHPO, and affected Tribes in the revision of the ICRMP and would consider which additional management or monitoring activities can be incorporated. This coordination would include archaeological and tribal monitoring, as appropriate

5.12.3.3 Proposed Mitigation

In cases where avoidance of historic properties is not possible, the appropriate process outlined in the amended 2011 PA and 36 CFR 800.6 (resolution of adverse effects) would be followed. The Navy acknowledges that there may be impacts that have yet to be defined and that it would continue to develop and incorporate mitigation measures consistent with the amended 2011 PA and 36 CFR 800.6.

5.13 Recreation

5.13.1 Current Management Practices

Current requirements and management practices applicable to recreation within the FRTC Region of Influence are agency specific and are discussed in respective subsections in Section 3.12.2 (Affected Environment).

Based on the FRTC Range Air Installations Compatible Use Zones Study (U.S. Department of the Navy, 2011), land uses, including recreational activities, within the FRTC Region of Influence are compatible with current training activities. The study includes training range safety and noise analyses and provides land use recommendations that are compatible with training range operations and their associated noise levels. Noise associated with training activities, as well as compatibility of noise levels with existing land use and points of interest, is addressed further in Section 3.7 (Noise) of this EIS. Safety associated with land use is of interest in areas proximate to training ranges B-16, B-17, and B-20, where air-to-ground delivery of munitions occurs.

5.13.2 Management Practices, Monitoring, and Mitigation Measures Considered

The Navy received suggestions for management practices, monitoring, and mitigation measures from the public, cooperating agencies, and tribal participants during scoping and commenting periods. Suggestions specific to recreation and impacts on it are shown in Table 5-13, along with the Navy's responses for each suggestion indicating whether it was adopted or not, including reasoning for considering but eliminating the suggestion if applicable.

5.13.3 Proposed Management Practices, Monitoring, and Mitigation

5.13.3.1 Proposed Management Practices

Management practices were found to be warranted for recreation based on the analysis presented in Section 3.12.3 (Environmental Consequences) and are listed below:

- The Navy would update the current MOA with the Nevada Department of Wildlife relative to the bighorn sheep hunting program on B-17 and outline management practices, including the annual review process. The current Draft MOA is located in Appendix D (Memoranda, Agreements, and Plans).
- The Navy currently supports the NDOW actions to install/maintain guzzlers for wildlife and will continue this partnership with the NDOW within range or training areas.
- Allow the BLM or NDOW to continue to access and maintain existing water developments. The Navy would also work with NDOW to determine if moving certain guzzlers would be applicable within range or training areas.
- Install wildlife-friendly fence design for any new fences and removal of all existing fences not required for safety/security purposes within the withdrawal area.
- The Navy would expand their fence line patrol and maintenance procedures to include fences that are on withdrawn lands. The Navy proposes to establish two Conservation Law Enforcement Officers at NAS Fallon. Part of the duties of these officers would include patrolling of the added fence line for trespass issues and reporting to the Navy any broken or downed fences for maintenance repair.
- 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.

Table 5-13: Management Practices, Monitoring, and Mitigation Measures Suggested for Recreation

Suggestion*	Response	Adopted (✓/-)
A fully-funded and comprehensive wildlife resource mitigation plan should be incorporated into the Final EIS/ROD. A strategy for forming and enabling a Wildlife Working Group with the objective of enhancing wildlife populations, habitat resources, and hunting opportunities within and outside of the proposed withdrawal should be included.	The Navy would update the INRMP in cooperation with the appropriate state and federal natural resource agencies, and incorporate adaptive management strategies identified with these partners during annual INRMP reviews. The Navy would use resources available to it from the INRMP and would collaborate with NDOW on the Bighorn Hunt Program MOA. The Navy is also working with all interested Stakeholders on the Wildland Fire Management Plan that is under development. The Draft MOA and Draft Outline of the Wildland Fire Management Plan are shown in their current form in Appendix D (Memoranda, Agreements, and Plans).	-
Request that the Navy include a definitive commitment to allow the NDOW and sportsmen access to withdraw areas in perpetuity. We also request that the Navy develop an AMP and allow adequate opportunity for public and cooperating agency involvement in its development. Also request the AMP be included with the Final EIS or as a condition of approval for the project. The AMP should also include a significant funding mechanism to ensure that any damage resulting to wildlife habitat and/or water developments from Naval operations are adequately addressed in a timely manner. This funding mechanism should not only provide compensation for damage to habitat and water development structures resulting from Naval operations but should also include conservation funding to improve wildlife habitat within the Naval Complex. NBU would request that the funding mechanism be administered by a working group of interested stakeholders, including but not limited to, wildlife interests, conservation interest, and grazing interests.	The Navy is working with NDOW on a MOA for bighorn sheep hunting on the B-17 range, a draft of which will be included in Appendix D (Memoranda, Agreements, and Plans), and the Navy would update the existing managed access MOU from 2000 with an MOA regarding access for management activities at the FRTC While the Navy can and does submit requests for wildlife related funding, the Navy's budget is determined by Congress. In the future for the expansion, the Navy is planning on expanding the INRMP to include the larger area and would seek resources for management of the larger area. The INRMP development and implementation brings together multiple resource agencies for natural resource management on Navy lands. The Navy cannot dedicate future funding to something such as the AMP	✓

Table 5-13: Management Practices, Monitoring, and Mitigation Measures Suggested for Recreation (continued)

Suggestion*	Response	Adopted (✓/-)
Mitigate recreation losses with commensurate new federal land designations outside of the project areas for OHV use. Lands may include hard release of WSAs and/or ACECs, special status designations such as NCAs and/or NRAs, recreation focused prescriptions on general public lands, acquisition of nonfederal lands, or similar mechanisms.	OHV use would continue to be allowed within the DVTA. The BLM has proposed to open/un-restrict OHV use in the Sand Mountain and Dead Camel Mountain Special Recreation Management Areas, as well as on the playa north of the DVTA. Continued OHV use would also be allowed in the Special Land Management Overlay and potentially within new areas of the withdrawn portions of the Clan Alpine Mountains, Job Peak, and Stillwater Range WSAs after any removal of WSA designation by Congress. Due to safety reasons, OHV activities would not be allowed within the proposed withdrawal areas associated with B-16, B-17, and B-20. Topography and OHV trails similar to those in B-17 also occur in the DVTA or other nearby public lands and could be used by recreationists. These areas would not be impacted by the proposed withdrawal or acquisition and would continue to be available for full public use and recreation, as discussed in Section 3.12 (Recreation). The requested mitigations to designate surrounding land as Special Recreation Area and to release all WSAs in Nevada are outside of the scope of the Proposed Action for this EIS, and therefore are not part of the Proposed Action.	-
Commit to ROWs with Churchill County for public and recreation access in DVTA.	The DVTA would already be open to the public for recreation access under the Proposed Action, therefore a ROW would not be necessary.	-
Recommend that the Navy program include access/tours to other sites in the nearby area, and especially to the many sites within the DVTA boundary. Recommend that an annual report should be presented to the County Commissioners to ensure the program is being used effectively, and to receive input on improvements to the reduce access program. Allow guided (i.e., Navy escorted) visits to important geological and other resources (such as the Salt Cave, hoodoos, peaks, sand dunes, etc.).	The DVTA would remain open to recreation under all Alternatives, but the Navy does not have authority to manage recreation outside of its lands. The Navy will work with the BLM to provide information on military training activities to support the RMP process. The Navy is not proposing to report annually on the managed access program.	-

Table 5-13: Management Practices, Monitoring, and Mitigation Measures Suggested for Recreation (continued)

Suggestion*	Response	Adopted (✓/-)
<p>Consider a conservation proposal that would include a combination of National Conservation Area and Wilderness to provide maximum protection for Wilderness values, wildlife habitat and cultural resources. We are proposing a National Conservation Area for the Stillwater Range (about 284,000 acres) that would also include Wilderness designation for the Stillwater and Job Peak WSAs.</p> <p>Some of the highlights would include: The Stillwater Range would remain undeveloped and available for military training without dangerous developments and low-light conditions. The Stillwater Range would remain undeveloped to protect cultural resources and be consistent with ACEC proposals by the Tribes. The National Conservation Area would still be managed by the BLM and 113,000 acres of public lands would no longer need to be withdrawn from the public domain by the Navy. The Navy could use these lands and be assured that they would not be developed. However, the public will continue to own them and access would be assured in the future.</p> <p>Currently the Navy is proposing to withdraw about 247,000 acres of public lands in Dixie Valley Training Area and take them out of the public domain. Our proposal would limit the amount of withdrawn land in the DVTA to about 134,000 acres. That would reduce the need for withdrawing 113,000 acres.</p>	<p>The proposed de-designation is necessary to meet certain training requirements, such as installing stationary and mobile electronic threat emitters, landing helicopters, and maneuvering by special operations forces, along with other non-hazardous training activities (e.g., night vision goggle training, low altitude flights).</p> <p>This type of training within Wilderness Study Areas is not currently permitted, and any de-designation would require Congressional action, as discussed in Section 3.12 (Recreation). Any such de-designation would not prohibit the use of the area by recreationalists. 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.</p>	<p>-</p>

Table 5-13: Management Practices, Monitoring, and Mitigation Measures Suggested for Recreation (continued)

Suggestion*	Response	Adopted (✓/-)
(continued) Additionally, the conservation proposal would be in perpetuity and would not have to be renegotiated through Congress every 20 years. Additionally, Wilderness designation for the Clan Alpine Mountains, Desatoya Mountains and Gabbs Valley Range would further support the Navy by keeping out developments that might be incompatible with military operations. Wilderness designation will ensure development, encroachments, and obtrusive terrestrial lights will not impact the viability of the DVTA for as long as the Navy needs to conduct training there. We would look forward to working with the Navy and our delegation to ensure any routes and access needs within these proposals are clearly identified. Conservation Proposal for Dixie Valley Training Area.	(continued) 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. The proposed DVTA expansion would overlap 11,600 acres of the BLM's proposed Fox Peak ACEC (24 percent), resulting in the BLM changing the boundaries of the proposed Fox Peak ACEC to remove those areas within the DVTA. The Navy is not proposing to 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 Fox Peak ACEC. There are transmission corridors as well BLM planning and utility corridors within the boundary of the DVTA. Action Alternatives 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. Military Training activities on the DVTA would continue to be compatible with the various activities that may take place on the DVTA because the range would continue to be open to the public.	-
Allow camping and hiking activities within the Bravo ranges that would be compatible with the Navy's mission. Designate camping spots on ranges for hunting.	The Navy cannot allow camping or hiking on the Bravo ranges due to public health and safety restrictions. The Navy would work with NDOW to provide a quality hunt experience on B-17, to include camp location for hunters and will address this issue in the annual hunt program work plan as able.	-
Evaluate alternate access with regard to travel time when ranges are closed.	The Navy cannot allow the public to access ranges when they are closed due to public health and safety restrictions.	-
Establish viewing areas for Navy activities on bombing ranges and provide training schedules.	The Navy cannot provide training schedules to the public as they change often and release of this information would be a security risk. The Navy does not establish viewing areas due to security risks, however, there are locations outside of the training ranges that are open to the public, where the public would be able to view training activities and that the Navy does not control access.	-

Table 5-13: Management Practices, Monitoring, and Mitigation Measures Suggested for Recreation (continued)

Suggestion*	Response	Adopted (✓/-)
Allow unstructured OHV use within the Bravo ranges that would be compatible with the Navy's mission.	The Navy cannot allow unrestricted OHV use on the Bravo ranges due to public health and safety restrictions.	-
With the Navy's proposed willingness to reroute a section of State Route 361 along the proposed eastern boundary, we believe the Navy should also consider constructing a new dirt road along the northeastern boundary to connect the remaining sections of existing dirt roads to State Route 361. Boundary roads provide a clear, distinct visual delineation for OHV users while riding or planning a ride. Thereby maximizing the safety envelope and reducing inadvertent intrusion to dangerous areas. An option to building a new road as stated above, would be to use the large dirt road that runs south-easterly connecting the Fairview/Earthquake Fault Road from Bell Flat to State Route 361 approximately ½ mile north of the Churchill/Mineral Counties line.	The Navy has no jurisdiction outside of Navy land. Therefore, the Navy would not propose to construct a new dirt road along the boundary of the sections of dirt roads that would remain near State Route 361 for OHV users. Simpson Road would remain open to the public, and the lands south of Simpson Road would remain open for OHV use under the Preferred Alternative (Alternative 3).	-
Support a cooperative agreement between the Navy, BLM and Churchill County to develop a recreation plan that results in "no net loss" of SRMAs and ERMAs, and establishment of a fund to develop facilities and management in such areas.	The Navy does not have the authority to provide funding for this purpose.	-
Fund development of an OHV trail and/or Park to offset impacts on the recreation industry and associated customs and culture.	The Navy does not have the authority to provide funding for this purpose.	-
Develop recreation area and/or facilities that link areas near FRTC to Lahonton State Park.	The Navy is not proposing to develop recreation areas or facilities. The Navy does not have the authority to create these areas outside of Navy owned or withdrawn lands.	-

Table 5-13: Management Practices, Monitoring, and Mitigation Measures Suggested for Recreation (continued)

Suggestion*	Response	Adopted (✓/-)
Improve existing roads and trails.	The Navy is not proposing to improve existing roads and trails, as the Navy assumes adequate roads and trails already exist outside of the expansion boundaries. Additionally, the Navy does not have the authority to fund this action.	-
There are some specific alternative ways to mitigate the closure impact such as allowing cherry stem road access to Fairview Peak. Another option for Fairview Peak might have a gate and signs at this location N39° 12.171' W118° 08.334', prohibiting vehicles, but allowing for hiker access. Another option would be to reduce the perimeter of the closure area in effect to provide access to key peaks and other recreation use areas.	The Navy would not be able to allow access to the area Under Alternative 1 due to public health and safety restrictions. The Navy has reduced the size of the overall area requested and proposed for withdrawal in the Final EIS under Alternative 3 (the Preferred Alternative), to the extent that it could do so consistent with meeting mission requirements. Fairview Peak would be accessible to the public under Alternative 3.	-
Develop a fund to help implement the Churchill County Open Space Plan and Trails Across Churchill County programs.	The Navy would work with Churchill County to authorize trails on Navy properties when consistent with military training activities and range safety. However, the Navy does not have authority to provide funding for this purpose.	-
Release of WSAs outside of withdrawal to increase public access and economic development; designate parts of Special Land Management Overlay as WSA to make up for losses elsewhere.	This type of training within Wilderness Study Areas is not currently permitted, and any de-designation would require Congressional action, as discussed in Section 3.12 (Recreation). The Navy is only proposing to de-designate the portions of the WSAs proposed for training use in the DVTa. The Navy would not propose to designate the Special Land Management Overlay as WSA, as this proposition would not be within the Navy's authority or within the Navy's mission.	-
Develop range compatibility zones for all targets to translate aviation and munitions delivery safety concerns into degrees of safety that can be reasonably attained on the ground.	The Navy currently does and would continue to do this as a management practice.	✓
Phase roadwork to avoid or minimize impacts to public recreation.	The Navy currently does and would continue to do this as a management practice.	✓

Table 5-13: Management Practices, Monitoring, and Mitigation Measures Suggested for Recreation (continued)

Suggestion*	Response	Adopted (✓/-)
Allow the BLM or Nevada Department of Wildlife to continue to access and maintain existing wildlife guzzlers and other water developments.	The Navy currently does and would continue to do this as a management practice.	✓
Install wildlife friendly fence design for any new fences and removal of all existing fences not required for safety/security purposes within the withdrawal area.	The proposed fencing is BLM-approved four-wire fence. In order to minimize impacts on wildlife from fencing, the Navy would utilize wildlife friendly configured four-wire fencing. Spacing of wires would be configured appropriately for the wildlife in the area. The Navy currently does and would continue to do this as a management practice.	✓
Recommend NOT closing the ranges entirely, but rather minimizing impacts by allowing limited access, with as many recreation activities included as possible.	The Navy currently allows site visits for the Bravo ranges only to accommodate cultural, academic, and management activities and would continue to allow these visits. These visits requiring access will be coordinated with the Navy and allowed if compatible with Navy training activities and range safety. Information about recreational use on DVTAs should be obtained from BLM as the Navy is not restricting public access to it for recreation. All other ranges will not be accessible by the public due to health and safety restrictions.	✓
Allow hunting during certain times of year on B-17 (under Alternatives 2 and 3). Hold races through the ranges following coordination with the Navy (under Alternatives 2 and 3).	This is part of the Proposed Action under Alternatives 2 and 3.	✓
We also proposed that the US Navy consider working with the BLM, OHV groups and other individuals to create a National OHV Recreation Area of approximately the same acreage, located elsewhere, as that being withdrawn by this Draft EIS to protect our recreational access.	Large event off-road races would be allowable on all ranges subject to coordination with the Navy. The process for submitting such a request would be available through the public outreach officer at NAS Fallon. However, the Navy cannot create a National OHV Recreation Area as it is outside of the Navy's authority. The Navy is not proposing to develop recreation areas or facilities. The Navy does not have the authority to create these areas outside of Navy-owned lands.	-

Table 5-13: Management Practices, Monitoring, and Mitigation Measures Suggested for Recreation (continued)

Suggestion*	Response	Adopted (✓/-)
In addition, the agency should go further to incorporate adjustments and designation changes to offset the impacts associated with eliminating access to nearly half a million acres of public land. See, e.g., Draft EIS at 23 (describing legislative withdrawal of WSA status for specified areas). These should occur both within and beyond the project area. For example, areas within or adjacent to existing BLM designations, such as the Nightingales SRMA, could be redesignated as National Recreation Areas or National Conservation Areas, with specific language to provide statutory protection to recreation and other uses. Similarly, existing WSAs should be revisited, released to multiple-use status and/or incorporated into new statutorily-described units. Additional sites that are excellent candidates for one or more of these strategies include the area east of State Highway 361, the Desakota Mountains, the WSA in the Desatoya Mountains, riding areas and connections near the existing Sand Mountain Area and the Middle Gate Station/Gabbs areas and associated routes.	The Navy understands the suggestion to de-designate more of the WSAs in the region, however, the Navy is only proposing to de-designate the portions of the WSAs proposed for training use in the DVTA. The Navy would not propose to de-designate other parts of WSAs as they are not necessary for fulfilling mission requirements.	✓
Please ensure that Wilderness and Wilderness Study areas under the SUA (especially Roberts Mountain WSA and Simpson Park WSA) are identified as “noise-sensitive areas” that will be avoided. This should be a specific mitigation measure.	The Navy recognizes WSAs as sensitive receptors and analyzed impacts of the Proposed Action to these resources in Section 3.7 (Noise). These impacts do not rise to the level that would require mitigation measures as suggested by the comment.	-

Table 5-13: Management Practices, Monitoring, and Mitigation Measures Suggested for Recreation (continued)

Suggestion*	Response	Adopted (✓/-)
Please add a “placeholder” to incorporate the Managed Access Hunting Program, and possibly, an MOU or LOU between NDOW and the Navy for establishment and maintenance of a hunting program within the proposed withdrawal.	The Navy is working with NDOW on a MOA for bighorn sheep hunting on the B-17 range, a draft of which will be included in Appendix D (Memoranda, Agreements, and Plans).	✓
Conduct an annual review of the hunting program to determine if additional hunts can be coordinated. Allow hunting of antelope, mule deer, and chukar (allow chukar hunting on B-20 during scheduled seasons).	The Navy would review their hunting program annually to determine if additional hunts can be coordinated.	✓
Install water developments for recreational hunting purposes outside of closed Navy lands; Determine numbers and locations cooperatively with NDOW.	The Navy would work with the NDOW to determine guzzler installation if applicable.	✓
De-designate wilderness study areas.	The proposed de-designation of portions of WSAs in the DVTA is necessary to meet certain training requirements, such as installing stationary and mobile electronic threat emitters, landing helicopters, and maneuvering by special operations forces, along with other non-hazardous training activities (e.g., night vision goggle training, low altitude flights). This type of training within Wilderness Study Areas is not currently permitted, and any de-designation would require Congressional action, as discussed in Section 3.12 (Recreation).	✓
Would like to have a process to submit a request for use of the area. I did not notice a plan developed for this. Hopefully a good process can be achieved to allow this access on the weekends. Most of our events are on the weekend, but sometimes during events there will need to be access during the week with coordination with the Navy.	Under Alternative 2 and 3 the Navy would work with groups to allow OHV races in the Bravo ranges under certain conditions if compatible with training requirements and public health and safety requirements with prior coordination.	✓

Table 5-13: Management Practices, Monitoring, and Mitigation Measures Suggested for Recreation (continued)

Suggestion*	Response	Adopted (✓/-)
(continued) I am hoping the above alternatives are moved forward and a process is set up to keep access to the OHV riding area and still allow the Navy to expand their training complex.		
Appreciate the allowance for bighorn sheep hunting; however, would prefer the same allowance for all big game even if that meant alignment of seasons or Sunday only hunting.	The Navy would review their hunting program annually to determine if additional hunts can be coordinated. The Navy also supports any management activities proposed to be conducted by NDOW for trap and transport.	✓
PASCO stands opposed to the creation of additional restricted areas within the Great Basin. However, if the airspace expansions and modifications, including the new restricted area R-4805, must be approved, I would like to request that they be open for public use on weekends as this is when most recreational flying occurs. Contests, however, do include weekday flying and it is PASCO's desire that public use of the restricted area on contest days could be negotiated.	General aviation aircraft would continue to be allowed to transit through the FRTC outside of active restricted airspace or through the Visual Flight Rules corridor, just as they do now. This would apply to any proposed restricted airspace. Typically, restricted airspace is inactive on weekends and holidays, and when ground ranges are closed for maintenance. Therefore, there would be regular opportunities for general aviation aircraft to transit through inactive restricted airspace(s). The proposed changes to airspace would therefore have minimal impact on recreational/general aviation aircraft. Impacts on general aviation for each alternative are discussed in Section 3.6 (Airspace), specifically in Section 3.6.3 (Environmental Consequences).	-

*Some suggestions are from public comments on the Draft EIS and are components associated with larger comments. The full comments and responses can be found in Appendix F (Public Comments and Responses).

Notes: ACEC = Area of Critical Environmental Concern, AMP = Allotment Management Plan, B = Bravo, BLM = Bureau of Land Management, DVTA = Dixie Valley Training Area, EIS = Environmental Impact Statement, ERMA = Extensive Recreation Management Area, FRTC = Fallon Range Training Complex, INRMP = Integrated Natural Resource Management Plan, LOU = Letter of Understanding, MOA = Memorandum of Agreement, MOU = Memorandum of Understanding, NCA = National Conservation Area, NDOW = Nevada Department of Wildlife, NRA = National Recreation Area, OHV = Off Highway Vehicle, RMP = Resource Management Plan, ROD = Record of Decision, ROW = Right of Way, SRMA = Special Recreation Management Area, SUA = Special Use Airspace, WSA = Wilderness Study Area, ✓ = affirmative, - = negative.

5.13.3.2 Proposed Monitoring

No monitoring measures would be warranted for recreation based on the analysis presented in Section 3.12.3 (Environmental Consequences).

5.13.3.3 Proposed Mitigation

Mitigation measures were found to be warranted for recreation based on the analysis presented in Section 3.12.3 (Environmental Consequences) and are listed below:

- Install big game and small game water developments outside of closed Navy lands to support populations outside of the ranges in order to mitigate against impacts on hunting. Numbers and locations of water developments are to be determined cooperatively with NDOW.
- Conduct annual review of the Hunt Program Work Plan to determine if additional hunts are feasible and compatible with mission requirements on the FRTC.

5.14 Socioeconomics

5.14.1 Current Management Practices

There are no current requirements and management practices related to socioeconomics. However, requirements and management practices in place for other resources (e.g., air quality, water quality, noise, and public health and safety) ensure that nonparticipants are not affected by actions within the Region of Influence (Bravo ranges and FRTC SUA).

5.14.2 Management Practices, Monitoring, and Mitigation Measures Considered

The Navy received suggestions for management practices, monitoring, and mitigation measures from the public, cooperating agencies, and tribal participants during scoping and commenting periods. Suggestions specific to socioeconomics and impacts on it are shown in Table 5-14, along with the Navy's responses for each suggestion indicating whether it was adopted or not, including reasoning for considering but eliminating the suggestion if applicable.

5.14.3 Proposed Management Practices, Monitoring, and Mitigation

5.14.3.1 Proposed Management Practices

For any acquisition of privately-owned property, 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.

5.14.3.2 Proposed Monitoring

No monitoring measures would be warranted for socioeconomics based on the analysis presented in Section 3.13.3 (Environmental Consequences).

Table 5-14: Management Practices, Monitoring, and Mitigation Measures Suggested for Socioeconomics

Suggestion*	Response	Adopted (✓/-)
<p>Establish a fund to offset the loss of: PILT, property tax, and net proceeds tax.</p> <p>Direct loss of PILT on all withdrawn acreage (Formula B years) in perpetuity.</p> <p>Direct loss of real estate taxes (small but not cumulatively insignificant) in perpetuity.</p> <p>Direct loss of revenues from the acres of active grazing leases within the County boundary in perpetuity. The Draft EIS reports that PILT payments are capped based on the populations in each county. However, the PILT payments were calculated to offset property taxes on multiple uses of the land. This allowed the continued use of the land to provide additional income through mineral production and other uses. If the lands under evaluation are transferred to the Navy, there will be a potential significant economic impact to local, state and federal governments. This fact is identified in the Draft EIS but the Draft EIS fails to calculate the impact of the proposed action on the above government entities over a single year, let alone for the duration of the withdrawal. The Navy must compensate the local and state governments for their loss of income due to the loss or reduction of private economic use of the public lands. The taxes and fees paid to the Federal government through its regulatory agency, the Bureau of Land Management, should be calculated to address the true cost of Alternatives 1-3 so that Congress can adequately assess the impacts.</p>	<p>The establishment of a fund to offset the loss of PILT, property tax, real estate tax, loss of revenues from acres of active grazing leases and net proceeds tax, is outside the authority of the Department of Navy. The Navy has factored economic losses into the analysis, but would not be including funding/compensation of this type into the EIS.</p> <p>A detailed analysis of PILT is located in Supporting Study: Socioeconomic Report (available at https://frtcmodernization.com). In fiscal year 2016, Nevada received over \$25 million in payments in lieu of taxes from the BLM (U.S. Department of the Interior, 2017). The payments are distributed by the State to counties with entitled acreage. As discussed in Section 3.13 (Socioeconomics), Churchill County, even with its large reduction in public lands, would see no change in PILT payments due to the payment methodology. Only Lyon County is estimated to experience a loss in PILT based on 2018 PILT estimates. Lyon County followed non-ceiling Alternative B plan. This means that their PILT payment valuation is calculated based on acreage, not on population. Thus, Lyon County would experience changes to their PILT payments due to the requested withdrawal. This would equate to approximately \$11,038 in loss of PILT or 0.49 percent of the 2018 PILT Payment estimate of \$2,313,628.</p> <p>The Navy does not have the authority to make payments for taxes on the public use of the lands. There is potential for the Department of Defense's Office of Economic Adjustment Program to work with affected Counties in the future for funding of loss of income at the county level if there are any losses as a result of the Proposed Action. The Navy is limited in its ability to calculate these losses as it is highly speculative.</p>	-

Table 5-14: Management Practices, Monitoring, and Mitigation Measures Suggested for Socioeconomics (continued)

Suggestion*	Response	Adopted (✓/-)
(continued) Further, the federal government should compensate the local and state governments for potential lost production from withdrawn private lands, grazing, mining, geothermal, solar, wind, oil and gas activities and production. We suggest an ongoing fund that pays to the affected counties and State of Nevada for lost opportunities. This could be in lieu of PILT payment.		
The Navy can help fund things that will help mitigate negative economic effects of reduced tourism/recreation opportunities and or reduced mining taxes. So I ask the Navy to help fund the main Town Meeting Hall the "Hawthorne 1942 USO Bld."	The Navy cannot help to fund the request as it is outside of the Navy's authority.	-
Direct loss of share of County's share of assessment revenues from (97) invalidated or purchased unpatented mining claims in perpetuity; loss of all future mineral proceeds and potential royalty revenues.	Section 3.13 (Socioeconomics) contains the Navy's analysis of losses to Counties based on impacts on the mining industry in each County. Potential impacts on the mining and geothermal industries can be found under each alternative discussion in Section 3.13.3 (Environmental Consequences). The Navy has factored economic losses into the analysis, but does not have the authority to provide funds to offset those impacts, and therefore would not include funding/compensation of this type in the EIS. Following any ultimate Congressional decision, the Department of Defense's Office of Economic Adjustment Program may provide technical and financial assistance to nonfederal agencies when appropriate.	-
Direct loss of an approved geothermal parcel and indirect loss of all potential royalties from future development of the parcel.	The Navy has factored economic losses into the analysis, but would not be including funding/compensation of this type into the EIS as potential royalties from future development are too speculative.	-
Direct loss of potential future economic opportunities appurtenant to the withdrawn land in perpetuity.	The Navy has factored economic losses into the analysis but would not be including funding/compensation of this type into the EIS.	-

Table 5-14: Management Practices, Monitoring, and Mitigation Measures Suggested for Socioeconomics (continued)

Suggestion*	Response	Adopted (✓/-)
Constrain of future expansion to Gabbs Airport and resulting potential economic opportunities.	The Navy has factored economic losses into the analysis, but would not be including funding/compensation of this type into the EIS.	-
Determine the fair market value for parcels in accordance with federal appraisal rules codified in the Uniform Appraisal Standards for Federal Land Acquisitions (for privately owned property); Engage an experienced and qualified independent appraiser to determine each fair market value.	The Navy currently does this as a management practice and would continue to do this as a management practice.	✓
A completed "Fire Management Plan" should be included in the Final EIS/ROD which commits adequate funding and identifies procedures for implementing fire prevention, suppression, and rehabilitation strategies.	The Navy is developing a Wildland Fire Management Plan, and where possible, proposed elements and goals of this plan were added to the Final EIS. For further information on wildfire and wildfire mitigation, see Section 3.14 (Public Health and Safety and Protection of Children), specifically Section 3.14.2.1.2 (Wildfire Management).	-
Acknowledge that the Navy has the authority under 43 U.S.C. section 315q of the Taylor Grazing Act of 1934 to make payments to federal grazing permit holders for losses associated with termination of grazing permits as a result of the withdrawal or other use of former federal grazing lands for war or national defense purposes.	Further discussion of the valuation process to compensate for losses resulting from the cancellation of grazing permits has been included in Section 3.4 (Livestock Grazing), specifically Section 3.4.3.2 (Alternative 1: Modernization of the Fallon Range Training Complex), and also applies to Alternatives 2 and 3 in the Final EIS.	✓
Although potential economic gains from mining activities are hard to quantify, please consider mitigation measures that will allow basic services to be provided to the Tonopah County District area through County channels. Helping to insure the future of the County Emergency Services and the Northern Nye County Hospital District would benefit all partners and visitors in our mutual areas of interest.	Following any ultimate Congressional decision, the Department of Defense's Office of Economic Adjustment Program may provide technical and financial assistance to nonfederal agencies when appropriate.	✓

Table 5-14: Management Practices, Monitoring, and Mitigation Measures Suggested for Socioeconomics (continued)

Suggestion*	Response	Adopted (✓/-)
Additionally, as taxpayers we believe the socioeconomic impacts to the Counties and State should also be properly mitigated, and the full cost to withdraw the lands adequately addressed in a spreadsheet where one can view the total cumulative effect—both near term and in the future.	Identification of specific costs would be both outside the scope of NEPA and also premature. A decision on this action has not yet taken place. After any ultimate Congressional Decision, the Navy would move forward with allocations and applications for funding, based on the Congressional Decision and any mandates of it.	-

*Some suggestions are from public comments on the Draft EIS and are components associated with larger comments. The full comments and responses can be found in Appendix F (Public Comments and Responses).

Notes: EIS = Environmental Impact Statement, NEPA = National Environmental Policy Act, PILT = Payment in Lieu of Taxes, ROD = Record of Decision, U.S.C. = United States Code, ✓ = affirmative, - = negative.

5.14.3.3 Proposed Mitigation

No mitigation measures are proposed for socioeconomic impacts except ones based on the analysis presented in Section 3.4 (Livestock Grazing). Though not a NEPA mitigation measure, the Navy acknowledges that it has the authority under 43 United States Code section 315q of the Taylor Grazing Act of 1934, as amended, to make payments to federal grazing permit holders for losses suffered by the permit holders as a result of the withdrawal or other use of former federal grazing lands for war or national defense purposes. The Navy would follow the procedures identified in Section 3.4.3.2.6 (Process for Determining Payment Amounts for Losses Resulting from Permit Modification or Cancellation) for making payment amount determinations.

5.15 Public Health and Safety

5.15.1 Current Management Practices

Specific and documented safety procedures are in place to ensure that nonparticipants are not endangered by training actions (U.S. Department of the Navy, 2008, 2016). The presence of fences and signs around bombing areas and the use of strict standard operating procedures helps to protect the public from potentially hazardous training activities. Monitoring of training events serves to identify potential public health and safety risks and avoid them.

5.15.2 Management Practices, Monitoring, and Mitigation Measures Considered

The Navy received suggestions for management practices, monitoring, and mitigation measures from the public, cooperating agencies, and tribal participants during scoping and commenting periods. Suggestions specific to public health and safety and protection of children are shown in Table 5-15, along with the Navy's responses for each suggestion indicating whether it was adopted or not, including reasoning for considering but eliminating the suggestion if applicable.

5.15.3 Proposed Management Practices, Monitoring, and Mitigation

5.15.3.1 Proposed Management Practices

Current measures are in place to ensure that nonparticipants are not endangered by actions at the FRTC, and they would remain in effect with the implementation of any of the Alternatives. The FRTC is actively developing a Wildland Fire Management Plan to reduce the risk of wildlife in the Region of Influence; a draft outline can be found in Appendix D (Memoranda, Agreements, and Plans). Standard Operating Procedures and range clearance procedures would remain in place to ensure that training areas are clear of nonparticipants before an activity commences. The following management practices would continue to be implemented to reduce hazards associated with unexploded ordnance:

- Post signs warning of areas where unexploded ordnance clearance has not been confirmed.
- For public access, there would be procedures in place (e.g., escorts, range clearance, explosive ordnance disposal sweeps) to protect the public if authorized to enter the ranges.
- Maintain the Range Sustainability Environmental Program Assessment.
- Continue Operational Range Clearance activities which remove unexploded ordnance and other materials to reduce munitions constituent loading.

With the implementation of existing management practices on proposed withdrawn or acquired lands, no additional management practices would be warranted for public health and safety and protection of children based on the analysis presented in Section 3.14.3 (Environmental Consequences).

Table 5-15: Management Practices, Monitoring, and Mitigation Measures Suggested for Public Health and Safety

Suggestion*	Response	Adopted (✓/-)
Nye County continues to experience a shortage of Emergency Response volunteers because of the times and distances required to respond to a call. Responders can spend up to 8 hours, and sometimes longer, to transport accident victims from as far as Tonopah to Fallon or Reno where they can be treated. Alternative 3 will add several facility access gates in Nye County, the use of which is not discussed in the Draft Legislative EIS. Nonetheless, the use of these additional access gates will increase the potential for incident and will be an added strain on an already understaffed and underfunded emergency response volunteer corps. Nye County looks to the Navy to be a good community neighbor and help to mitigate these impacts. The Final Legislative EIS should include mitigation measures that consider a hardened civilian volunteer corps comprised of professionally trained defense contractor staff that would be available to support a trained local volunteer base.	The Navy understands the shortage of Emergency Response volunteers within Nye County. Following any ultimate Congressional decision, the DoD's Office of Economic Adjustment Program may provide technical and financial assistance to nonfederal agencies to undertake Compatible Use and Joint Land Use Studies in response to Military Department compatibility concerns, including northern Nye County's emergency response shortages.	-
An annual report needs to be presented to the County as a measure of ensuring this [off-range ordnance] issue does not get lost or forgotten in the future.	The Navy implemented operational changes in November 1989 seeking to eliminate off-range munitions, including reorienting strafing/bomb run-in lines and increasing surveillance of all drops. These operational changes have been effective in reducing off-range ordnance occurrences. The Navy continues to refine and improve its health and safety operating procedure. In the rare case that ordnance lands off range, pilots or other range users are instructed to inform NAS Fallon of the incident immediately. NAS Fallon is part of a MOA with the BLM and a MOA with the Walker River Paiute Tribe, both of which detail the procedures implemented if an incident were to occur (depending on which entity's land the ordnance fell on).	✓

Table 5-15: Management Practices, Monitoring, and Mitigation Measures Suggested for Public Health and Safety (continued)

Suggestion*	Response	Adopted (✓/-)
	(continued) Any off-range ordnance would be collected by military personnel in accordance with the respective MOAs, best management practices, and standard operating procedures.	
The presence of FRTC facility infrastructure in Nye County will increase demands on County Emergency Services and the burden on local volunteer emergency responders. Upon withdrawal of FRTC lands in Nye County, the County will pursue the following Infrastructure Grants to the maximum extent possible under the final provisions of the proposed Defense Community Infrastructure Programs. Since the grant program will likely require the participation of the Navy FRTC, the Draft EIS must include a discussion of the Navy's intent to support the program, including estimates of the fiscal impact of supporting this program.	The Navy understands the shortage of Emergency Response volunteers within Nye County. Following any ultimate Congressional decision, the Department of Defense's Office of Economic Adjustment Program may provide technical and financial assistance to nonfederal agencies to undertake Compatible Use and Joint Land Use Studies in response to Military Department compatibility concerns, including northern Nye County's emergency response shortages.	-
Remove the proposed portion of the B-20 site that would overlay on Fallon National Wildlife Refuge. Rank the 5 training sites in priority as to how each meets the modernization needs for Navy personnel and choose the top 1–3 for the proposed expansion. Minimize fencing and restricted access to the public. Consider if any of the other air bases in Nevada can accommodate this training need in the existing foot print. A large section of southern Nevada already supports several military bases with substantial restricted areas used for aerial combat training and weapons testing.	The Navy would be interested in coordination as it is in the best interest of all parties, all suggestions need to be evaluated against the Navy's purpose and need and compatibility with military training activities. As such, these suggestions have been incorporated as alternatives considered but eliminated, see Section 2.5 (Alternatives Considered but Not Carried Forward for Detailed Analysis).	-

Table 5-15: Management Practices, Monitoring, and Mitigation Measures Suggested for Public Health and Safety (continued)

Suggestion*	Response	Adopted (✓/-)
<p>Are munitions constituents migrating off-range and presenting unacceptable risk to human health and the environment, and are the range is in compliance with environmental laws and regulations. What sampling or monitoring has been done at each range? As a mitigation measure the State of Nevada should be provided with site-specific soil and water results for lands surrounding current and proposed land withdrawals.</p>	<p>Munitions constituents have not been and are not considered recalcitrant to biodegradation like some other organic chemicals commonly known as groundwater and soil contaminants at hazardous waste sites. The Navy conducts Range Conditions Assessments as part of the Navy's Range Sustainment Environmental Program Assessment every 5 years. The most recent Range Conditions Assessment for FRTC was completed in 2015 (U.S. Department of the Navy, 2015b). A team of environmental and operational range experts evaluated the history of range use within FRTC ranges, the types and quantities of munitions or military expended materials used and their chemical constituents, range location, spatial distribution of activities, available environmental data, environmental regulatory requirements, and compliance efforts. The Range Conditions Assessment information and data were derived from site visits, personnel interviews, archive search reports, and document reviews conducted in 2013 and 2014. The review team's findings, based on these data, concluded that the range and training operations are in compliance with environmental laws and policies, and there are no munitions constituents migrating off of the ranges.</p>	<p>✓</p>
<p>Identify containment areas that will never be re-opened to the public due to safety problems caused by the density of unexploded ordnance.</p>	<p>Presently the Navy has not identified any areas that would never be re-opened to the public.</p> <p>As discussed in Section 3.14 (Public Health and Safety and Protection of Children), the Navy has implemented and would continue to implement a strict Hazardous Material Control and Management Program and a Hazardous Waste Minimization Program for all activities. The Navy continuously monitors its operations to find ways to minimize the use of hazardous materials and to reduce the generation of hazardous wastes. Any spills would be managed and cleaned up in accordance with applicable state and federal regulatory requirements. If any such spill were to exceed reportable quantities as defined by the U.S. Environmental Protection Agency for regulated material, the event would be immediately reported to the NAS Fallon Environmental Division for appropriate action per the Integrated Contingency Plan (U.S. Department of the Navy, 2009).</p> <p>Additionally, the DoD created the Installation Restoration Program to identify, evaluate, and clean up contamination from past operations on military bases. The.</p>	<p>✓</p>

Table 5-15: Management Practices, Monitoring, and Mitigation Measures Suggested for Public Health and Safety (continued)

Suggestion*	Response	Adopted (✓/-)
	(continued) program was designed to ensure DoD compliance with federal and state environmental laws and regulations. Lastly, Chief of Naval Operations Instruction 3571.4, Operational Range Clearance Policy for Navy Ranges, establishes the policy and requirements for performing operational range clearance on Navy ranges.	
<p>A completed “Fire Management Plan” should be included in the Final EIS/ROD which commits adequate funding and identifies procedures for implementing fire prevention, suppression, and rehabilitation strategies.</p> <p>Develop fuel breaks around targets and WDZs on Bravo Ranges to help with fire suppression activities given the history of fires in these areas.</p> <p>Would it be beneficial to increase this minimum to further reduce wildfire ignitions? Given the dry nature of many of the Navy’s MOAs would the Navy consider extending the fire season or making the 2000’ + minimum a requirement year-round. What can be done with flare releases to reduce wildfire risk? Is there any option for monitoring and adaptive management within the Fire Management Plan that could help improve flare release heights for wildfire prevention?</p> <p>We recommend no flare use during fire season as well as better definitions of fire season dates and a commitment by the Navy to discipline unauthorized flare releases.</p>	<p>The Navy has implemented and would continue to implement operational and administrative controls to reduce the occurrence of wildfires. The Navy is developing a Wildland Fire Management Plan and will consider fire breaks in this formalization. Where possible, proposed elements and goals of this plan were added to the Final EIS. For further information on wildfire and wildfire mitigation, see Section 3.14 (Public Health and Safety and Protection of Children), specifically Section 3.14.2.1.2 (Wildfire Management). The Navy restricts flare use during fire season as it is necessary to fulfill training requirements.</p>	✓
Fencing should be placed along the WDZ.	Fencing has been and would be placed around all of the Bravo range perimeters. Proposed perimeter fencing would include BLM-approved 4-foot-high strand fencing. The purpose of this fencing is to exclude public access and discourage trespassers while allowing animal movements.	✓

Table 5-15: Management Practices, Monitoring, and Mitigation Measures Suggested for Public Health and Safety (continued)

Suggestion*	Response	Adopted (✓/-)
Establish a program to periodically recover stray exploded and unexploded ordnance outside the containment area. Establish a system of tracking/monitoring the individual ordnance that falls outside the containment area. Monitor unexploded ordnance and track drops that do not hit target areas in order to remove them as practical.	The Navy has conducted and would continue to conduct range clearance activities during period of land ownership. Chief of Naval Operations Instruction 3571.4, Operational Range Clearance Policy for Navy Ranges, establishes the policy and requirements for performing operational range clearance on Navy ranges. In the event of range closure as a result of selection of the No Action Alternative, the Navy would perform range closure processes as appropriate to render areas safe for transfer. Unexploded Ordnance and Off Range Ordnance (ORO) is in described in public health and safety section of the Draft EIS. Navy has MOUs with agencies to deal with ORO. The Navy also has Ordnance Range Clearance for disposal of ordnance on the range.	✓
Maintain the Range Sustainability Environmental Program Assessment.	The Navy has maintained and would continue to maintain the Range Sustainability Environmental Program Assessment as a management practice.	✓
Monitor training events to identify potential public health and safety risks and avoid.	The Navy has monitored and would continue to monitor training events to identify potential public health and safety risks and avoid them.	✓
Continue Operational Range Clearance activities which remove unexploded ordnance and other materials to reduce munitions constituent loading.	The Navy has conducted and would continue operational range clearance activities as a management practice.	✓
Monitoring of soils for toxic chemicals related to exploded ordnances needs to be done on a long-term basis. This monitoring should be done at sites where there is a high concentration of such events.	The Navy has conducted and would continue operational range clearance activities as a management practice to reduce the potential for toxic chemicals related to exploded ordnance contaminating the soils.	✓

Table 5-15: Management Practices, Monitoring, and Mitigation Measures Suggested for Public Health and Safety (continued)

Suggestion*	Response	Adopted (✓/-)
<p>Install fences and signs around bombing areas and use standard operating procedures to help protect the public from potentially hazardous training activities.</p> <p>Post warning signs for areas where unexploded ordnance clearance has not been confirmed.</p> <p>Implement procedures for public access to protect the public if authorized to enter the ranges.</p>	<p>The Navy has implemented and would continue to implement these safety suggestions as management practices.</p>	✓
<p>The numerous abandoned mine land hazards on DVTA will require securing and monitoring in order to continue to protect the public.</p>	<p>As discussed in Section 3.14 (Public Health and Safety and Protection of Children), the Navy would be responsible for securing abandoned mines in B-16, B-17, B-19, and B-20 and would follow the substantive procedures of the State of Nevada. The BLM would be responsible for any such action in the DVTA.</p>	✓
<p>Continue to allow for flood alleviation efforts in B-16 associated with Sheckler Reservoir and the new emergency flood weir that prevents flooding in the City of Fallon.</p>	<p>Flood management activities would be allowed to continue if coordinated with the Navy and compatible with military trainings activities and range safety.</p>	✓
<p>The FRTC is actively developing a Fire Management Plan. “The County supports this; however, the County would request County and state inclusion in this planning process.”</p> <p>We recommend that the Navy includes a completed “Fire Management Plan” in the Final EIS/ROD which commits adequate funding and identifies procedures for implementing fire prevention, suppression, and rehabilitation strategies. We would also recommend that the Fallon Range Training Complex maintain a re-load base with a dedicated single engine air attack plane to quickly drop retardant on fires started by military activities.</p>	<p>The Navy has identified stakeholders in the Wildland Fire Management Plan and has invited them to participate in the Wildland Fire Management Plan development process. The Navy would welcome all interested stakeholders to participate in the fire management working group in order to contribute during the development of the Wildland Fire Management Plan.</p> <p>The Navy would consider fire breaks in this formalization of the Wildland Fire Management Plan. Where possible, proposed elements and goals of this plan were added to the Final EIS. For further information on wildfire and wildfire mitigation, see Section 3.14 (Public Health and Safety and Protection of Children), specifically Section 3.14.2.1.2 (Wildfire Management).</p>	✓

Table 5-15: Management Practices, Monitoring, and Mitigation Measures Suggested for Public Health and Safety (continued)

Suggestion*	Response	Adopted (✓/-)
(continued) Fire risk and rehabilitation for Navy-caused fires is not adequately addressed. We would like to see a Fire Management Plan, which includes dedicated air attack resources (single engine air tankers at a minimum) stationed in Fallon.		
If the Navy plan to expand as indicated in Option 3 of the proposal, perhaps the Navy might find it to their advantage to place an emergency services outpost here or minimal auxiliary facility that could serve both the Navy and Gabbs.	Following any ultimate Congressional decision, the Department of Defense's Office of Economic Adjustment Program may provide technical and financial assistance to nonfederal agencies to undertake Compatible Use and Joint Land Use Studies in response to Military Department compatibility concerns.	✓

*Some suggestions are from public comments on the Draft EIS and are components associated with larger comments. The full comments and responses can be found in Appendix F (Public Comments and Responses).

Notes: B = Bravo, BLM = Bureau of Land Management, DoD = Department of Defense, DVTA = Dixie Valley Training Area, EIS = Environmental Impact Statement, LEIS = Legislative Environmental Impact Statement, MOA = Memorandum of Agreement, MOU = Memorandum of Understanding, NAS = Naval Air Station, NEPA = National Environmental Policy Act, ROD = Record of Decision, WDZ = Weapons Danger Zone, ✓ = affirmative, - = negative.

5.15.3.2 Proposed Monitoring

Monitoring of training events serves to identify potential public health and safety risks and avoid them. The Navy would continue to monitor training events to identify public health and safety risks and avoid them.

5.15.3.3 Proposed Mitigation

No mitigation measures would be warranted for public health and safety based on the analysis presented in Section 3.14.3 (Environmental Consequences).

5.16 Environmental Justice

5.16.1 Current Management Practices

Consistent with Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (February 11, 1994), the Navy's policy is to identify and address any disproportionately high and adverse human health or environmental effects of its actions on minority and low-income populations.

5.16.2 Management Practices, Monitoring, and Mitigation Measures Considered

The Navy received suggestions for management practices, monitoring, and mitigation measures from the public, cooperating agencies, and tribal participants during scoping and commenting periods. Suggestions specific to environmental justice and impacts on it are shown in Table 5-16, along with the Navy's responses for each suggestion indicating whether it was adopted or not, including reasoning for considering but eliminating the suggestion if applicable.

5.16.3 Proposed Management Practices, Monitoring, and Mitigation

5.16.3.1 Proposed Management Practices

No management practices would be warranted for environmental justice based on the analysis presented in Section 3.15.3 (Environmental Consequences).

5.16.3.2 Proposed Monitoring

No monitoring measures would be warranted for environmental justice based on the analysis presented in Section 3.15.3 (Environmental Consequences).

5.16.3.3 Proposed Mitigation

No mitigation measures would be warranted for environmental justice based on the analysis presented in Section 3.15.3 (Environmental Consequences). The Navy acknowledges that there may be impacts that have yet to be defined and would develop and incorporate mitigation measures as necessary after any ultimate Congressional decision.

Table 5-16: Management Practices, Monitoring, and Mitigation Measures Suggested for Environmental Justice

Suggestion*	Response	Adopted (✓/-)
Identify and address any disproportionately high and adverse human health or environmental effects of its actions on minority and low-income populations.	The Navy has and would continue to identify and address impacts on human health, minority, and low-income populations; see Section 3.15 (Environmental Justice) for details.	✓

*Some suggestions are from public comments on the Draft EIS and are components associated with larger comments. The full comments and responses can be found in Appendix F (Public Comments and Responses).

Notes: ✓ = affirmative, - = negative.

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