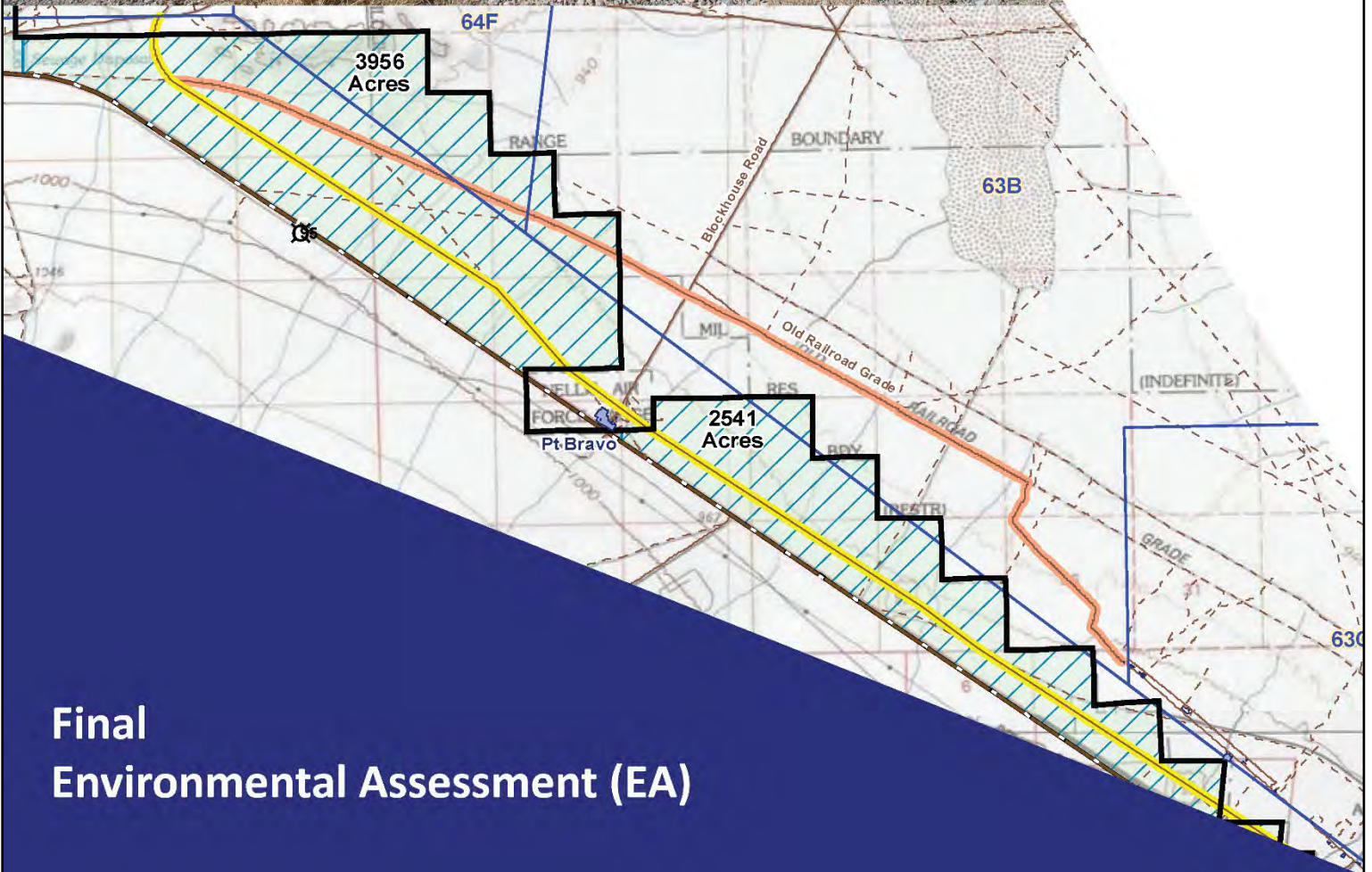


# NEVADA TEST AND TRAINING RANGE (NTTR)

## Expansion of Stagecoach Road in Range 63



February 2026



Final  
Environmental Assessment (EA)

## **FINAL MITIGATED FINDING OF NO SIGNIFICANT IMPACT (FONSI)**

### **1.0 NAME OF THE PROPOSED ACTION**

Nevada Test and Training Range Stagecoach Road Expansion Environmental Assessment.

### **2.0 DESCRIPTION OF THE PROPOSED ACTION AND ALTERNATIVES**

The Air Force proposes to expand or construct a road in the South Range from Range 63C Complex to the Box Canyon Target Residue Area on the Nevada Test and Training Range (NTTR). The road would connect the target areas at Range 63C Complex to Box Canyon. The Proposed Action is needed to provide; a more efficient access between the target maintenance area at Box Canyon and the target locations at Range 63C, provide a secure and safe access for range maintenance activities between Range 63C Complex and Box Canyon by staying on NTTR controlled property and by providing an access road that does not traverse onto active bombing ranges, as well as providing safer access to United States (U.S.) Highway 95 (U.S. 95) for truck traffic. The proposed road would improve movement of personnel and equipment reducing operational and manpower costs by eliminating work losses due to a lack of access across an active bombing range. The Proposed Action is needed to provide secure and safe access for range maintenance activities between Range 63C Complex and Box Canyon by staying on NTTR controlled property and by providing an access road that does not traverse onto active bombing ranges, as well as providing safer access to U.S. 95 for truck traffic.

Two action alternatives are considered and analyzed: the first would be to expand the existing Stagecoach Road which was built on the original Las Vegas to Tonopah Railroad line (Alternative 1); and the second would be to build a new road ("Frontage Road") parallel to U.S. 95 on land currently managed by the Bureau of Land Management (BLM) (Alternative 2). The Frontage Road would be built on undisturbed land approximately one-half mile to the north and east of U.S. 95. Both alternatives include lands managed by BLM but were proposed for withdrawal during the recent Military Lands Withdrawal Legislative Environmental Impact Statement (LEIS) that was analyzed but ultimately not selected by Congress for inclusion in the legislation that would transfer control to the NTTR. Due to this decision, a right-of-way granted by BLM would be required in order to construct a road on public land. The No Action Alternative is also analyzed to provide a benchmark to compare effects of the action alternatives.

### **3.0 SUMMARY OF ENVIRONMENTAL CONSEQUENCES**

The National Environmental Policy Act (NEPA) specifies that an Environmental Assessment (EA) should address those resource areas potentially subject to impacts. In addition, the level of analysis should be commensurate with the anticipated level of environmental impact.

Resources carried forward for detailed analysis in this EA include the following resource areas: biological resources; cultural resources; air quality; land use; earth resources; health and safety; transportation; and water. This EA does not carry forward the following resource areas for detailed analysis because potential impacts would be non-existent or negligible: airspace management and use; noise; recreation and visual

resources; hazardous materials and solid waste; socioeconomics; protection of children; and wildland fire risk and management.

**Biological Resources (mitigated).** Direct impacts to plants, wildlife, and habitat would occur during and after road construction under Alternatives 1 and 2; however, with mitigation measures in place such impacts would be reduced to less than significant and not negatively affect long-term population viability of any species.

Wildlife: Small mammals and reptiles would be displaced and potentially taken during construction. Animals such as birds and large mammals would be temporarily displaced by construction and would relocate to nearby expansive habitats. These animals may return to the general area once construction is completed as a relatively small proportion of range would be converted.

Mojave Desert Tortoise (MDT): The MDT is a federally listed species found in the project area for both Alternatives. The results of an MDT presence/absence survey indicate suitable habitat is present within project boundaries, as are individuals and their burrows, meaning mitigation measures must be implemented during and after construction. Through the Endangered Species Act Section 7 consultation process with U.S. Fish and Wildlife Service (USFWS), the Air Force proposed to mitigate impacts to the MDT through the below measures.

- Worker awareness training
- Pre-construction surveys by experienced biological monitors
- Handling and translocation of the MDT by authorized desert tortoise biologists
- Temporary exclusionary fencing (during construction)
- Permanent exclusionary fencing, to include shade structures, and
- Construction techniques that promote MDT safety (e.g., low shoulder slopes, culvert guards, etc.)
  - All such construction components must be discussed with and approved by the USFWS prior to implementation.

The Air Force received concurrence from the USFWS in March 2022 that, with these mitigation measures implemented, neither Alternative would jeopardize the continued existence of the MDT. The Air Force continues to receive guidance from the USFWS on specific construction details and methods to ensure impacts to the MDT are minimized.

Migratory Birds: As a general rule and as feasible, construction would occur outside of nesting season, which typically occurs between March 1 and September 1. If construction must occur during nesting season, an onsite biological monitor would survey the impacted area for nests prior to construction.

Special Status Flora: In order to avoid significant adverse impacts, roadway design may be modified to the greatest extent possible if these species are encountered during the final design phases. If the plant populations cannot be avoided, these individuals would be transplanted to

the nearest suitable habitat in which this action and future action impacts would avoid the species population. Pre-construction surveys for any special status plant species would be conducted to minimize direct impact.

**Habitat:** Impacts from habitat loss associated with Alternatives 1 and 2 are comparable. However, due to the close proximity of the U.S. 95 corridor, the existing habitat within Alternative 2 could be considered further degraded as road avoidance by a number of native species is most likely. Vegetation would be impacted within the proposed right-of-way. Habitat surrounding right-of-way would be protected using construction best management practices (BMPs) and containing staging and equipment laydown areas within the right of way.

**Cultural Resources.** The Air Force identified 53 prehistoric (2) and historic (51) age resources through a combination of a thorough records search and new surveys within the Alternative 1 and 2 project areas. Four sites had previously been determined to be not eligible for the National Record of Historic Places (NRHP). The other sites were newly recorded by Air Force surveys and were all recommended as not eligible for the NRHP. The Air Force received concurrence from the Nevada State Historic of Preservation Office (SHPO) in March 2025 that the recently surveyed sites were not eligible for the NRHP and further concurred with a finding of no adverse effect for the undertaking a whole. See Appendix A for correspondence with the SHPO.

**Air Quality.** Estimated uncontrolled air emissions would be less than *de minimis* levels and be considered less than significant under either Alternatives 1 or 2. Controls such as dust suppression techniques would significantly reduce particulate matter emissions. Under the No Action Alternative, there would be no change to existing conditions; therefore, no impacts would occur.

**Land Use.** Expanding the existing Stagecoach Road would be wider and paved but not alter existing land use under Alternative 1. Alternative 2 would be constructed on land currently managed by BLM and would require a right-of-way issued by the agency prior to construction. Under the No Action Alternative, there would be no change to existing conditions; therefore, no impacts would occur.

**Earth Resources.** No impacts to soils would result from Alternative 1. Similarly, Alternative 2 would not have impacts to soils and earth resources. Under either alternative, stormwater control procedures would be implemented to reduce stormwater runoff and erosion. Under the No Action Alternative, there would be no change to existing conditions; therefore, no impacts would occur.

**Health and Safety.** Current health and safety procedures would be utilized, and no additional health and safety impacts would result from Alternatives 1 or 2. Under the No Action Alternative, there would be no change to existing conditions; therefore, no impacts would occur.

**Transportation.** From a transportation/traffic perspective, Alternatives 1 or 2 would alleviate potentially risky access to U.S. 95 for the target maintenance vehicles (trucks).

**Water.** An increase of stormwater runoff potential would be associated with both Alternative 1 and 2 due to the conversion of permeable ground to impermeable roadway. Due to the existing present C class soils

within the action area and their associated low recharge rates, coupled with a low annual rainfall amount, the increase in runoff potential would be expected to be low.

#### **4.0 CONCLUSION**

On the basis of the findings of the EA, no significant impact to human health or the natural environment would be expected from implementation of Alternative 1, Alternative 2, or the No Action Alternative with mitigation measures in place. Therefore, issuance of a Mitigated FONSI is warranted, and preparation of an Environmental Impact Statement, pursuant to the NEPA of 1969 (Public Law 91-190) is not required for this action.

---

MATTHEW T. OLSON, Col, USAF  
Chief, Civil Engineer Division  
Air Combat Command