3.8 TRANSPORTATION

3.8.1 INTRODUCTION

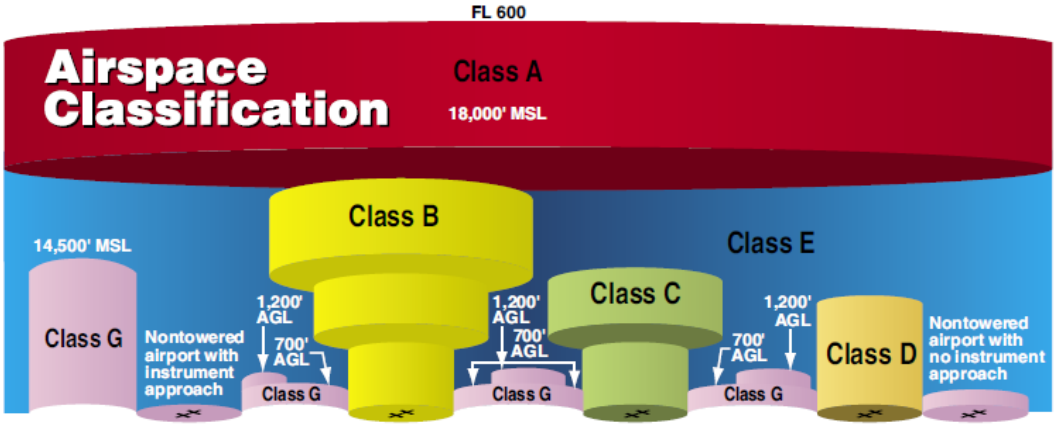
This section addresses potential impacts of the alternatives on transportation (ground and air) in the Fallon Range Training Complex (FRTC) Study Area and the surrounding areas of the City of Fallon and Churchill County.

3.8.1.1 Overview

Transportation refers to the movement of vehicles on roadways and aircraft in the airspace in the Study Area.

Ground Traffic. Ground traffic refers to an integration of travel by rail, bike, or bus. Road and highway (Hwy) networks consist of primary roads and secondary roads. Primary roads are principal arterials, such as interstate freeways and state highways, designed to move vehicle traffic. Primary roads provide limited access to adjacent areas. Secondary roads are arterials such as major surface streets that provide access to residential, commercial, and recreational areas; public service facilities such as hospitals and schools; government facilities; and other commonly accessed infrastructure. Secondary roads also collect traffic from common areas and transfer it to primary roads (Nevada Department of Transportation 2013b).

Air Traffic. Air traffic refers to movements of aircraft through airspace. Safety and security factors dictate that use of airspace and control of air traffic is closely regulated. To accomplish this, airspace is divided into two categories: regulatory and non-regulatory. Within these two categories, there are four types: controlled, uncontrolled, special use, and other airspace. Controlled airspace is a generic term that covers the different classifications of airspace and defined dimensions within which air traffic control (ATC) service is provided in accordance with the airspace classification. Controlled airspace consists of Class A, B, C, D, and E airspace. Uncontrolled airspace, or Class G airspace, is the portion of the airspace that has not been designated as Class A, B, C, D, or E. Subsequently, it is designated "uncontrolled" airspace (see Figure 3.8-1).



Source: Federal Aviation Administration

Figure 3.8-1: Airspace classifications

Special Use Airspace (SUA), established under procedures outlined in 14 Code of Federal Regulations Part 73.1, is the designation for airspace in which certain activities must be confined, or where limitation may be imposed on aircraft operations that are not part of those activities. Most SUA is established for

military flight activities and, with the exception of prohibited areas (e.g., over the White House), may be used for commercial or general aviation when not reserved for military activities[1]. There are multiple types of SUA, and the types found in the Study Area include prohibited areas, restricted areas, warning areas, alert areas, and military operations areas (MOAs) (Federal Aviation Administration 1996).

3.8.1.2 Regulatory Framework and Management Practices

3.8.1.2.1 Ground Traffic

The Nevada Department of Transportation (NDOT) is responsible for the planning, construction, operation and maintenance of the 5,400 miles (mi.) of highway and over 1,000 bridges which make up the Nevada highway system. NDOT is administratively divided into three geographical districts; the Study Area is included in all three (Figure 3.8-2, Nevada Department of Transportation 2013a).

The mission of the Department is to "provide the driving public with a transportation system consistent with the state's social, economic and environmental objectives."

3.8.1.2.2 Air Traffic

Congress has charged the Federal Aviation Administration (FAA) with responsibility for developing plans and policy for the use of the navigable airspace and with responsibility for assigning by regulation or order the use of the airspace necessary to ensure the safety of aircraft and their efficient use (49 United States Code 40103(b); FAA Order 7400.2). The FAA's responsibilities include designation of SUA, which consists of that airspace wherein activities must be confined because of their nature, or wherein limitations are imposed upon aircraft operations that are not a part of those activities, or both. Regulations applicable to all aircraft are regulated by the FAA to define permissible uses of designated airspace and to control that use. These regulations are intended to accommodate the various categories of aviation, whether military, commercial, or general aviation. FAA JO 7400.8W, dated February 12, 2014, provides a listing of all regulatory and non-regulatory SUA areas as well as issued but not yet implemented amendments to those areas established by the FAA. This document is updated and published annually.

In addition to the plans and policies of the FAA for use of navigable airspace, the United States (U.S.) Department of the Navy's (Navy's) follows additional instructions which provide specific guidelines, procedures, and restrictions for military aircraft transiting FRTC airspace, range scheduling procedures, responsibilities for airspace planning and administration, and reporting requirements.

3.8.1.3 Approach to Analysis

Factors used to assess the significance of impacts on vehicle traffic include the extent or degree to which an alternative would seriously disrupt the flow of residential or highway traffic. The Federal Highway Administration uses level of service to characterize the effectiveness and quality of transportation infrastructure performance. Level of service analyzes road traffic flow with corresponding safe driving conditions and has the following level of service rating system:

- Level of service A = Free flow
- Level of service B = Reasonably free flow

[1] The proposed action of this EIS does not seek to limit commercial or general aviation's use of the FRTC.

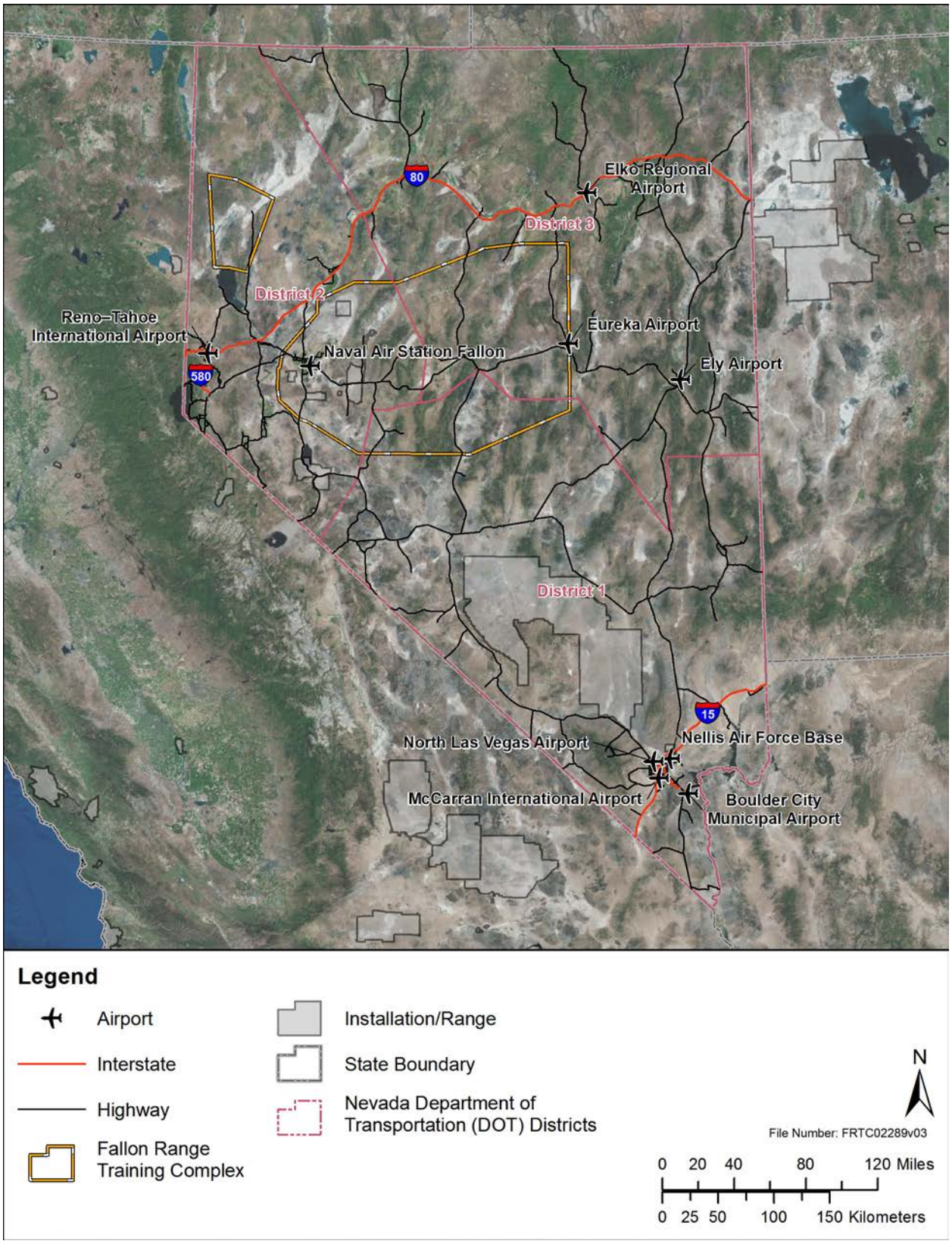


Figure 3.8-2: Department of Transportation Districts and Regional Roadways

- Level of service C = Stable flow
- Level of service D = Approaching unstable flow
- Level of service E = Unstable flow
- Level of service F = Forced or breakdown flow

A serious disruption to vehicular traffic occurs when the level of service of an area increases to an unacceptable level of service of D, E, or F. However, personnel transiting roadways at intersections do so upon appropriate traffic cycles and do not disrupt roadway traffic (Transportation Research Board 2008).

Factors used to assess the significance of impacts on air traffic include consideration of an alternative's potential to result in (1) an airspace modification that would cause disruption to commercial air traffic patterns, or (2) air operations that will markedly restrict civilian aviation in the project area (U.S. Department of the Navy 2013).

Restrictions to the availability of ground or air transportation resources are evaluated to identify specific components that could act as stressors by having direct or indirect effects on the resources. A potential change in level of service would be an impact to ground transportation. A potential change that could affect existing capacity in air transportation such that the increase could not be accommodated within established operational procedures and flight patterns, or that the change might increase collision potential between military and non-participating civilian operations, would be an impact to air transportation resources.

3.8.2 AFFECTED ENVIRONMENT

3.8.2.1 Ground Traffic

U.S. Hwy 95 is the principal north-south transportation corridor traversing between Fallon Naval Air Station (NAS) Bombing Ranges (west and southeast) and Fallon NAS Van Voorhis Field (east). U.S. Hwy 95 continues north from the City of Fallon to connect with Interstate 80 and extends south to Las Vegas, Nevada and Interstate 15.

U.S. Hwy 50 (dubbed the "Loneliest Road in America" by *Life Magazine*) traverses east of Fallon NAS in a southeasterly direction (Nevada Commission on Tourism 2012). U.S. Hwy 50 extends from Carson City, Nevada across the state of Nevada to Baker, Nevada (see Figure 3.8-2).

The annual average daily traffic count for U.S. Hwy 95, south of the City of Fallon, has increased by approximately 1,000 (roughly 22 percent) since 2009 with the 2012 count at 5,600. Traffic counts on U.S. Hwy 50, east of the City of Fallon, have remained stable since 2009 with the 2012 count for U.S. Hwy 50 at an annual average daily traffic count of 1,300 (Nevada Department of Transportation 2013c). The traffic counts on secondary roads reflect the same patterns as established for the primary roads, with a peak in traffic counts in 2009 and stable or declining average daily traffic counts in subsequent years (Nevada Department of Transportation 2013c).

Secondary roads include Nevada State Hwys 723, 117, 715, 115, 720, 118, 19, 120, and 718 (see Figure 3.8-3).

Figure 3.8-3: Primary and Secondary roadways Underlying FRTC Airspace

3.8.2.2 Air Traffic

The Study Area is within the FAA's Western Pacific Region, which includes the states of California, Nevada, Arizona, and Hawaii. Oakland or Salt Lake Air Route Traffic Control Centers (ARTCCs) are the controlling authorities for the FRTC's assigned restricted areas, MOAs, and Air Traffic Control Assigned Airspace (ATCAAs). Management of SUA areas is, in turn, delegated to NAS Fallon Desert Control, which is responsible for issuing airspace clearances.

3.8.2.2.1 Military Air Traffic

FRTC airspace overlays approximately 10.4 million acres of land that includes 9 restricted areas, 15 MOAs, 14 ATCAAs, two supersonic operating areas, and a civilian Visual Flight Rules (VFR) corridor. A complete description of the airspace is available in Section 2.2 (Description of the Fallon Range Training Complex Study Area) and Table 3.8-1. Figure 3.8-4 depicts FRTC's airspace.

Standard Operating Procedures are in place to ensure safety in FRTC airspace. Oakland or Salt Lake ARTCCs are the controlling authorities for FRTC assigned restricted areas, MOAs, and ATCAAs. The Naval Aviation Warfighting Development Center (NAWDC), formerly known as the Naval Strike and Air Warfare Center (NSAWC), is the controlling authority for all ranges and areas within the FRTC. MOAs are SUA that are established to separate military flight activity from Instrument Flight Rules traffic and to identify to VFR traffic where the activity is occurring. Management of SUA areas is, in turn, delegated to NAS Fallon Desert Control, which is responsible for issuing airspace clearances.

Access to any and all ranges at the FRTC must be scheduled through NAWDC as an approved range activity. Aircrew and Range Operations Center (ROC) personnel are jointly responsible for air safety. Prior to releasing weapons, each aircraft conducting training in the airspace and on the ranges of the FRTC shall make a pass without releasing munitions (referred to as a "cold pass") to clearly identify the intended target. During the first cold pass for an exercise, flight crews must ensure that nonparticipating aircraft, ground vehicles, and livestock are clear of the surrounding airspace and the intended target. At all times, two-way radio communication between the ROC and individual aircraft must be established. Aircrews operating within MOAs and ATCAAs are responsible for abiding by the spatial restrictions specified by Desert Control.

Within the FRTC, military assumes responsibility for separation of aircraft (MARSA) applies at all times. FRTC MARSA operations are defined by a letter of agreement between NAWDC and the FAA. When MARSA operations are complete, separation responsibility is relinquished back to Air Traffic Control (U.S. Department of the Navy 2013).

Table 3.8-1: Fallon Range Training Complex Special Use Airspace

No.	Airspace	Description Notes	Floor	Ceiling	Scheduling/Controlling Authority
Restricted Areas (R)					
1.	R-4803	3 nm radius circle	Surface	Up to but not including FL 180	NAWDC/Oakland ARTCC
2.	R-4804A[1]	5 nm and 3 nm radius circles	Surface	Up to but not including FL 180	NAWDC/Oakland ARTCC
3.	R-4804B	5 nm and 3 nm radius circles	FL 180	FL 350	NAWDC/Oakland ARTCC
4.	R-4810	5 nm and 3 nm radius circles	Surface	17,000' MSL	NAWDC/Oakland ARTCC
Restricted Areas (R)					
5.	R-4812[2]	5 nm bounded on the east by R-4804 and on the west by R-4810	Surface	Up to but not including FL 180	NAWDC/Oakland ARTCC
6.	R-4813A	15 nm radius circle	Surface	Up to but not including FL 180	NAWDC/Oakland ARTCC
7.	R-4813B	15 nm radius circle	FL180	FL 350	NAWDC/Oakland ARTCC
8.	R-4816N		1,500' AGL	Up to but not including FL 180	NAWDC/Oakland ARTCC
9.	R-4816S	1 nm north of U.S. Hwy 50	500' AGL	Up to but not including FL 180	NAWDC/Oakland ARTCC
Military Operations Areas (MOAs)					
1.	Fallon North 1[3]		100' AGL	Up to but not including FL 180	NAWDC/Oakland ARTCC
2.	Fallon North 2[3]		100' AGL	Up to but not including FL 180	NAWDC/Oakland ARTCC
3.	Fallon North 3		100' AGL	Up to but not including FL 180	NAWDC/Salt Lake ARTCC
4.	Fallon North 4		200' AGL	Up to but not including FL 180	NAWDC/Salt Lake ARTCC
5.	Fallon South 1		100' AGL	Up to but not including FL 180	NAWDC/Oakland ARTCC
6.	Fallon South 2		100' AGL	Up to but not including FL 180	NAWDC/Oakland ARTCC
7.	Fallon South 3		100' AGL	Up to but not including FL 180	NAWDC/Oakland ARTCC
8.	Fallon South 4[4]		200' AGL	Up to but not including FL 180	NAWDC/Salt Lake ARTCC
9.	Fallon South 5[5]		200' AGL	Up to but not including FL 180	NAWDC/Salt Lake ARTCC

Table 3.8-1: Fallon Range Training Complex Special Use Airspace (continued)

No.	Airspace	Description Notes	Floor	Ceiling	Scheduling/Controlling Authority
10.	Churchill High	3 nm centered to the point of beginning excluding that airspace within R-4803	900' MSL	Up to but not including FL 180	NAWDC/Oakland ARTCC
11.	Churchill Low		500' AGL	9,000' MSL	NAWDC/Oakland ARTCC
12.	Ranch High	Excluding that airspace in R-4810 when active	9,000' MSL	13,000' MSL	NAWDC/Oakland ARTCC
13.	Ranch	Excluding that airspace in R-4810 when active	500' AGL	9,000' MSL	NAWDC/Oakland ARTCC
14.	Carson		500' AGL	Up to but not including FL 180	NAWDC/Oakland ARTCC
15.	Reno		30,000' MSL	FL180	NAWDC/Oakland ARTCC
Air Traffic Control Assigned Airspace (ATCAA)					
1.	Bandit		FL 180	FL 400	NAWDC/Oakland
2.	Fallon North 1[6]		FL 180	FL 400	NAWDC/Oakland ARTCC
3.	Fallon North 2[6]		FL 180	FL 400	NAWDC/Oakland ARTCC
4.	Fallon North 3[6]		FL 180	FL 400	NAWDC/Oakland ARTCC
5.	Fallon North 4[6]		FL 180	FL 400	NAWDC/Oakland ARTCC
6.	Fallon South 1[6]		FL 180	FL 400	NAWDC/Oakland ARTCC
7.	Fallon South 2[6]		FL 180	FL 400	NAWDC/Oakland ARTCC
8.	Fallon South 3[6]		FL 180	FL 400	NAWDC/Oakland ARTCC
9.	Fallon South 4[6]		FL 180	FL 400	NAWDC/Oakland ARTCC
10.	Reno[6]		FL 180	FL 310	NAWDC/Oakland ARTCC
11.	Smokie		FL 180	FL 250	NAWDC/Oakland ARTCC
12.	Diamond		FL 180	FL 280	NAWDC/Salt Lake City ARTCC
13.	Duckwater		FL 180	FL 250	NAWDC/Salt Lake City ARTCC
14.	Zircon		FL 180	FL 500	NAWDC/Salt Lake City ARTCC

Table 3.8-1: Fallon Range Training Complex Special Use Airspace (continued)

No.	Airspace	Description Notes	Floor	Ceiling	Scheduling/Controlling Authority
Supersonic Operating Areas					
1.	Area A		FL 300	N/A	NAWDC/Oakland/Salt Lake City ARTCC
2.	Area B		11,000' MSL	FL 300	NAWDC/Oakland/Salt Lake City ARTCC

[1] Surface to but not including FL 180 excluding 2,000 feet AGL up to but not including 8,500 feet MSL, north of and within 1 nm of U.S. Highway 50 between the intersection of U.S. Highway 50 with W118-26-00 and W118-08-00.

[2] Surface to but not including FL 180 excluding that portion from 2,000 feet AGL up to 8,500 feet MSL which lies north of and 1 nm from U.S. Highway 50, between the intersections of U.S. Highway 50 with W118-25-33 and W118-07-33.

[3] Excluding that airspace within R-4813A when active, and those portions of the Fallon and Stillwater National Wildlife Refuge areas below 3,000 feet AGL.

[4] Airspace encompassed by a 3 nm radius centered on the town of Austin, NV; below 2,000 feet AGL. That airspace encompassed by a 3 nm radius centered on Austin Airport, NV. That airspace 2 nm either side of State Route 722 to the town of Austin, then 2 nm either side of U.S. Highway 50 to the eastern boundary of the Fallon South 4 MOA between 2,000 feet AGL and 10,500 feet MSL.

[5] Excluding that airspace 2 nm either side of U.S. Highway 50 between 2,000 feet AGL and 10,500 feet MSL.

[6] ATCAA overlays a MOA with the same name.

Notes: AGL = above ground level, ARTCC = Air Route Traffic Control Center, ATCAA = Air Traffic Control Assigned Airspace, FL = Flight Level, Hwy = Highway, MOA = Military Operations Area, MSL = mean sea level, nm = nautical miles, NAWDC = Naval Aviation Warfighting Development Center, R = Restricted Area, U.S. = United States

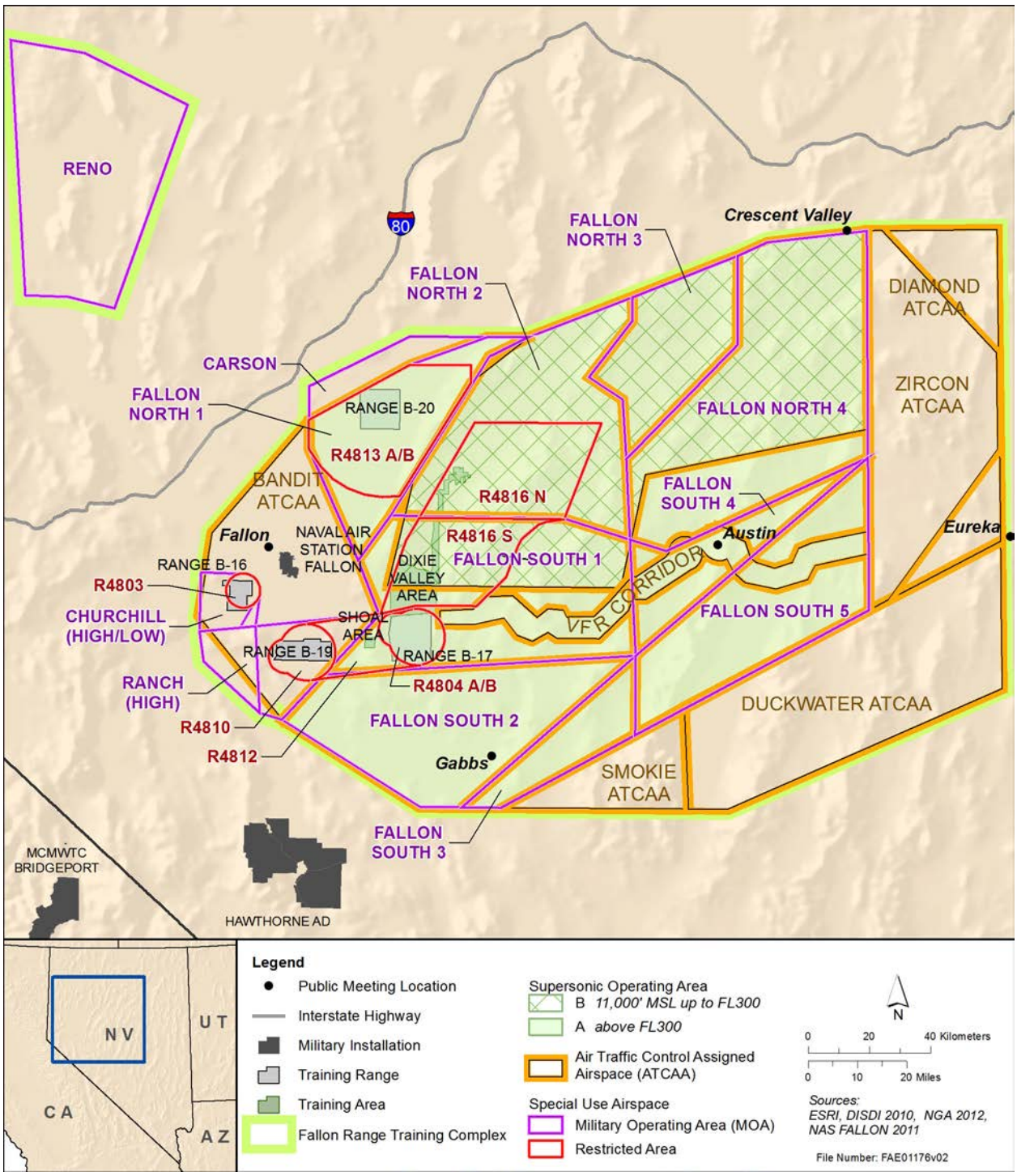


Figure 3.8-4: Fallon Range Training Complex Military Operations Areas and Air Traffic Control Assigned Airspaces

3.8.2.2.2 Civilian Air Traffic

There are numerous registered airports under or near the FRTC SUA. Some of these airports, as well as larger regional and international airports within the Study Area, are depicted in Figure 3.8-4 and identified in Table 3.8-2. Civilian air traffic in the Study area includes scheduled commercial air carrier

services, general aviation flying (i.e. sightseeing, and pilot training) as well as air transport services. Additionally, as mentioned above, there exists within the FRTC a civilian VFR corridor. The corridor exists to facilitate civilian aircraft transit of FRTC's SUA, thus enabling aircraft to not have to fly around the airspace. The civilian VFR corridor (Figure 3.8-4) follows U.S. Hwy 50 from Sand Mountain to Austin, Nevada[2]. The proposed action of this Environmental Impact Statement will not impact general aviation's use of the VFR corridor.

Table 3.8-2: Federal Aviation Administration Registered Airfields Under or Near the FRTC SUA

Name (Location Identification)	Location	Remarks
Austin (TMT)	70 mi. east northeast of Fallon, Nevada	Bureau of Land Management/Public Use
Crescent Valley (U74)	132 mi. northeast of Fallon, Nevada	Bureau of Land Management
Elko Regional Airport (EKO)	181 mi. northeast of Fallon, Nevada	Publicly Owned
Ely Airport (ELY)	206 mi. east of Fallon, Nevada	Publicly Owned
Eureka Airport (05U)	151 mi. east of Fallon, Nevada	County Owned/Public Use
Darrow Field Airport (26NV)	6 mi. southwest of Fallon, Nevada	Private Use Visual Flight Rules
Dayton Valley Airpark (A34)	53 mi. west southwest of Fallon, Nevada	Public Use
Derby Field (LOL)	50 mi. north of Fallon, Nevada	County Owned/Public Use
Dixie Valley Airport (NV30)	50 mi. northeast of Fallon, Nevada	Private Use Visual Flight Rules
Fallon Municipal Airport (FLX)	2 mi. northeast of Fallon, Nevada	Publicly Owned
Fallon Naval Air Station/Van Voorhis Field Airport (NFL)	3 mi. northeast of Fallon, Nevada	Navy-owned
Fallon Southwest Airpark Airport (1NV1)	5 mi. southwest of Fallon, Nevada	Private Use Visual Flight Rules
Gabbs (GAB)	53 mi. southeast of Fallon, Nevada	County Owned/Public Use
Kingston (N15)	77 mi. east of Fallon, Nevada	Public Airport
McCarran International Airport (LAS)	307 mi. southeast of Fallon, Nevada	International Airport
Nellis Air Force Base (LSV)	298 mi. southeast of Fallon, Nevada	U.S. Air Force-owned
North Las Vegas Airport (VGT)	293 mi. southeast of Fallon, Nevada	Publicly Owned
O'Toole Ranch (NV02)	63 mi. east southeast of Fallon, Nevada	Private
Reno-Tahoe International Airport (RNO)	65 mi. west of Fallon, Nevada	International Airport

Notes: mi. = miles, Navy = United States Department of the Navy, U.S. = United States
Source: City-Data.com 2013

As stated above, most SUA is established for military or government use; however, it may also be accessed for civilian air traffic when not reserved for military or government use. Close coordination between military and civilian air traffic control facilities enables safe, effective, real-time use of the FRTC SUA. Under this procedure, regardless of the schedule for the use of a military airspace, civilian aircraft

[2] Altitude restrictions for the civilian VFR corridor are from 2,000 ft. (610 m) to 8,000 ft. (2,438 m) above ground level (AGL) from Sand Mountain to Fairview Peak and then from 2,000 ft. (610 m) to 10,500 ft. (3,200 m) AGL east from Fairview Peak until exiting the FRTC Airspace. From Sand Mountain to Fairview Peak, the corridor extends 1 mile (mi.) (1.6 kilometers [km]) north of Hwy 50. From Fairview Peak to State Hwy 722 at East Gate, the width increases to 1 mi. (1.6 km) north and 2 mi. (3.2 km) south. At East Gate, the corridor widens to 2 mi. on each side of U.S. Hwy 50.

may use SUA until a military aircraft is actually en route to that area. FRTC is responsible for ensuring that civilian air transit of SUA does not conflict with Department of Defense operations and training (U.S. Department of the Navy 2013).

3.8.2.3 Current Requirements and Management Practices

These precautions minimize the potential for interaction between military and civilian activities by communicating hazardous training and testing activities to all vessels, aircraft, and operators. Safely conducting activities in the controlled training and testing areas is ensured through implementation of the Navy's safety policies and procedures that include, but are not limited to, the following:

- Abiding by VFR and Instrument Flight Rules
- Scheduling activities through NAWDC
- Ensuring that the entire hazard zone is clear before commencing hazardous activities
- Coordinating with Range Safety Officers prior to expending military munitions
- Ensuring clearance of appropriate safety zones

3.8.3 ENVIRONMENTAL CONSEQUENCES

This section evaluates how and to what degree the activities described in Chapter 2 (Description of Proposed Action and Alternatives) could impact transportation resources within the Study Area. The analysis focuses on potential impacts and overall changes as they relate to ground and air transportation associated with implementation of all current and proposed military readiness activities and proposed range enhancements at the FRTC. Table 2-4 in Chapter 2 (Description of Proposed Action and Alternatives) presents the baseline and proposed training activities for each alternative. Table 3.0-2 in Chapter 3 (Affected Environment and Environmental Consequences) presents the warfare areas and associated stressors that were considered for analysis. The stressors vary in intensity, frequency, duration and location within the Study Area. The primary stressors applicable to transportation resources in the Study Area and that are analyzed include the following:

- Economics/Usability (Accessibility)

The training categories associated with the transportation stressor of accessibility are Air, Electronic, Strike, and Naval Special Warfare, as well as other training activities as shown in Table 3.8-3.

Table 3.8-3: Transportation Stressor Categories and Number of Training Activities

Components	Area	Air or Ground Traffic Participation		Number of Training Activities		
		Ground	Air	No Action Alternative	Alternative 1	Alternative 2
Transportation Stressors Training Categories						
Air Warfare	NAWDC 1, NAWDC 2		✓	2,582	2,582	2,841
Electronic Warfare	NAWDC 1, NAWDC 2	✓	✓	4,025	4,025	4,428
Strike Warfare	B-16, B-17, B-19, B-20, NAWDC 1, NAWDC 2, EW Range	✓	✓	1,790	1,958	2,154

Table 3.8-3: Transportation Stressor Categories and Number of Training Activities (continued)

Components	Area	Air or Ground Traffic Participation		Number of Training Activities		
		Ground	Air	No Action Alternative	Alternative 1	Alternative 2
Transportation Stressors Training Categories						
Naval Special Warfare	Dixie Valley Training Area, NAWDC 1, NAWDC 2, B-16, Dixie Valley Training Area	✓	✓	75	75	82
Other Training Activities	B-16, B-17, B-19, B-20, Dixie Valley Training Area, Shoal Site, Over the City of Fallon, Nevada	✓	✓	359	766	842

Notes: B = Bravo, EW = Electronic Warfare, NAWDC = Naval Aviation Warfighting Development Center

3.8.3.1 No Action Alternative

3.8.3.1.1 Economics/Usability (Accessibility)

Ground Traffic

Current ground traffic forecasts predict a flat growth rate until 2014. However, by the year 2060 daily traffic is forecasted to double on most highways outside of the metropolitan areas of northern and southern Nevada. Despite this doubling, Nevada's rural highway network is anticipated to have adequate capacity. Any forecast deficiencies are outside the Study Area with the exception of U.S. Hwy 95 to Boulder City (Nevada Department of Transportation 2013d).

Under the No Action Alternative, training activities using ground transportation resources could occur throughout the Study Area and, as indicated in Chapter 2 (Description of Proposed Action and Alternatives), have been ongoing at various levels and frequencies since the 1940s. Activities averaged over the years of 2010–2012 provide the baseline level for this analysis. Under the No Action Alternative, the Navy would not increase the training activities or provide for range investments.

- Air Warfare training is typically conducted in NAWDC 1 and 2 airspace and would have no impact to ground traffic.
- Electronic Warfare training is primarily conducted in FRTC airspace; however, land-based fixed and mobile electronic signal transmitters are used to simulate opposition forces. These signal transmitters consist of specialized electronic equipment with the mobile units mounted on trailers.
- Naval Special Warfare training consists of ground convoy operations, which are tactical ground mobility activities that are primarily conducted on the Bravo (B)-16 range; on occasion and with prior approval, however, existing roads and trails on Bureau of Land Management (BLM) land are used. Any activities on BLM land are coordinated with the NAWDC BLM Liaison.
- Strike Warfare training involves fixed-wing attack aircraft pilots and aircrews in the delivery of military munitions (real and simulated) against a land-based target and would have no impact to ground traffic.
- Other training conducted at the FRTC includes:
    - Proposed dismounted fire and maneuver training which consists of limited vehicle travel on existing roads to position personnel for dismounted maneuvers. This activity would

occur in the Bell Canyon Area of B-17. Although the area is available, training has not been conducted.
- Ground maneuver tactics training (to include ground light amplification by stimulated emission of radiation [LASER] targeting training) involves military vehicles in rough terrain, navigation, vehicle recovery training and transitioning from mounted to dismounted operations. This training is only approved to be conducted on B-16, B-17, and B-19.
- Land demolition and demolition of unexploded ordnance (military munitions), which is conducted in Training Ranges B-17, B-19, and B-20.
- Mission Area Training, which involves marksmanship training on B-19.
- Urban close air support is conducted in the airspace and has no impact on ground transportation.

The location and number of activities proposed for these training activities are shown in Table 3.8-3.

The impact upon ground transportation by military training activities at FRTC is minimal other than transit to and from the training areas. The majority of ground training is contained on FRTC training areas and does not impact the local ground transportation system. With regard to tactical ground mobility training conducted on BLM land, the level of activity is commensurate with the level of public use and is covered under BLM's "casual use" definition. Subsequently, due to the infrequent nature and overall low number of these types of training activities, tactical ground mobility training does not impact the local ground transportation system. During Fiscal Year (FY) 2010, the NDOT implemented the statewide Level of Service Monitoring and Tracking System to determine and establish the congestion level in urban and rural areas. During FY 2010 the baseline for rural roads was established as level of service D for 100 percent of the state of Nevada. For FY 2012, Nevada rural roads still have level of service D or better for 100 percent of roadways (Nevada Department of Transportation 2012).

There would be no anticipated impacts on ground traffic transportation resources as the activities occur on the FRTC in training areas specifically designed for such activities. There would be no anticipated impacts on level of service in the Study Area due to ground transportation accessibility factors as a result of implementation of the No Action Alternative level of training.

Air Traffic

Passenger data for small public airports is not reported to the U.S. Department of Transportation. A Regional Air Service Study conducted for the Nevada Department of Transportation for those Nevada regions outside the major metropolitan areas of Reno and Las Vegas reviewed the existing and forecast population and air service data for airports that are existed or anticipated. The conclusion was that while Nevada is anticipated to increase the State's population by 53 percent by 2030, rural areas such as the Study Area will remain or slightly decline in population due to a growing urbanization of the State to more concentrated population centers in and around Reno and Las Vegas (Nevada Department of Transportation 2009).

Under the No Action Alternative, training activities using air transportation resources could occur throughout the Study Area, and as indicated in Chapter 2 (Description of Proposed Action and Alternatives), have been ongoing at various levels and frequencies since the 1940s. Activities averaged over the years of 2010–2012 provide the baseline level for this analysis. Under the No Action Alternative, the Navy would not increase the training activities or provide for range investments. Training typically conducted in FRTC airspace includes Air, Electronic, and Strike Warfare, and urban

close air support. Naval Special Warfare training consists of ground operations that do not impact air transportation resources. The location and number of activities proposed for these training activities are shown in Table 3.8-3. Additionally, under the No Action Alternative, there would be no impact to the VFR corridor or commercial and general aviation's use of the FRTC airspace.

There would be no adverse impacts to general aviation regarding access or usability of the area because the Navy is not proposing to add or change any of the boundaries or operating hours of the current Military Operating Areas or Restricted Areas that comprise the FRTC Study Area. General aviation outside the FRTC airspace (which includes Eureka airport) would not be adversely impacted by the Proposed Action. Implementation of the No Action Alternative would not result in an increased collision potential between military and non-participating civilian operation due to air transportation accessibility factors in the Study Area.

3.8.3.2 Alternative 1

Under Alternative 1, training activity levels for Air, Electronic, and Naval Special Warfare remain the same as the No Action Alternative. Strike Warfare is proposed to increase by 168 training activities and other training activities increase by 407 training activities over that proposed for the No Action Alternative.

3.8.3.2.1 Economics/Usability (Accessibility)

Ground Traffic

Ground-based activities (as depicted in Table 2-4 in Chapter 2, under other training activities) will increase by 407 over that proposed for the No Action Alternative. This increase will not impact ground traffic transportation resources as the activities occur on the FRTC in training areas specifically designed for such activities. There would be no anticipated impacts on level of service in the Study Area due to ground transportation accessibility factors as a result of implementation of the Alternative 1 level of training.

Air Traffic

There would be no adverse impacts to general aviation under Alternative 1 regarding access or usability of the current training area because the Navy is not proposing to add or change any of the boundaries or operating hours of the current Military Operating Areas or Restricted Areas that comprise the FRTC Study Area. General aviation outside the FRTC airspace (which includes Eureka airport) would not be adversely impacted by the Proposed Action. Implementation of Alternative 1 would not result in an increase that might increase collision potential between military and non-participating civilian operation due to air transportation accessibility factors in the Study Area. Additionally, similar to the No Action Alternative, there would be no impact to the VFR corridor or commercial and general aviation's use of the FRTC airspace under Alternative 1.

3.8.3.3 Alternative 2 (Preferred Alternative)

Under Alternative 2, training activity levels for Air Warfare increase by 259 over those proposed for the No Action Alternative. Electronic Warfare activities increase by 403 over those proposed for the No Action Alternative. Strike Warfare activities increase by 364 over those proposed for the No Action Alternative. Naval Special Warfare activities increase by seven over those proposed for the No Action Alternative. Other training activities increase by 483 over those proposed for the No Action Alternative.

3.8.3.3.1 Economics/Usability (Accessibility)

Ground Traffic

The increase in other training activities (483 over that proposed for the No Action Alternative), as depicted in Table 2-4, are primarily ground-based training activities. This increase will not impact ground traffic transportation resources as the activities occur on the FRTC in training areas specifically designed for such activities. There would be no anticipated impacts on level of service in the Study Area due to ground transportation accessibility factors as a result of implementation of the Alternative 2 level of training.

Air Traffic

There would be no adverse impacts to general aviation under Alternative 2 regarding access or usability of the current training area because the Navy is not proposing to add or change any of the boundaries or operating hours of the current Military Operating Areas or Restricted Areas that comprise the FRTC Study Area. General aviation outside the FRTC airspace (which includes Eureka airport) would not be adversely impacted by the Proposed Action. Implementation of Alternative 2 would not result in an increase that might increase collision potential between military and non-participating civilian operation due to air transportation accessibility factors in the Study Area. Additionally, similar to the No Action Alternative, there would be no impact to the VFR corridor or commercial and general aviation's use of the FRTC airspace under Alternative 2.

3.8.3.4 Proposed Management Practices, Monitoring, and Mitigation Measures

3.8.3.4.1 Proposed Management Practices

Additional management practices are not proposed beyond the established Standard Operating Procedures already in place for separation of civilian and military aircraft.

3.8.3.4.2 Proposed Monitoring

No monitoring measures are warranted for transportation based on the analysis presented in Section 3.8.3 (Environmental Consequences)..

3.8.3.4.3 Proposed Mitigation Measures

No mitigation measures are warranted for transportation based on the analysis presented in Section 3.8.3 (Environmental Consequences).

3.8.3.5 Summary of Effects and Conclusions

Under the No Action Alternative, Alternative 1, or Alternative 2, activities that could impact accessibility would be primarily confined to established FRTC training areas. The aggregate impact on ground and air transportation resources would not observably differ from existing conditions. Table 3.8-4 summarizes the effects of the No Action Alternative, Alternative 1, and Alternative 2.

Table 3.8-4: Summary of Effects on Transportation

Stressors	Effects
No Action Alternative	
Ground Traffic	• The impact upon ground transportation by military training activities at FRTC is minimal other than transit to and from the training areas. • There would be no anticipated impacts on ground traffic transportation resources as the activities occur on the FRTC in training areas specifically designed for such activities. • There would be no anticipated impacts on level of service in the Study Area due to ground transportation accessibility factors as a result of implementation of the No Action Alternative level of training.
Air Traffic	• There would be no adverse impacts to general aviation regarding access or usability of the current training area because the Navy is not proposing to add or change any of the boundaries or operating hours of the current Military Operating Areas or Restricted Areas that comprise the FRTC Study Area. • Implementation of the No Action Alternative would not result in an increased collision potential between military and non-participating civilian operation due to air transportation accessibility factors in the Study Area.
Impact Conclusion	• The No Action Alternative would not result in significant impacts on transportation.
Alternative 1	
Ground Traffic	• Ground-based training would increase but will not impact ground traffic transportation resources as the activities occur on the FRTC in training areas specifically designed for such activities. • There would be no anticipated impacts on level of service in the Study Area due to ground transportation accessibility factors as a result of implementation of the Alternative 1 level of training.
Air Traffic	• There would be no adverse impacts to general aviation regarding access or usability of the current training area because the Navy is not proposing to add or change any of the boundaries or operating hours of the current Military Operating Areas or Restricted Areas that comprise the FRTC Study Area. • Implementation of Alternative 1 would not result in an increase that might increase collision potential between military and non-participating civilian operation due to air transportation accessibility factors in the Study Area.
Impact Conclusion	• Alternative 1 would not result in significant impacts on transportation.
• Alternative 2	
Ground Traffic	• Ground-based training would increase but will not impact ground traffic transportation resources as the activities occur on the FRTC in training areas specifically designed for such activities. • There would be no anticipated impacts on level of service in the Study Area due to ground transportation accessibility factors as a result of implementation of the Alternative 2 level of training.
Air Traffic	• There would be no adverse impacts to general aviation regarding access or usability of the current training area because the Navy is not proposing to add or change any of the boundaries or operating hours of the current Military Operating Areas or Restricted Areas that comprise the FRTC Study Area. • Implementation of Alternative 2 would not result in an increase that might increase collision potential between military and non-participating civilian operation due to air transportation accessibility factors in the Study Area.
Impact Conclusion	• Alternative 2 would not result in significant impacts on transportation.

Note: FRTC = Fallon Range Training Complex

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