

Mustang Road Industrial Park Access Right-of-Way Project

DRAFT ENVIRONMENTAL ASSESSMENT

DOI-BLM-NV-C020-2016-0004-EA

U.S. Department of the Interior
Bureau of Land Management
Carson City District
Sierra Front Field Office
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It is the mission of the Bureau of Land Management to sustain the health, diversity, and productivity of the public lands for the use and enjoyment of present and future generations.

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[Note: maps are not embedded in this document in order to maintain a small file size, maps are available on the Project website. Look under the Navigation Pane for “Maps.”]

- A Project Vicinity
- B Project Area

List of Attachments

[Note: attachments are not embedded in this document in order to maintain a small file size; attachments are available on the Project website. Look under the Navigation Pane for “Documents.”]

- A Draft Plan of Development

1.0 INTRODUCTION

1.1 Background

Scannell Properties #249 LLC (Scannell) has submitted an application and draft Plan of Development (POD) to the Bureau of Land Management (BLM) Sierra Front Field Office for the construction and maintenance of a road and utilities to allow for access to their 113-acre private parcel from Interstate 80 (I-80) along Mustang Road and through public land administered by the BLM. The right-of-way (ROW) would cover approximately 3.60 acres of public land and include a portion of Mustang Road, a two-lane paved roadway, a multi-use path, and a 25 kV overhead powerline (Project Area). The Project is located south of I-80 and approximately three miles east of the City of Sparks in Washoe County, Nevada (Figures A and B).

1.2 Purpose and Need

The BLM's need is established by the BLM's responsibility under the Federal Land Policy and Management Act (FLPMA) to respond to Scannell's POD and application for a ROW grant on public land administered by the BLM. The purpose of the ROW would be to allow Scannell to install and maintain a roadway, multi-use path, and overhead powerline in order to provide access and utilities to their adjoining private parcel.

1.3 Scoping and Issues Identification

On October 14, 2015, a BLM interdisciplinary team participated in a field visit to the Project Area. Issues that were raised included:

- What would be the hydrological and biological impacts from the Project?
- What would be the impact on public use of the area?
- How could these impacts be minimized?

Based on this site visit, the BLM determined which resources would require analysis as a part of this draft Environmental Assessment (EA) (see Section 3.0).

1.4 Decision to be Made

The BLM has received a ROW application and a draft POD from Scannell. The BLM Authorized Officer would decide which alternative presents the best option of meeting the purpose and need, and whether to add terms and conditions (stipulations) to the selected alternative. The Authorized Officer could decide to approve the ROW for a perpetual (indefinite) term of years. The Authorized Officer could also decide to deny the ROW application.

1.5 Land Use Plan Conformance Statement

The Proposed Action is in conformance with the Carson City Field Office Consolidated Resource Management Plan (CRMP 2001). The applicable section of the CRMP includes LND 7 #6:

- "Exchanges and minor non-Bureau initiated realty proposals will be considered where analysis indicates that are beneficial to the public."

The Proposed Action is also in conformance with the *Nevada and Northeastern California Greater Sage-Grouse Approved Resource Management Plan Amendment* (BLM 2015). The Project Area has been designated as Other Habitat Management Area (OHMA) for the greater sage-grouse (*Centrocercus urophasianus*). The requirement is the application of required design features to minimize to the extent practical, impacts to sage-grouse habitat.

1.6 Relationships to Statutes, Regulations, and Other Plans

The Proposed Action and alternatives comply with the following:

- National Environmental Policy Act of 1969 (42 U.S.C. § 4321 *et seq.*);
- Federal Land Policy and Management Act of 1976 (43 U.S.C. § 1701 *et seq.*);
- National Historic Preservation Act of 1966, as amended (16 U.S.C. § 470f); and
- Consultation and Coordination with Indian Tribal Governments (E.O. 13175).

The Project would also require permits from Washoe County for building, air quality, grading permit, and stormwater. These permits would be processed through Washoe County.

2.0 ALTERNATIVES

2.1 Description of Alternatives

2.1.1 *Alternative A: Proposed Action*

Scannell has submitted an application to operate, maintain, and construct a ROW for a portion of Mustang Road, a paved two-lane roadway, multi-use path, and overhead utilities across public lands to allow access to their private parcel that would be developed as an industrial park.

Roadway

To access the site, Scannell has requested a ROW for use of the Mustang Road from the I-80 eastbound off-ramp to an existing access road. Scannell proposes to use approximately 2,172 feet of Mustang Road, an existing two-lane paved road currently used as primary access by the Lockwood Landfill. The proposed ROW on Mustang Road would be 50 feet wide 1,763 feet long. The length of the proposed ROW would exclude the portion of Mustang Road that crosses the Central Pacific Railroad Co. patent. No modifications to Mustang Road would be necessary except at the intersection with the proposed access road on the eastbound lane. A right-hand turn lane would be added to allow vehicles to turn from Mustang Road onto the access road. The proposed access road would be constructed by upgrading an existing dirt road on public land into a paved two-lane road with center median and drainage structures (curbs, gutters, and embankments) on the each side. A monument sign (meeting Washoe County design requirements) to identify the businesses located on Scannell's private parcel would be located near the intersection of the proposed new road and Mustang Road. The constructed access road would cross approximately 634 feet of public land, and be approximately 100 feet in width. Scannell estimates that the road would be used year round to support approximately 6,220 vehicle (automobiles, delivery vans, and semi-trucks) trips per day.

Multi-use Path

The proposed ROW would also include an eight-foot wide multi-use path for bicyclists and pedestrians paralleling the upgraded roadway. The proposed multi-use path would be located along the south side of the entire length of the upgraded roadway. Scannell anticipates that the multi-use path would eventually connect to the Tahoe-Pyramid Bikeway.

Overhead Powerline Extension

A 25 kV overhead powerline extension would also be located entirely within the southern portion of the ROW boundary. The powerline extension would feed from an existing powerline and would be located in the northeast quarter of the northeast quarter in section 15. This extension would measure approximately 650 feet in length and would include four new 43 feet high power poles.

Construction and Maintenance

New surface disturbance would occur entirely within the ROW and would cover approximately 1.18 acres. Scannell plans to begin construction after the BLM issues the ROW grant. Construction would be finished within a year of approval. During construction, cut areas would be excavated, embankment delivered, watered, compacted, and graded. The upgraded existing roadway surface would receive base course, final grading, curb, and gutter, paved, and

compacted. Once the upgraded roadway is complete, pavement markings and signs would be installed. Construction would involve a track excavator, water truck, dump trucks, compaction equipment, motor grader, asphalt paver, and steel wheel roller. Approximately 40 trips using a semi belly dump truck ten-wheel dump truck, transit mix, service vehicle, or flatbed vehicle would occur during construction. Approximately 15 trips using either a paint truck, service vehicle, or flatbed delivery truck would be used in the last stage of construction. Some equipment may be temporarily stored within the ROW footprint or stored off-site during construction. A crew of eight individuals would be present during the construction phase.

Inspection of the construction of the ROW would be performed in accordance with Washoe County standards and all federal, State, and local laws and requirements. Scannell or their agent would perform maintenance on an as needed basis. Upon the relinquishment or termination of the ROW, facilities would be completely removed including the roadway, curb and gutter, embankment and the land would be returned to original conditions.

Design Features and Best Management Practices

Scannell has brought forth the following design features and best management practices (BMPs) to prevent unnecessary or undue degradation during construction and operation activities:

- The proposed improvements would avoid delineated riparian areas.
- Impacts and disturbance caused by the road design and construction would be minimized to the extent possible, including but not limited to maximum-posted speed limits of 40 miles per hour (mph).
- Dust would be minimized due to the roads being paved and turf establishment in the boulevards. During construction, dust would be abated during dry conditions as necessary by applying water.
- A noxious weed management plan would be implemented before construction starts.
- BMPs would be implemented to minimize erosion and sediment control during and after construction. Where practical, equipment would be loaded and unloaded on existing roads or in areas proposed for disturbance to minimize disturbance to existing vegetation and soils. Disturbed soils would be seeded to establish vegetation, and mulch and erosion blanket would be utilized where necessary.
- Construction employees would be expected to avoid harassment and disturbance of wildlife and would not be allowed to bring pets on-site during construction.
- Vertical facilities, fences, and power poles, would be limited to the extent possible to reduce predator perching.
- Stormwater management features, such as basins and ditches, would have gentle side slopes to allow wildlife to navigate entrance to and exit from such features.

Scannell has brought forth the following BMPs for erosion and sediment control for this project as managed under the National Pollution Discharge Elimination System (NPDES):

- The owner, site developer, contractor and/or their authorized agents should each day remove all sediment, mud, construction debris, or other potential pollutants that may have been discharged to, or accumulated in, the public right of ways of Washoe County as a result of construction activities associated with this site development or construction project. Such material should be prevented from entering the storm sewer system.
- Additional construction site discharge BMPs may be required of the owner and his or her agents due to unforeseen erosion problems or if the submitted plan does not meet the performance standards specific in Washoe County Ordinance No. 1223 and the Truckee Meadows construction site *Best Management Practices Handbook*.
- Temporary or permanent stabilization practices would be installed on disturbed areas as soon as practicable and no later than 14 days after the construction activity in that portion of the site has temporarily or permanently ceased. Some exception may apply; refer to Stormwater General Permit NVR 100000, Section 1 B.1.b. (2).
- At a minimum, the contractor, or his agent should inspect all disturbed areas, areas used for storage of materials and equipment that are exposed to precipitation, vehicle entrance and exit locations and all BMPs weekly, prior to a forecasted rain event and within 24 hours after any actual rain event. The contractor or his agent should update or modify the stormwater pollution prevention plan as necessary. Some exceptions to weekly inspection may apply, such as frozen ground conditions or suspension of land disturbance activities. Refer to Stormwater General Permit NVR 100000, Section 1 B.1.g.
- Accumulated sediment in BMPs should be removed within seven days after a stormwater runoff event or prior to the next anticipated storm event whichever is earlier. Sediment must be removed when BMP design capacity has been reduced by 50 percent or more.
- All construction would be performed by a Nevada licensed general engineering contractor who would apply their company safety standards. Any abrasive or flame cutting of steel would be monitored by a helper no performing the work with a fire extinguisher to ensure any potential flames are extinguished. Smoking would only be allowed in designated smoking areas. No work would be performed during high winds or on days designated as red flag warning days.
- The following requirements regarding vegetation would be included in the construction plan set:
 - Seed mix to be site specific custom blend of native shrubs, grasses, and wildflowers typical of the Truckee River Canyon. Final seed mix to be determined in final design in conjunction with Comstock Seed Co. and Washoe County Conservation District.

- Stockpiled striping/topsoil is to be placed per civil engineer's drawings. Soil should be regarded smooth and any debris removed. If existing areas are compacted, the existing soil should be scarified to minimum depth of four feet and raked smooth prior to seeding.
- Fertilize at the rate of ten pounds per 1,000 square feet with 16-20-20 fertilizer or per solid analysis prior to applying and raking in the seed.
- Seeded application procedures:
 - All seeded areas should be uniformly broadcast and lightly covered by raking or dragging.
 - All seed should be guaranteed a min. of 90 percent pure live seed (PLS).
 - The designated seeded areas should be sprayed with a tackifier after seed has been broadcast and raked. The tackifier should be an M-Binder applied at the rate of 200 pounds per acre.
 - All seeded areas should be applied with EcoAegis Bonded Fiber Matrix or equal for erosion control. EcoAegis should be hydraulically applied per the manufacturer's direction at the rate of 2,000 pounds per acre. The Bonded Fiber Matrix should be installed the same day as seeding to prevent wind erosion of the seed and soils.
- The revegetation areas should be seeded in late fall after November 1 or in early spring prior to March 1, if construction schedule allows, to avoid supplemental irrigation. Supplemental irrigation, if required, should be supplied per the following notes:
 - The landscape contractor should submit shop drawings of temporary irrigation system for approval by landscape architect two weeks prior to installation.
 - Supplemental irrigation to all seeded areas should be supplied daily during germination. The mulch should be kept moist until the plant material has germinated. Following germination the seedlings would require irrigation once a day for once month until well established. (This time frame may vary dependent upon the weather). Supplemental irrigation should be supplied for two growing seasons.
- Revegetated areas should be acceptable if they exhibit a minimum of 90 percent coverage by at least three different species within three months of planting.
- All trees and shrubs should be protected during construction outside the extent of grading per Civil Final Permit Grading Plan.

2.1.2 Alternative B: No Action Alternative

The purpose of the No Action Alternative is to provide the baseline of existing conditions. Based on the No Action Alternative, this draft EA is able to evaluate the degree of change from the current situation to what would occur under implementation of any other alternative. Under the No Action Alternative, the ROW would not be approved and Scannell would not build the access road, multi-use path, and overhead powerline extension in the Project Area. The Project Area would remain in the existing condition and would remain open for other multiple-use actions, as approved by the BLM. Under this alternative, Scannell would have to find alternative means to access their private parcel.

2.1.3 Alternative Considered but Dismissed from Further Analysis

Two alternative routes to access the Scannell's adjoining private parcel from I-80 were considered.

The first route, "Alternative Route #1", includes use of the Mustang exit north of the Project Area, to the I-80 Frontage Road, east to Truckee Canyon Court, then south. This route would include the extension of Truckee Canyon Court to the south and the construction of a railroad overpass to access Scannell's private parcel. This alternative would include the acquisition of private access easements, one of which would be from the current owner of the private parcel and an easement from Union Pacific Railroad for the proposed railroad overpass. Construction of this route would require approximately 90,000 cubic yards of import material to construct the embankments, approximately 1,000 linear feet of new road, and a 100-foot long bridge. This alternative would result in increased environmental impacts from the imported fill material required, railroad overpass, and the increased length in new road. Therefore, this alternative was not selected for detailed analysis.

The second route considered, "Alternative Route #2", includes use of the Lockwood exit further west on I-80, south across the Truckee River into Storey County, through the City of Lockwood, west to Peri Ranch Road, then north across the Truckee River to the Project Area. "Alternative Route #2" would include approvals from several jurisdictions, including the City of Lockwood, Storey County, Washoe County, Nevada Department of Transportation (NDOT), and the U.S. Army Corps of Engineers (USACE). Additionally, this alternative would require private easements for the use of Peri Ranch Road. Construction of this route would require bridge improvements in the City of Lockwood to support the increased traffic, improvements to existing roads within Lockwood to improve safety, the widening of Peri Ranch Road, approximately 300 feet of new road, and a 150-foot bridge over the Truckee River. The road and bridge improvements adjacent to and over the Truckee River would affect the floodplain and floodway. This alternative would result increased environmental impacts to the floodplain and floodway, public safety. Additionally this alternative would result in difficult emergency access to Scannell's private parcel, and would require road improvements and a bridge over the Truckee River. Therefore, this alternative was not selected for detailed analysis.

3.0 AFFECTED ENVIRONMENT

This chapter identifies and describes the current condition and trend of elements or resources in the human environment, which may be affected by the No Action Alternative and Proposed Action. The Affected Environment is the same for all alternatives.

3.1 Setting

The Project Area is approximately 3.60 acres of pre-disturbed land located at approximately 4,375 feet above sea level. The proposed Project Area is located between I-80 (near Exit 23) and the Truckee River (Figure B). The Truckee River, a developed industrial park, and Scannell's undeveloped private property border the proposed Project Area. The Project Area includes Mustang Road and an existing dirt road, which are commonly used to access to the Truckee River and for recreation in the surrounding area.

3.1.1 Resources Considered for Analysis

The BLM is required to address specific elements of the environment that are subject to requirements in statute or regulation or by executive order (BLM 2008). Table 1 lists the elements that must be addressed in all environmental analysis and indicates whether the Proposed Action and Alternatives affect those elements. Other resources of the human environment that have been considered for analysis are listed in Table 2.

Table 1. Supplemental Authorities*.

Resource	Present Yes/No	Affected Yes/No	Rationale
Air Quality	Y	N	The Project Area is within the Washoe County air basin, which is in non-attainment status for PM 10. During construction, activities there would be negligible emissions from motor vehicles and equipment, and fugitive dust (particulates). These negligible increases in emissions and particulates would be minimized by implementation of best management practices. In the long-term, there would be increased emissions from vehicle traffic on Mustang Road and the Access Road into the Industrial Park. This long-term increase in emissions would not be expected to prevent attainment from occurring in the future.
Areas of Critical Environmental Concern	N		Resource not present.
Cultural Resources	N		Resource not present.
Environmental Justice	N		Resource not present.
Farm Lands (prime or unique)	N		Resource not present.
Floodplains	N		Resource not present
Invasive, Non-Native Plant Species	N		Resource not present.
Migratory Birds	Y	N	The four-acre Project Area consists of an existing paved two-lane road (Mustang Road), and existing dirt road (Access Road). The Project would result in approximately one acre of new disturbance. The Project Area has been subject to past disturbances from agricultural uses, to establishment of user-created roads and trails. The Project Area consists of low quality habitat.
Native American Religious Concerns	N		The BLM is coordinating with the Reno-Sparks Indian Colony on this Project. To date no religious concerns have been identified.
Threatened or Endangered Species	N		Resource not present.
Wastes, Hazardous or Solid	Y	N	Best management practices would be implemented to minimize potential for spills from equipment or vehicles.
Water Quality (Surface/Ground)	Y	N	Although the Project Area is adjacent to the Truckee River, best management practices implemented during construction activities would ensure that impacts to water resources do not occur.
Wetlands/Riparian Zones	N		Resource not present.
Wild and Scenic Rivers	N		Resource not present.
Wilderness/WSA	N		Resource not present.

*See H-1790-1 (January 2008) Appendix 1 Supplemental Authorities to be Considered.

Supplemental Authorities determined to be Not Present or Present/Not Affected need not be carried forward or discussed further in the document.

Supplemental Authorities determined to be Present/May Be Affected may be carried forward in the document.

Table 2. Resources or Uses Other Than Supplemental Authorities.

Resource or Issue**	Present Yes/No	Affected Yes/No	Rationale
BLM Sensitive Species (Animals)	N		The Project Area is designated as “Other Habitat Management Area” for the greater sage-grouse, however the low quality habitat is fragmented by Mustang Road to the east, I-80 and the UPRR tracks to the north. The nearest lek is approximately 10.6 miles to the north (of I-80). There is no telemetry of greater sage-grouse within 10 miles of the Project Area.
BLM Sensitive Species (Plants)	N		Resource not present.
General Wildlife	Y	N	The 3.60-acre Project Area consists of an existing paved two-lane road (Mustang Road), and existing dirt road (Access Road). The Project would result in approximately one acre of new disturbance. The Project Area has been subject to past disturbances from agricultural uses, to establishment of user-created roads and trails. The Project Area consists of low quality habitat.
Greenhouse Gas Emissions	Y	N	Although under the Proposed Action there would be negligible contribution of GHG from vehicle/equipment emissions, no methodology exists to assess resource impacts within the Project Area from such contributions of GHG.
Land and Realty	Y	Y	Carried forward for analysis.
Lands with Wilderness Characteristics	N		Pursuant to Sections 101, 201 and 202 of the Federal Land Policy and Management Act, GIS spatial imagery was reviewed by the BLM. No LWCs were identified within the Project Area.
Livestock Grazing	N		Resource not present.
Minerals	N		Resource not present.
Paleontological	N		Resource not present.
Recreation	Y	N	There is limited recreational use in the Project Area, primarily as an access to the Truckee River.
Socioeconomics	N		Resource not present.
Soils	Y	N	Best management practices would be implemented to minimize potential for erosion of soils.
Travel Management	N		Resource not present.
Vegetation	Y	N	The 3.60-acre Project Area consists of an existing paved two-lane road (Mustang Road), and existing dirt road (Access Road). The Project would result in approximately one acre of new disturbance. The Project Area has been subject to past disturbances from agricultural uses, to establishment of user-created roads and trails. The Project Area consists of low quality vegetation dominated by rabbitbrush (<i>Chrysothamnus viscidiflorus</i>) a native invasive that occupies disturbed areas such as roadsides.
Visual Resources	Y	N	The Proposed Action area is within Visual Resource Management Class III, which allows for moderate changes to the visual character of the Project Area. The Proposed Action is consistent with VRM III.
Wild Horses and Burros	N		The Project Area is not within a Herd Management Area.

**Resources or uses determined to be Not Present or Present/Not Affected need not be carried forward or discussed further in the document.

Resources or uses determined to be Present/May Be Affected may be carried forward in the document.

3.2 Land and Realty

The proposed Project is located in Washoe County, Nevada, between I-80 and the Truckee River (Figure B). The proposed Project is legally described as follows:

Mount Diablo Meridian, Nevada,
 T. 19 N., R. 21 E.,
 sec. 10, S1/2SW1/4;
 sec. 15, lots 3, and 5 thru 7.

The proposed Project is located on public land administered by the BLM Carson City District, Sierra Front Field Office. The Project Area is administered according to the CRMP (BLM, 2001). Specific goals and policies set forth in the CRMP that are applicable to the proposed Project are detailed in Chapter 1.

The land within the Project Area was acquired by the BLM from the Internal Revenue Service on February 21, 2003 (BLM, 2015). The Project Area is withdrawn from surface entry and mining (BLM, 2015). The Project Area has likely been used for recreational activities, which include off-highway vehicle use, hiking, mountain biking, and fishing. The BLM Land and Mineral Legacy Rehost 2000 System (LR2000) was queried to determine ROWs and land use authorizations within the Project Area. Table 3-1 lists the land use authorizations within the proposed Project Area.

Table 3-1 Land Use Authorization in the Project Area.

Holder	Type of Authorization	Document Number
Kinder Morgan SFPP LP Partnership	ROW – Oil and Gas Pipeline	Nev 044126
Santa Fe Pacific Pipeline	ROW – Oil and Gas Pipeline	Nev 044126
Sierra Pacific Power Company	ROW – Power Transmission	NVN 018448
Refuse, Inc.	ROW – Road	NVN 062113
Truckee Canyon Properties	ROW – Road	NVN 077824
Storey County	ROW – Road	NVN 076896
CFS Investments LLC	ROW – Road	NVN 084517
Ingrid and David Burgess	ROW – Road	NVN 076810
Nevada Bell	ROW – Telephone and Telegraph	NVN 059035
Nevada Bell	ROW – Telephone and Telegraph	NVCC 0021089
Nevada Bell	ROW – Telephone and Telegraph	NVCC 0020776
Wiltel Communications	ROW – Telephone and Telegraph	NVN 065550
Nevada Division of State Lands	ROW – Water Facility	NVN 093354
BLM	Withdrawal – BLM, Miscellaneous	NVN 066363
BLM	Land Acquisition	NVN 076746

Source: BLM, 2015

The proposed Project Area is located within Washoe County. Washoe County provides land use goals and policies for this area in the Washoe County Master Plan under the Truckee Canyon Area Plan. The goals and policies set forth in the Truckee Canyon Area Plan include allowing development in certain locations that do not degrade or destroy natural and cultural resources. According to the Truckee Canyon Area Plan, the site of the Project represents an appropriate location for light or medium industrial activities. Additionally, construction of the

Project would be subject to Washoe County Development Code requirements and design standards.

Project access would be via I-80, Exit 23, to frontage roads that connect to Mustang Road. The Nevada Department of Transportation (NDOT) publishes an annual traffic report providing details on the amount of traffic on certain locations on Nevada Roads. Table 3-2 details annual average daily traffic levels from 2010 to 2014 at several monitoring stations along the primary access routes to the Project Area.

Table 3-2 Annual Average Daily Traffic (2010-2014).

Monitoring Station	Route/Location	Average Daily Traffic				
		2010	2011	2012	2013	2014
0310061	I-80, eastbound off-ramp of the Mustang Interchange, "Exit 23"	850	760	750	950	800
0310062	FRWA12, S. Frontage Road (Mustang Road), 0.1 mile east of cross traffic road of the Mustang Interchange, "Exit 23"	1,300	1,200	1,000	1,300	1,100*
0310063	I-80, eastbound on-ramp of the Mustang Interchange, "Exit 23"	300	270	250	300	300*
0310065	I-80, westbound off-ramp of the Mustang Interchange, "Exit 23"	170	160	150	200	150
0310067	FRWA10, N. Frontage Road, 200 feet east of the underpass of the Mustang Interchange, "Exit 23"	540	310	650	700	550
0310069	I-80, westbound on-ramp of the Mustang Interchange, "Exit 23"	730	650	700	850	800

*Data Adjusted or Estimated.

Source: NDOT, 2015.

4.0 ENVIRONMENTAL CONSEQUENCES

4.1 Introduction

This chapter describes the potential direct, indirect, and residual effects to resources that may result from the Proposed Action or Alternatives, as well as identifies the potential monitoring needs associated with the specific resources.

4.2 Land and Realty

Alternative A: Proposed Action

Impacts to land and realty use resulting from the proposed access road, multi-use path, and overhead line would be permanent and would change the existing land use within the Project Area. The ROW would result in indirect long-term adverse impacts because approximately 3.60 acres would no longer be fully open for other multiple use authorizations. However, because the ROW is relatively small, and because there would still be areas surrounding the Proposed Action that would be open for multiple use authorizations, the Proposed Action would have negligible impacts on potential future multiple use authorizations in the area.

Under the Proposed Action, approximately 1,763 feet of Mustang Road would be issued under a perpetual ROW. BLM has issued a ROW to Storey County for this portion of Mustang Road (NVN 076896). The proposed ROW would not cause direct impacts to the existing ROW for Mustang Road because no modifications to the road would be authorized. Additionally, the perpetual ROW would include upgrades to a dirt road issued under a ROW to Truckee Canyon Properties on BLM land (NVN 077824). Upgrades to this road would involve installation of a paved two-lane road with a median, multi-use path, overhead powerline extension, and drainage. The Project would result in short and long-term impacts to the existing ROW. The adverse impacts to the existing ROW would result from volume traffic from the increased vehicle use. These impacts would be minimal because use of the ROW would not change or be restricted. Additionally, the Project would have beneficial impacts to the existing ROW, as the dirt road would be improved to include drainage, surfacing, and a median.

Construction operations would result in direct, short-term impacts to traffic within the area. However, because construction of the Project would not require extensive construction traffic, traffic impacts would be temporary and negligible.

Scannell anticipates that there would be 6,220 motor vehicle trips a day using the proposed ROW to access and exit the industrial park on their adjoining private parcel. The use of the proposed ROW would cause adverse indirect impacts to traffic volume from the increased motor vehicle use in the area. Impacts to traffic would be minor because the Mustang Road and existing roadway intersection would be constructed with a right turn ingress taper and radius in compliance with NDOT requirements and a stop sign at the intersection. Additionally, the ROW would be designed to meet Mustang Road/Project sight distance requirements.

Alternative B: No Action Alternative

Under Alternative B: No Action, the ROW would not be approved and the access road, multi-use path and overhead powerline would not be constructed. Existing land uses (primarily dispersed

recreation) would continue at current levels. The area would remain open for multiple use actions, as approved by the BLM

5.0 CUMULATIVE EFFECTS

A cumulative effect is defined under NEPA as “the change in the environment which results from the incremental impact of the action, decision, or project when added to other past, present, and reasonably foreseeable future actions, regardless of what agency (federal or non-federal) or person undertakes such other action”. “Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time” (40 CFR Part 1508.7). Past, present, and reasonably foreseeable future actions are analyzed to the extent that they are relevant and useful in analyzing whether the reasonably foreseeable effects of the Proposed Action and/or Alternatives may have an additive and significant relationship to those effects.

Cumulative Effects Geographic Area.

The cumulative effects study area (CESA) for the Project includes Mustang Road, the Access Road, and the proposed Industrial Park, an area consisting of approximately 120 acres of private and public lands.

Timeframe for Effects Analysis.

Although the ROW grant would be issued for a perpetual term, the BLM has considered the timeframe for effects as 10-years.

Past, Present, and Reasonably Foreseeable Actions.

Past and Present Actions.

The BLM has previously issued two ROW grants in the CESA, in 2003 to Truckee Canyon Properties, LTD for access and to maintain a well on private land via the proposed Access Road. The ROW was issued for 736 feet in length by 30 feet wide, for approximately ½ acre. In 2003 the BLM also issued a ROW grant to Storey County for public use of Mustang Road. The ROW was issued for 950 feet in length by 50 feet wide, for approximately one acre. Storey and Washoe County agreed that Storey County would be responsible for the maintenance of the road in Washoe County. The term of the ROW grant was for 30-years (to expire in 2033).

The existing access road is also used by recreationists by foot or vehicle to access the Truckee River corridor for fishing and sightseeing. No formal recreational development exists. Other uses include targetshooting and illegal dumping.

Reasonably Foreseeable Actions.

There are no other requests before the BLM for ROWs or other actions in the Project Area. Related to the Proposed Action is the development of an Industrial Park. Although the BLM discloses the Industrial Park as a cumulative action because it is reasonably foreseeable, the Industrial Park cannot be prevented or modified by BLM decision-making because of the availability of two reasonable non-federal alternatives as described previously in Section 2.1.3.

Effects Analysis.

Land and Realty

Past and present actions within the Project Area include use by existing ROW holders and recreationists. The reasonably foreseeable actions in the Project Area could include

modifications to and use of existing land use authorizations, and recreation. The LR2000 database was queried, and no viable pending ROWs or land use authorizations (other than the Proposed Action) occur within the Project area.

Alternative A: Proposed Action

The Proposed Action would occupy 3.60 acres of public land for an indefinite (perpetual) term of years and increase surface disturbance within the Project Area by approximately 1.18 acres (approximately 33 percent of the Project Area). Cumulative impacts from the Proposed Action, when combined with past, present, and reasonably foreseeable actions, on lands and realty within the Project Area are expected to be long-term and minimal.

Alternative B: No Action

Under this Alternative, existing land uses within the Project Area would remain unchanged. Impacts to lands and realty from current uses would continue. Cumulative impacts from Alternative B: No Action, when combined to past, present, and reasonably foreseeable actions on lands and realty within the Project Area would be negligible.

6.0 CONSULTATION AND COORDINATION

6.1 Public Review and Comment

The *Mustang Road Industrial Park Right-of-Way Project Draft Environmental Assessment* (DOI-BLM-NV-C020-2016-0004-EA) has been made available for public review from January 4 until January 18, 2016. All comments received would be reviewed and categorized. Although not required for an EA by regulation, an agency may respond to *substantive* and *timely* comments.

Substantive comments:

- 1) question, with reasonable basis, the accuracy of information in the EA;
- 2) question, with reasonable basis, the adequacy of, methodology for, or assumptions used for the environmental analysis;
- 3) present new information relevant to the analysis;
- 4) present reasonable alternatives other than those analyzed in the EA; and/or
- 5) cause changes or revisions in one or more of the alternatives.

No response is necessary for non-substantive comments (BLM, 2008).

6.2 Individuals, Tribes, and Organizations Consulted

The following Tribes, and agencies were contacted during the preparation of this draft EA:

6.2.1 Tribes

Reno-Sparks Indian Colony

6.2.2 Individuals/Organizations

Ingrid and David Burgess;
Canyon River Court, LLC;
Cargo Express, LLC;
CFS Investments, LLC;
Gill, LLC;
Hensler Family Trust;
Hiatt Land and Development Company, Ltd.;
International Investments, LLC;
Kinder Morgan SFPP, LP;
Medmen of Nevada;
Miller Family Investments, LLC;
Nevada Bell;
Nevada Division of State Lands;
Old Dominion Freight Line, Inc.;
Refuse, Inc.;
Resun Modspace, Inc.;
Santa Fe Pacific Pipeline;
Sierra Pacific Power Company;
Storey County;
Truckee Canyon Properties, Ltd.;
Truckee Meadows Water Authority;
Union Pacific Railroad Company;
Richard and Lorraine Worthen;
Wiltel Communications.

6.3 List of Preparers

BLM staff that contributed to this document.

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7.0 REFERENCES

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