

# RENO-STEAD AIRPORT MASTER PLAN

ENVIRONMENTAL OVERVIEW | APRIL 2026

Prepared by:



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# LIST OF ACRONYMS

AIP – Airport Improvement Program	NDEP – Nevada Division of Environmental Protection
AQMD – Air Quality Management Division	NEPA – National Environmental Policy Act
BGEPA – Bald and Golden Eagle Protection Act	NEPAssist – EPA’s NEPA Screening Tool
BLM – Bureau of Land Management	NHPA – National Historic Preservation Act
BMP – Best Management Practices	NNPH – Northern Nevada Public Health
CAA – Clean Air Act	NPS – National Park Service
CATEX – Categorical Exclusion	NRCA – Natural Resource Consideration Areas
CEQ – Council on Environmental Quality	NRCS – Natural Resources Conservation Service
CERCLA – Comprehensive Environmental Response, Compensation, and Liability Act	NRHP – National Register of Historic Places
CGP – Construction General Permit	NWI – National Wetlands Inventory
COR – Corridor Mixed Use	NVFCFA – North Valleys Flood Control Hydrologic Analysis
CWA – Clean Water Act	OU1 – Operable Unit 1
dB – decibels	PM-10 / PM-2.5 – Particulate Matter (10 microns / 2.5 microns)
DNL – Day-Night Sound Level	RCRA – Resource Conservation and Recovery Act
EA – Environmental Assessment	SHPO – State Historic Preservation Office
EIS – Environmental Impact Statement	SMP – Soil Management Plan
EO – Executive Order	SWPPP – Stormwater Pollution Prevention Plan
EPA – Environmental Protection Agency	THPO – Tribal Historic Preservation Office
ESA – Endangered Species Act	TMRDM – Truckee Meadows Regional Drainage Manual
FEMA – Federal Emergency Management Agency	TMRPA – Truckee Meadows Regional Planning Agency
FIRM – Flood Insurance Rate Map	TMWA – Truckee Meadows Water Authority
FONSI – Finding of No Significant Impact	TPY – Tons Per Year
FPPA – Farmland Protection Policy Act	TRI – Toxic Release Inventory
GHG – Greenhouse Gas	USACE – United States Army Corps of Engineers
HASP – Health and Safety Plan	USFWS – United States Fish and Wildlife Service
IPaC – Information for Planning and Consultation (USFWS Tool)	USGS – United States Geological Survey
MA – Mixed-Use Airport (zoning)	WOTUS – Waters of the United States
MBTA – Migratory Bird Treaty Act	
NAAQS – National Ambient Air Quality Standards	
NAC – Nevada Administrative Code	

## CHAPTER 6. ENVIRONMENTAL OVERVIEW

This chapter presents environmental considerations and factors pertinent to the long-term planning of the Reno–Stead Airport (RTS). The environmental baseline and natural resource analyses summarized herein are consistent with the *Natural Resource Consideration Areas (NR-4)* policies of the 2024 Truckee Meadows Regional Plan and are compiled from numerous sources, including applicable federal, state, and regional datasets and guidance.

### Introduction

The purpose of considering environmental factors in airport master planning is to help the Airport sponsor evaluate potential development alternatives and expedite future environmental evaluations. Airport planning provides the basis for a project’s purpose and need and aids in completing an environmental evaluation to fulfill requirements set forth by the National Environmental Policy Act (NEPA) of 1969.

The NEPA process evaluates the environmental effects of a federal undertaking, including its alternatives. There are three (3) levels of analysis: categorical exclusion (CATEX) determination; preparation of an environmental assessment/finding of no significant impact (EA/FONSI); and preparation of an environmental impact statement (EIS).

- **CATEX:** An undertaking may be categorically excluded from a detailed environmental analysis if it meets certain criteria that a federal agency has previously determined as normally having no significant environmental impact.
- **EA/FONSI:** At the second level of analysis, a federal agency prepares an EA to determine if a federal undertaking would significantly affect the environment. If the answer is no, the agency issues a FONSI, which may include measures to mitigate potentially significant impacts.
- **EIS:** If the EA determines that the environmental consequences of a proposed federal undertaking may be significant, an EIS is prepared. An EIS is a more detailed evaluation of the proposed action and alternatives.

### Aviation Emissions and Air Quality

The Clean Air Act (CAA) is the primary federal statute governing air quality and air pollution. The CAA regulates air pollutant emissions from stationary and mobile sources and authorizes the U.S. Environmental Protection Agency (EPA) to establish National Ambient Air Quality Standards (NAAQS) for six (6) pollutants, called criteria pollutants. The criteria pollutants include carbon monoxide (CO), lead (Pb), nitrogen dioxide (NO<sub>2</sub>), ozone (O<sub>3</sub>), particle pollution (PM-10 and PM-2.5), and sulfur dioxide (SO<sub>2</sub>).<sup>1</sup> Areas where concentrations of criteria pollutants are below (i.e., within) the threshold levels are designated as “attainment” areas. Areas where concentrations of criteria pollutants are above the

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<sup>1</sup> EPA. Criteria Air Pollutants. Accessed October 15, 2025. <https://www.epa.gov/criteria-air-pollutants>.

threshold levels are designated as “nonattainment” areas. Areas with prior nonattainment status that have since transitioned to attainment are designated as attainment areas with a maintenance plan, also referred to as “maintenance” areas.

According to the EPA Nonattainment and Maintenance Area Dashboard, RTS is located in Washoe County, which is designated as a maintenance area for PM-10 (1987 Standard).<sup>2</sup> The designation date is February 7, 2001. The most recent design value for PM-10 is 5.3 estimated exceedances (2020–2022), and the area does not meet NAAQS for this standard. Based on the Reno–Tahoe Airport Authority’s (RTAA) 2025 emissions inventory, RTS facility-wide potential to emit is approximately 0.23 tons per year (TPY) PM, 0.68 TPY PM10, 0.06 TPY SO<sub>2</sub>, 0.47 TPY NO<sub>x</sub>, 2.84 TPY CO, 0.80 TPY volatile organic compound (VOC), and 268 TPY CO<sub>2</sub>e, as outlined in Table 6-1.<sup>3</sup> Emissions are primarily from natural gas combustion in heating units, emergency generators, and fuel dispensing operations.

The Nevada Division of Environmental Protection (NDEP) is the state agency delegated by the EPA to issue air quality permits. The Northern Nevada Public Health (NNPH), formerly known as the Washoe County Health District, operates an Air Quality Management Division (AQMD) with specific responsibilities delegated by state and federal authorities to manage air quality in Washoe County, Nevada.

Environmental review of Airport projects will require an air quality analysis of criteria pollutants, which should be completed in accordance with the most current version of the Federal Aviation Administration’s (FAA) *Aviation Emissions and Air Quality Handbook* and FAA Order 1050.1G, *National Environmental Policy Act Implementing Procedures* (effective June 30, 2025). To minimize air quality impacts during construction, recommended emission reduction strategies include:

- Re-using materials onsite.
- Using locally sourced materials to reduce vehicle trips and trip distances.
- Adopting dust control measures during construction.

**Table 6-1. 2025 Reno–Tahoe Airport Authority Emissions Inventory**

Pollutant	Tons Per Year
PM	0.23
PM10	0.68
SO <sub>2</sub>	0.06
NO <sub>x</sub>	0.47
CO	2.84
VOC	0.80
CO <sub>2</sub> e	268

Source: Reno–Tahoe Airport Authority. 2025 emissions inventory.

<sup>2</sup> EPA. Nonattainment and Maintenance Area Dashboard. Accessed October 15, 2025. <https://awsedap.epa.gov/public/extensions/specs-area-dashboard/index.html>.

<sup>3</sup> EPA. Nonattainment and Maintenance Area Dashboard. Accessed November 6, 2025. <https://www.epa.gov/green-book>.

Washoe County is designated a maintenance area for PM<sub>10</sub> (1987 standard) with a maintenance plan in effect since February 7, 2001. Project-level evaluations at RTS document State Implementation Plan consistency and, where applicable, general conformity applicability. For typical hangar/apron development at RTS, recent FAA documents have found project emissions to be below de minimis thresholds, with dust control and construction BMPs. Recommended construction emission reduction strategies include: (1) reuse of materials onsite; (2) sourcing materials locally to reduce vehicle miles traveled; and (3) robust dust control measures during grading and hauling.

### **Greenhouse Gas (GHG) and Climate Considerations**

FAA Order 1050.1G no longer treats climate change as a standalone NEPA impact category, but GHG emissions may be addressed when relevant to a proposed action's environmental effects.<sup>4</sup> Analyses are scaled to project size and follow FAA and CEQ guidance in effect at the time of review. This Master Plan does not establish additional requirements beyond those federal processes.

Based on the RTAA's 2025 emissions inventory, RTS generates approximately 268 tons of CO<sub>2</sub>e annually, which is small relative to regional community-wide emissions. Most typical development at RTS (e.g., hangar/apron improvements) results in minimal GHG changes and is generally addressed qualitatively during project-level NEPA review.

Washoe County's 2025 Climate Action Plan sets a goal of net-zero GHG emissions by 2050,<sup>5</sup> and the City of Reno's 2019–2025 Sustainability and Climate Action Plan targets a 40% reduction by 2030 from 2008 levels.<sup>6</sup> Regional climate goals provide useful local context. RTS may consider opportunities for alignment where appropriate and consistent with FAA guidance. Although RTS does not currently monitor GHG emissions, future projects can consider climate impacts as part of broader environmental evaluations, consistent with FAA Order 1050.1G and CEQ guidance. Future analyses will follow the FAA and CEQ guidance in effect at the time of project-level review.

## Biological Resources

Section 7 of the Endangered Species Act (ESA) applies to the actions proposed or performed by federal agencies and sets forth requirements to determine if the proposed action(s) may impact endangered or threatened species. In accordance with Section 7 of the ESA, the FAA must initiate consultation with the U.S. Fish and Wildlife Service (USFWS) and/or National Marine Fisheries Service if the FAA determines that an action may affect a threatened or endangered species or designated critical habitat.

### **Threatened, Endangered, or Proposed Species**

The USFWS Information for Planning and Conservation (IPaC) online system provides information regarding federally designated proposed, candidate, threatened, and endangered species, final critical

<sup>4</sup> FAA. Order 1050.1G, *National Environmental Policy Act Implementing Procedures (June 2025)*. Accessed March 11, 2026. [https://www.faa.gov/regulations\\_policies/orders\\_notices/index.cfm/go/document.current/documentnumber/1050.1](https://www.faa.gov/regulations_policies/orders_notices/index.cfm/go/document.current/documentnumber/1050.1).

<sup>5</sup> Washoe County. *Climate Action Plan 2025: Goal: Net-zero greenhouse gas emissions by 2050* Accessed October 15, 2025, at <https://www.washoecounty.gov/climate/index.php>.

<sup>6</sup> City of Reno. Environmental Services. *2019-2025 Sustainability and Climate Action Plan*. Accessed March 2, 2026. <https://www.reno.gov/community/sustainability>.

habitats, species of conservation concern, and service refuges that may occur in an identified area or may be affected by proposed activities.<sup>7</sup>

Based on the official IPaC species list for RTS, the following species may occur within the project area:

- California condor (*Gymnogyps californianus*) – Experimental population, non-essential
- Carson wandering skipper (*Pseudocopaeodes eunus obscurus*) – Endangered
- Monarch butterfly (*Danaus plexippus*) – Proposed threatened
- Webber's ivesia (*Ivesia webberi*) – Threatened

### **California Condor**

The California condor is listed under the ESA as an experimental, non-essential population. This species is one of the largest flying birds in North America, with a wingspan of up to 9.5 feet. Historically, condors ranged widely across western North America, but their population declined due to habitat loss, lead poisoning, and other human-related factors. Today, condors are primarily found in designated recovery areas in California, Arizona, Utah, and northern Mexico. While the species is identified in the IPaC report for the RTS vicinity, no critical habitat overlaps the Airport property. Given the lack of suitable nesting or foraging habitat within RTS boundaries, the California condor is unlikely to occur at the Airport.

### **Carson Wandering Skipper**

The Carson wandering skipper is a small butterfly listed as endangered under the ESA. It is endemic to alkaline meadows and saltgrass habitats in western Nevada and eastern California. These habitats typically occur in areas with moist soils and specific plant communities dominated by saltgrass (*Distichlis spicata*), which serve as larval host plants. RTS is located in a high-desert environment with disturbed soils and developed airport infrastructure, which do not provide suitable conditions for saltgrass or alkaline meadow ecosystems. Therefore, the Carson wandering skipper is unlikely to occur within the Airport boundary.

### **Monarch Butterfly**

The monarch butterfly was proposed for listing as threatened under the ESA in December 2024. Monarchs rely on milkweed species for reproduction, as larvae feed exclusively on milkweed leaves. Adults feed on nectar from a variety of flowering plants. Proposed critical habitat for monarchs exists in parts of the western United States; however, RTS does not overlap any designated critical habitat. Vegetation within RTS is primarily disturbed and regularly maintained, and milkweed is unlikely to be present. Consequently, monarch butterflies are unlikely to occur within the Airport boundary.

### **Webber's Ivesia**

Webber's Ivesia is a perennial herb listed as threatened under the ESA. It typically occurs in open, rocky, or sandy soils within sagebrush ecosystems at elevations between 4,800 and 6,500 feet. While RTS is located within the general elevation range, the Airport property is highly disturbed and developed, lacking the intact sagebrush habitat required for this species. Final critical habitat for Webber's Ivesia

<sup>7</sup> USFWS. 2025. IPaC Information for Planning and Consultation. Accessed October 15, 2025. <https://IPaC.ecosphere.fws.gov/>.

exists in northern Nevada, but RTS does not overlap any designated areas. Therefore, this species is unlikely to occur within RTS boundaries.

### **TMRPA NRCA Mapping (Regional Habitat Modeling)**

The Truckee Meadows Regional Planning Agency (TMRPA) Natural Resource Consideration Areas (NRCA) map identifies the entire RTS airport property as overlapping mapped habitat for the Carson wandering skipper and Webber's ivesia.<sup>8</sup> These mapped designations reflect regional-scale habitat modeling and species occurrence data used for long-range planning purposes.

### **General Habitat Suitability at RTS**

Although the NRCA mapping indicates potential habitat across the Airport, existing conditions at RTS consist primarily of developed airfield surfaces, disturbed soils, and maintained infrastructure that generally do not support the intact alkaline meadow or sagebrush communities required by these species. As a result, the presence of mapped habitat does not indicate confirmed on-site occurrence. Based on the official IPaC list for the RTS action area, no USFWS-designated critical habitat overlaps the Airport property for the species identified; where critical habitat exists regionally (e.g., Webber's ivesia, proposed monarch), mapped units do not intersect RTS.

Wildlife considerations at RTS are addressed at a planning level through review of regional datasets, regulatory mapping, and applicable FAA guidance. Wildlife management is implemented through ongoing operational practices consistent with FAA AC 150/5200-33C. This Master Plan does not include site-specific wildlife occurrence data or inventories; detailed wildlife assessments and coordination, if warranted, would occur during future project-level environmental reviews.

### **Future Project-Level Biological Coordination**

Future project-level actions involving previously undisturbed areas would require site-specific biological review and coordination with the U.S. Fish and Wildlife Service, as appropriate, to confirm species presence or absence and to determine any required avoidance or minimization measures. Recognition of the NRCA designations at the master-planning level supports regional plan consistency while allowing detailed environmental review to occur during subsequent project-specific NEPA evaluations.

### **Wildlife Hazard Management Under FAA AC 150/5200-33C**

Wildlife hazard management at RTS is addressed through operational practices consistent with FAA AC 150/5200-33C, *Hazardous Wildlife Attractants on or near Airports*<sup>9</sup> and FAA CertAlert No. 98-05, *Grasses Attractive to Hazardous Wildlife*.<sup>10</sup> These practices focus on minimizing wildlife attractants within and near the airfield environment through habitat modification, vegetation management, drainage design and maintenance, and coordination among airport personnel. As part of these habitat management practices RTS maintains designated firebreak areas around airfield facilities, which reduce vegetation,

<sup>8</sup> Truckee Meadows Regional Planning Agency. Natural Resource Consideration Areas Map. Accessed October 15, 2025. <https://tmrpa.maps.arcgis.com/apps/webappviewer/index.html?id=1dd04323d4d948379215ad317b881fe4>.

<sup>9</sup> FAA. 2020. Advisory Circular 150/5200-33C. *Hazardous Wildlife Attractants on or near Airports*. Accessed October 15, 2025. [https://www.faa.gov/documentLibrary/media/Advisory\\_Circular/150-5200-33C.pdf](https://www.faa.gov/documentLibrary/media/Advisory_Circular/150-5200-33C.pdf)

<sup>10</sup> FAA. 1998. *CertAlert No. 98-05. Grasses Attractive to Hazardous Wildlife*. Accessed October 15, 2025, at [https://www.faa.gov/sites/aa.gov/files/airports/airport\\_safety/wildlife/resources/cert9805.pdf](https://www.faa.gov/sites/aa.gov/files/airports/airport_safety/wildlife/resources/cert9805.pdf)

lower fuel loads, and limit wildlife forage opportunities, further minimizing potential attractants consistent with FAA wildlife hazard management practice.

Wildlife hazard management considerations are incorporated into airport operations and future project planning to reduce the potential for wildlife-aircraft strike risks. This Master Plan does not establish site-specific wildlife hazard mitigation requirements; detailed evaluations and measures, if needed, would be addressed during project-level environmental review and operational planning.

## Migratory Birds

Migratory birds are protected by the Migratory Bird Treaty Act (MBTA), and the bald eagle and golden eagle are further protected by the Bald and Golden Eagle Protection Act (BGEPA). The MBTA prohibits the taking (including killing, capturing, selling, trading, and transporting) of protected migratory bird species without prior authorization by the USFWS.<sup>11</sup> The BGEPA prohibits the taking of bald or golden eagles, including their parts, nests, or eggs; the BGEPA defines "take" as to "pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, molest or disturb."<sup>12</sup> Work that could lead to the take of an avian species protected under the MBTA and/or the BGEPA should be coordinated with the USFWS before any actions are pursued.

The IPaC report identifies numerous Birds of Conservation Concern (BCC) that may occur in the RTS area, including:

- American avocet (*Recurvirostra americana*)
- American white pelican (*Pelecanus erythrorhynchos*)
- Black swift (*Cypseloides niger*)
- Bobolink (*Dolichonyx oryzivorus*)
- California gull (*Larus californicus*)
- Calliope hummingbird (*Selasphorus calliope*)
- Golden eagle (*Aquila chrysaetos*)
- Bald eagle (*Haliaeetus leucocephalus*)
- Sage thrasher (*Oreoscoptes montanus*)
- Pinyon jay (*Gymnorhinus cyanocephalus*)

Breeding seasons for these species range from early spring through late summer. It is recommended that project activities consider timing restrictions and avoidance measures to minimize impacts as appropriate.

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<sup>11</sup> USFWS. 2025. Migratory Bird Treaty Act of 1918. Accessed October 15, 2025. <https://www.fws.gov/law/migratory-bird-treaty-act-1918>.

<sup>12</sup> USFWS. 2025. Bald and Golden Eagle Protection Act. Accessed October 15, 2025.

## Wildlife Hazards

Wildlife hazards at RTS are influenced by its location in northern Nevada’s high-desert environment, which includes open rangeland, intermittent surface water features, and surrounding undeveloped lands. These conditions can attract wildlife species that may pose potential hazards to aircraft operations, including large mammals, flocking bird species, and raptors.

Consistent with FAA AC 150/5200-33C,<sup>13</sup> wildlife hazards are evaluated based on the potential for wildlife-aircraft strike risk and the presence of features that may attract hazardous wildlife near airport operating areas. Review of the FAA Wildlife Strike Database<sup>14</sup> indicates that wildlife strikes have occurred historically at RTS, though at a relatively low frequency. Between June 1993 and October 2025, three FAA-reported wildlife strikes were recorded, two of which resulted in aircraft damage. These data provide context for understanding general wildlife hazard conditions at the Airport.

At the master planning level, identification of wildlife hazard conditions supports long range land use compatibility, infrastructure planning, and environmental screening for future projects. While wildlife strike occurrences at RTS have been relatively infrequent, the presence of surrounding undeveloped lands and intermittent surface water features underscores the importance of considering wildlife hazards during planning and design to avoid introducing new attractants or increasing exposure to wildlife aircraft strike risk.

Portions of the Airport and adjacent areas drain toward closed basin systems associated with Swan (Lemmon) Lake and Silver Lake. These features may intermittently concentrate surface water following storm events and can function as seasonal wildlife attractants, reinforcing the importance of considering wildlife hazards during airport planning and future project development.

## Coastal Resources

RTS resides in Washoe County, Nevada, which is not near a coastal zone as defined by the Coastal Zone Management Act of 1972,<sup>15</sup> nor is RTS located in the Coastal Barrier Resources System<sup>16</sup> as defined by the USFWS. There are no coastal resources or coastal zone management plans associated with the Airport, as the closest coastal zone—the Pacific Ocean—is over 200 miles to the west of the Airport.

## Department of Transportation Act 4(f)

Section 4(f) of the Department of Transportation Act states that the Secretary of Transportation will not approve any program or project that requires the use of any publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge or historic site of national, state, or local significance as

<sup>13</sup> FAA. 2020. Advisory Circular 150/5200-33C. *Hazardous Wildlife Attractants on or near Airports*. Accessed October 15, 2025. [https://www.faa.gov/documentLibrary/media/Advisory\\_Circular/150-5200-33C.pdf](https://www.faa.gov/documentLibrary/media/Advisory_Circular/150-5200-33C.pdf).

<sup>14</sup> FAA. Wildlife Strike Database. Accessed October 15, 2025. <https://wildlife.faa.gov/search>.

<sup>15</sup> NOAA. Office for Coastal Management. 2025. Coastal Zone Management Act. Accessed October 15, 2025. <https://coast.noaa.gov/czm/act/>.

<sup>16</sup> USFWS. 2025. Coastal Barrier Resources System mapper. Accessed October 15, 2025. <https://fwsprimary.wim.usgs.gov/CBRSMapper-v2/>.

determined by the officials having jurisdiction thereof, unless there is no feasible and prudent alternative and the project includes all possible planning to minimize harm resulting from the use.<sup>17</sup>

A property must be a significant resource for Section 4(f) to apply. Any part of a Section 4(f) property is presumed to be significant unless there is a statement of insignificance relative to the entire property by the federal, state, or local official having jurisdiction over the property. Section 4(f) protects only those historic or archaeological properties that are listed or eligible for inclusion on the National Register of Historic Places (NRHP), except in unusual circumstances. Any proposed airfield improvements that may directly or indirectly affect NRHP-eligible resources would be considered a physical or constructive “use” of Section 4(f) properties, respectively. Avoidance and minimization measures must be considered before mitigation can be pursued.

The Lear Hangar (B18849), located south of the west end of runway 08/26 within the Airport, is listed as eligible for the NRHP under Criteria A and B due to its association with William P. Lear and the history of aircraft service and technology.<sup>18</sup>

The nearest NRHP-listed property is the Peavine Ranch (NRHP Reference # 00000337), located approximately 2.0 miles southwest of RTS, at 11220 N. Virginia Street, Reno, listed April 6, 2000. Any project alternatives that would require use (direct, temporary, or constructive) of Peavine Ranch would trigger Section 4(f) evaluation.

Section 4(f) applies to publicly owned parks and recreation areas that are open to the public and have recreation as a major purpose; it also applies to publicly owned wildlife and waterfowl refuges (full public access is not required for refuges). The determination is made in consultation with the officials with jurisdiction.

Representative publicly owned recreation resources in the RTS vicinity that could be relevant for long range planning and compatibility screening include:

- **Parks and Recreation Areas:** Nearby publicly owned parks include Dorothy McAlinden Park (1.0 mile south), Lemmon Valley Park (1.5 miles southeast), and North Valleys Regional Park (2.4 miles south). These are outside the RTS boundary and not expected to be affected by future projects.
- **Wildlife Refuges:** Stillwater National Wildlife Refuge (~75 miles east) is the nearest federally managed refuge. No use is anticipated.

To ensure compliance with Section 4(f) of the Department of Transportation Act, future airport development at RTS will follow a tiered strategy that includes:

<sup>17</sup> Code of Federal Regulations. Title 23, Chapter I, Subchapter H, Part 774, *Parks, Recreation Areas, Wildlife and Waterfowl Refuges, and Historic Sites (Section 4(f))*. Accessed October 15, 2025. <https://www.ecfr.gov/current/title-23/chapter-I/subchapter-H/part-774>.

<sup>18</sup> Kautz Environmental Consultants, Inc. 2021. *Architectural Inventory West of the Stead Airport (KEC Project 1250)*. Prepared for Reno-Tahoe Airport Authority and FAA.

- **Avoidance:** Airport alternatives can be screened to avoid direct, temporary, or constructive use of Section 4(f) properties.
- **De Minimis Findings:** If minor impacts are unavoidable, FAA may issue a “de minimis finding” with concurrence from the official(s) with jurisdiction.
- **Coordination:** Any potential use of Section 4(f) properties will require consultation with SHPO, Tribal Historic Preservation Offices (THPO), or other officials with jurisdiction, and documentation in the NEPA record.

## Land and Water Conservation Fund Act of 1965 6(f)

Section 6(f) of the Land and Water Conservation Fund (LWCF) Act establishes a grant program for states and local governments to acquire and develop public outdoor recreation sites and facilities.<sup>19</sup> Section 6(f)(3) states, “No property acquired or developed with assistance under this section shall, without the approval of the Secretary, be converted to other than public outdoor recreation uses. The Secretary shall approve such conversion only if he/she finds it to be in accord with the then existing comprehensive statewide outdoor recreation plan and only upon such conditions as he/she deems necessary to assure the substitution of other recreation properties of at least equal fair market value and of reasonably equivalent usefulness and location.”

The LWCF program is administered by the National Park Service (NPS) in partnership with state agencies.<sup>20</sup> Any airport development project that may affect LWCF-funded properties requires coordination with the appropriate state agency and the NPS to ensure compliance with Section 6(f). The closest 6(f) properties are:

- Swan Lake Nature Study Area, located near the southeast corner of RTS
- Lemmon Valley Park, located 1.4 miles southeast of RTS
- North Valleys Regional Park, located 2.3 miles south of RTS
- Humboldt-Toiyabe National Forest, located 2.7 miles south of RTS<sup>21</sup>
- Cold Springs Park, located 3.9 miles west of RTS

If any proposed airport improvements would require the use or conversion of these properties, compliance with Section 6(f) would be required, including coordination with NPS and the Nevada Division of State Parks.

## Farmlands

The Farmland Protection Policy Act (FPPA) regulates federal actions with the potential to convert farmland to non-agricultural uses. Farmland includes prime farmland, unique farmland, and land of

<sup>19</sup> NPS. Land and Water Conservation Fund. Accessed October 15, 2025. <https://www.nps.gov/subjects/lwcf/stateside.htm>.

<sup>20</sup> LWCF. Coalition, Map of LWCF Programs. Accessed October 15, 2025. <https://lwcf.tplgis.org/mappast/>.

<sup>21</sup> LWCF. The Land and Water Conservation Fund. Past Projects. Accessed March 2, 2026. <https://lwcf.tplgis.org/mappast/>.

statewide or local importance. Soils information was obtained from the Natural Resources Conservation Service (NRCS) Web Soil Survey and National Cooperative Soil Survey series descriptions.<sup>22</sup>

According to the NRCS report, soils within the RTS area include a mix of prime farmland (if irrigated), farmland of statewide importance (if irrigated), and non-prime farmland. Table 6-2 summarizes the major soil map units and their farmland classification, and Figure 6-1 presents the NRCS Farmland Classification map.

Land inside RTS is not irrigated; therefore, these soils do not currently qualify as prime farmland. However, FPPA compliance may require completion of the Farmland Conversion Impact Rating Form (AD-1006) for any proposed airport development that could impact these soils. A combined score of 200–260 points on Form AD-1006 indicates a significant threshold for farmland conversion. Because RTS is not irrigated and many areas are committed to development, these soils do not currently trigger FPPA compliance thresholds.

**Table 6-2. Soils at Reno–Stead Airport**

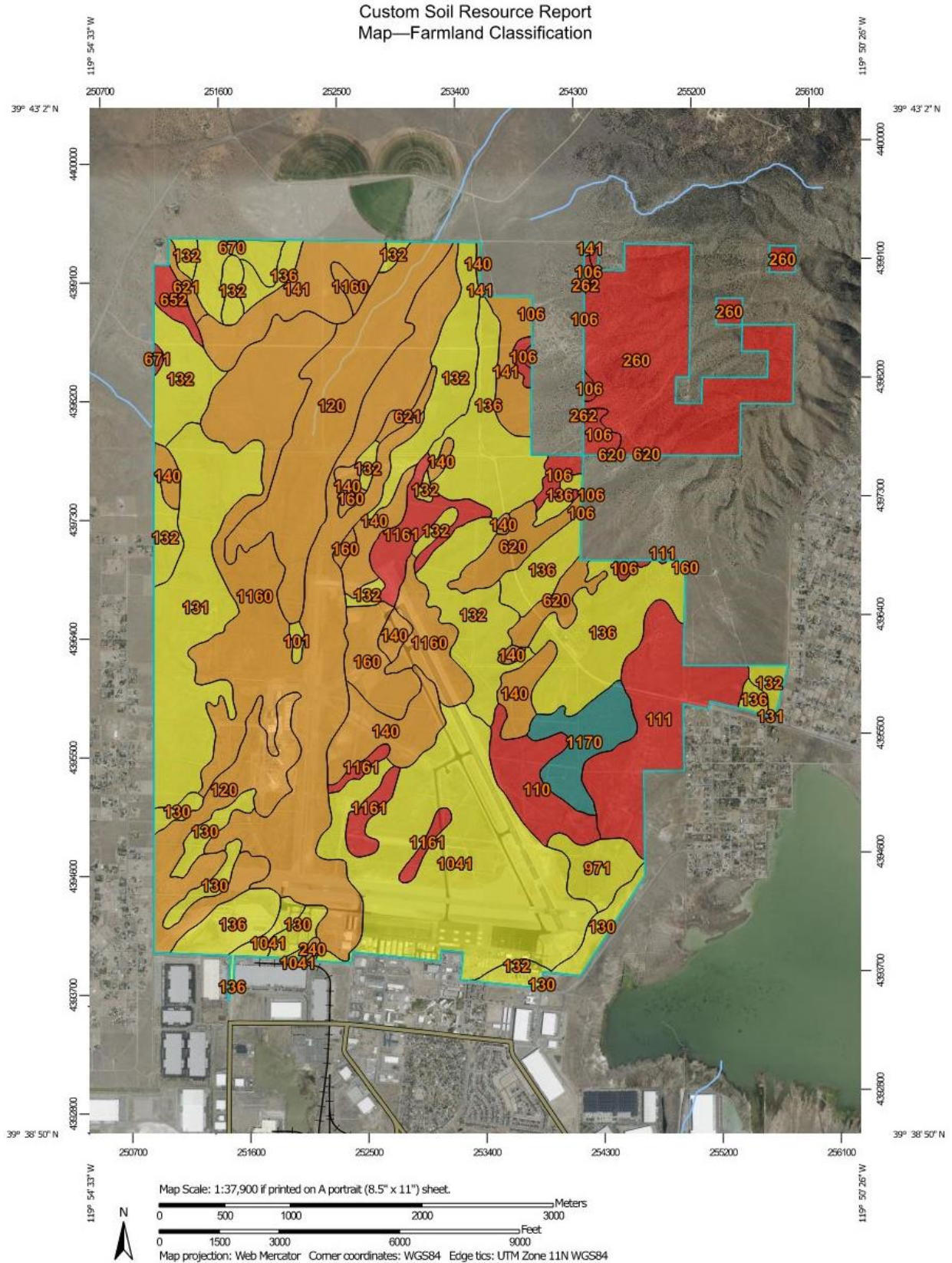
Map Unit Number	Map Unit Name	Rating	Percentage
101	Aquinas sandy loam, 4 to 8% slopes	Prime farmland if irrigated	0.1%
106	Aquinas sandy loam, 8 to 15% slopes, eroded	Not prime farmland	1.1%
110	Jowec variant sandy loam, 4 to 8% slopes	Not prime farmland	1.8%
111	Jowec variant-Greenbrae sandy loams, 4 to 15% slopes	Not prime farmland	4.2%
120	Doten silty clay, 0 to 2% slopes	Farmland of statewide importance, if irrigated	9.1%
121	Doten silty clay, 8 to 15% slopes	Not prime farmland	0.3%
130	Greenbrae sandy loam, clayey substratum, 0 to 2% slopes	Prime farmland if irrigated	2.4%
131	Greenbrae fine sandy loam, 0 to 2% slopes	Prime farmland if irrigated	6.3%
132	Greenbrae sandy loam, 2 to 4% slopes	Prime farmland if irrigated	9.5%
136	Greenbrae sandy loam, 4 to 8% slopes	Prime farmland if irrigated	9.4%
140	Haybourne loamy sand, 2 to 4% slopes	Farmland of statewide importance, if irrigated	4.3%
141	Haybourne loamy sand, 4 to 8% slopes	Farmland of statewide importance, if irrigated	3.5%
160	Incy sand, 4 to 8% slopes	Farmland of statewide importance, if irrigated	1.6%

<sup>22</sup> USDA. Natural Resources Conservation Service. 7 CFR Part 658 Farmland Protection Act. Accessed October 15, 2025. <https://www.ecfr.gov/current/title-7/subtitle-B/chapter-VI/subchapter-F/part-658>.

240	Updike loam	Farmland of statewide importance, if irrigated	0.3%
260	Acrelane-Rock outcrop complex, 15 to 50% slopes	Not prime farmland	7.5%
262	Acrelane very stony sandy loam, 8 to 15% slopes	Not prime farmland	0.0%
620	Orr stony sandy loam, 2 to 4% slopes	Farmland of statewide importance, if irrigated	1.8%
621	Orr stony sandy loam, 4 to 15% slopes	Farmland of statewide importance, if irrigated	0.5%
652	Chalco stony loam, 4 to 8% slopes	Not prime farmland	0.5%
670	Galeppi sandy loam, 4 to 8% slopes	Prime farmland if irrigated	1.0%
671	Galeppi sandy loam, 8 to 15% slopes	Not prime farmland	0.1%
971	Aladshi sandy loam, 2 to 4% slopes	Prime farmland if irrigated	1.4%
1041	Orr variant coarse sandy loam, thin surface	Prime farmland if irrigated	11.9%
1160	Jowec silty clay loam	Farmland of statewide importance, if irrigated	17.4%
1161	Jowec sandy loam	Not prime farmland	2.4%
1170	Wedertz sandy loam, 2 to 4% slopes	Prime farmland if irrigated and reclaimed of excess salts and sodium	1.7%
<b>Total Area of Interest</b>			<b>100%</b>

Source: USDA NRCS, Custom Soil Resource Report for Washoe County, Nevada – Central Part. Accessed October 15, 2025. <https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm>.

Figure 6-1. Natural Resources Conservation Service Farmland Classification Map



Source: USDA NRCS, Custom Soil Resource Report for Washoe County, Nevada – Central Part. Accessed March 9, 2026. <https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm>.

## Hazardous Materials, Solid Waste, and Pollution Prevention

Federal, state, and local laws, including the Resource Conservation and Recovery Act (RCRA), the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) (also known as Superfund), and the Nevada Administrative Code (NAC) 444.8632–444.965 Hazardous Waste Management System, regulate hazardous materials use, storage, transport, and disposal. RCRA established a framework for the proper management of hazardous waste, ensuring safe handling from generation through disposal.<sup>23</sup> CERCLA governs cleanup of contaminated sites under an EPA maintained list of Superfund sites called the National Priorities List (NPL). According to EPA data, there are no Superfund/NPL sites in Washoe County, and no toxic releases have been reported at or adjacent to RTS.<sup>24</sup> The EPA’s MyEnvironment tool also confirms that no toxic releases to air or land have been reported at or adjacent to RTS.<sup>25</sup>

The NEPAassist tool identified several RCRA, TRI, and brownfield sites within or near RTS; none of which violated EPA requirements, which are described in Table 6-3.<sup>26</sup>

**Table 6-3. NEPAassist-Identified Sites Within a One-Mile Radius**

Name	Site Type	Distance	Notes
Reno–Stead Airport	RCRA	On site	Active – No Violations Identified
Nvarng Harry Reid Complex	RCRA	On site	Active – No Violations Identified
Stead Airtanker Base BLM	TRI/RCRA	On site	TRI – Last Reported for 2021 RCRA – Inactive – No Violations Identified
Era Helicopter	RCRA	On site	Inactive – No Violations Identified
Itronics Metallurgical, Inc.	TRI/RCRA	On site	TRI – Last Reported for 2008 Active – No Violations Identified
A T S Inc	RCRA	Adjacent south	Inactive – No Violations Identified
Aviation Classics Ltd	RCRA	Adjacent south	Active – No Violations Identified
Thermax Parise And Sons Inc	RCRA	Adjacent south	Inactive – No Violations Identified
Vdm Metals Usa, Llc	TRI/RCRA	Adjacent south	TRI – Last Reported for 2024 Active – No Violations Identified
Lennox Aes-Reno	TRI	Adjacent south	Last Reported for 2024
Navy Operational Support Center Reno	RCRA	Adjacent south	Active – No Violations Identified
Michelin North America Inc.	TRI/RCRA	0.2 miles south	TRI – Last Reported for 2002 Active – No Violations Identified

<sup>23</sup> EPA. Hazardous Waste. Accessed October 16, 2025. <https://www.epa.gov/hw>.

<sup>24</sup> EPA. Superfund Site Search. Accessed October 16, 2025. <https://www.epa.gov/superfund/search-superfund-sites-where-you-live>.

<sup>25</sup> EPA. My Environment Tool. Accessed October 16, 2025. <https://geopub.epa.gov/myem/envmap/find.html>.

<sup>26</sup> EPA. NEPAassist Mapping Tool. Accessed October 16, 2025. <https://nepassisttool.epa.gov/nepassist/nepamap.aspx>.

Orbitbid.Com Inc Reno	RCRA	0.2 miles south	Inactive – No Violations Identified
Tjx Companies Inc	RCRA	0.2 miles south	Inactive – No Violations Identified
Dodd-Beals Fire Academy	Brownfields	0.3 miles south	Property Progress – Ready for Anticipated Use
Unr Former Fire Fighting Academy	Brownfields	0.3 miles south	Property Progress – Assessment
Petrosolutions LLC	RCRA	0.3 miles south	Active – No Violations Identified
Winn Press	RCRA	0.3 miles south	Inactive – No Violations Identified
Cold Chain Technologies	TRI/RCRA	0.3 miles south	TRI – Last Reported for 2021 Active – No Violations Identified
General Motors LLC	RCRA	0.3 miles south	Active – No Violations Identified
Hva LLC	RCRA	0.6 miles south	Active – No Violations Identified
Tjx Companies	RCRA	0.6 miles south	Active – No Violations Identified
University Of Nevada Reno - Stead	RCRA	0.7 miles south	Active – No Violations Identified
Md Logistics	RCRA	0.9 miles south	Active – No Violations Identified
Barnes Distribution	RCRA	0.9 miles south	Active – No Violations Identified

Source: EPA. NEPAAssist Mapping Tool, 2025.

According to AC 150/5100-17, *Land Acquisition and Relocation Assistance for Airport Improvement Program (AIP) Assisted Projects*, as part of the project planning, the project proponent should have an adequate due diligence environmental audit conducted for the presence of hazardous materials and contamination on property needed for a project. Contaminated property must be avoided whenever possible, or its use minimized to avoid excessive project costs for the clean-up and remediation of hazardous materials. These audits include Phase I and/or Phase II Environmental Site Assessments, which can identify quantities of any hazardous materials located at the proposed project site or in the immediate vicinity of a project site.

Regarding pollution prevention, the CEQ Memorandum on Pollution Prevention and the National Environmental Policy Act (January 12, 1993) encourages early consideration by federal agencies (for example, during the NEPA scoping process) of opportunities for pollution prevention. In accordance with this guidance, the FAA should, to the extent practicable, include pollution prevention considerations in the proposed action and its alternative(s); address pollution prevention in the environmental consequences section; and disclose in the Record of Decision the extent to which pollution prevention was considered.<sup>27</sup>

<sup>27</sup> FAA. 1050.1G *National Environmental Policy Act Implementing Procedures (June 2025)*. Accessed October 27, 2025. [https://www.faa.gov/regulations\\_policies/orders\\_notices/index.cfm/go/document.current/documentnumber/1050.1](https://www.faa.gov/regulations_policies/orders_notices/index.cfm/go/document.current/documentnumber/1050.1).

### **Stead Solvent Remediation Site (OU1)**

The southwest quadrant of RTS and adjacent lands includes the Stead Solvent Site, Operable Unit 1 (OU1), a historic chlorinated solvent release area managed under a Consent Decree among the U.S. Army Corps of Engineers, RTAA, Lear entities, and the City of Reno. Active remediation systems operated from 2005 to 2015, followed by post-remedial monitoring. Plume mass has declined significantly: A-Horizon trichloroethylene decreased from ~169 kg in 2005 to ~27 kg by 2020 (84% reduction), and B-Horizon from ~28 kg to ~6 kg (79% reduction).

To protect public health and ensure remediation effectiveness, institutional controls are in place that prohibit groundwater use and residential development within OU1. These controls are legally binding and must be adhered to for any future development or construction activities in the area.

Most monitoring locations show stable or decreasing trends, with limited areas above the Alternative Concentration Limit remaining in core zones. NDEP and the responsible parties agreed to discontinue quarterly sampling in 2020, but monitoring will continue at a reduced frequency until NDEP grants closure or exemption. A 2021 NDEP technical memorandum recommends pursuing an exemption from corrective action under NAC 445A.22725 based on plume stability and ongoing institutional controls.

Development within OU1 is possible but subject to these institutional controls. Any construction must coordinate with RTAA and NDEP to protect remediation infrastructure, avoid dewatering that could mobilize contaminants, and comply with site-specific health and safety measures. The West Hangar development, located in previously disturbed areas outside of OU1 contamination zones, demonstrates that hangar development is feasible with appropriate coordination and controls.

Construction coordination requirements include:

- Protect monitoring wells, extraction wells, and subsurface conveyance lines; no removal or relocation without RTAA/NDEP approval.
- Avoid dewatering that could mobilize contaminants; if unavoidable, coordinate discharge management with NDEP and include controls in the SWPPP.
- Complete due diligence (Phase I/II ESA) for ground-disturbing work and incorporate site-specific health and safety measures.
- Maintain compliance with institutional controls and coordinate utility corridors to minimize conflicts with remediation infrastructure.

Ground-disturbing activities within or adjacent to OU1 will follow a project-specific Soil Management Plan (SMP) and Health and Safety Plan (HASP) to ensure the safe handling of impacted soils and protection of construction personnel. These plans will include real-time air monitoring for VOCs, soil handling and segregation requirements, decontamination procedures, and appropriate worker protective measures. In addition, subsurface excavation monitoring will be conducted during construction to identify any unexpected solvent vapors or other subsurface conditions. If monitoring detects elevated vapor concentrations or other anomalies, construction activities will be temporarily

paused and mitigation measures, consistent with the SMP, HASP, and NDEP requirements, will be implemented prior to resuming work.

### **Waste Management and Construction Best Management Practices**

Solid waste and construction debris are typically handled via the Sage Street Transfer Station and disposed at Lockwood Regional Landfill, approximately 17 miles southeast of RTS. Both facilities comply with Nevada regulations. During construction, implement spill prevention, secondary containment, material storage controls, and source reduction/recycling as applicable.

For ground disturbing construction within areas of known or suspected contamination, contractors will follow the project specific Soil Management Plan and HASP, including air monitoring, PPE requirements, decontamination procedures, and material tracking. These measures will be integrated into contractor specifications, the SWPPP, and any NDEP required notifications or approvals.

## Historical, Architectural, Archeological, and Cultural Resources

The National Historic Preservation Act (NHPA) establishes the Advisory Council on Historic Preservation and the NRHP list, administered in Nevada by the Nevada SHPO. Section 106 of the NHPA requires federal agencies to consider the effects of their undertakings for properties on or eligible for inclusion on the NRHP.

Any direct or indirect effect on NRHP-eligible resources, or contributing resources to a Historic District, will require consultation with the Nevada SHPO and participating tribes and/or THPOs for Section 106 compliance. Avoidance and minimization measures must be considered before mitigation can be pursued.

According to the NRHP Database, there are no NRHP-listed properties located within RTS.<sup>28</sup> The nearest NRHP-listed property is Peavine Ranch (NRHP Reference #00000337), located approximately 2.0 miles southwest of RTS at 11220 N. Virginia Street, Reno, listed April 6, 2000. The listing encompasses approximately 5.2 acres and includes multiple contributing buildings associated with an 1860s stagecoach stop that later declined following a 1900 fire.

In 2022, a cultural resources inventory was conducted for the West Hangar development project and confirmed no historic properties in the development area.<sup>29</sup> The cultural resources inventory notes that the Lear Hangar (B18849) remains NRHP-eligible under Criteria A and B; FAA and SHPO concurred on a finding of no adverse effect for the West Hangar undertaking. The Reno-Stead Airport district (D389) and other known resources at RTS are not eligible for NRHP listing. Future ground-disturbing work in unsurveyed areas are recommended to include cultural surveys and/or archaeological monitoring as recommended by previous SHPO and FAA correspondence regarding RTS projects.

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<sup>28</sup> NPS. National Register Database and Research. Accessed October 16, 2025. <https://www.nps.gov/subjects/nationalregister/database-research.htm>.

<sup>29</sup> Broadbent & Associates, Inc. (2022). *Cultural Resources Inventory for The West Hangar, LLC., Hangar Complex Project, Reno-Stead Airport, Nevada*.

To effectively manage cultural resources at Reno-Stead Airport, two complementary approaches are used during project planning and construction:

- **Cultural Resource Surveys:** These are conducted in previously unsurveyed and/or undeveloped areas to identify any unknown or potential historic, archaeological, or cultural resources. The purpose of the survey is to locate resources early in the planning process so that project designs can avoid or minimize impacts to these resources.
- **Archaeological Monitoring:** Monitoring is recommended during ground-disturbing construction activities in areas where surveys have been completed but there remains a possibility of uncovering previously unknown or buried cultural materials. Monitoring allows for real-time identification and protection of any unexpected discoveries, ensuring that construction can be paused and appropriate mitigation measures implemented if needed.

This two-tiered approach balances thorough resource identification with practical construction oversight, helping to protect cultural heritage while allowing airport development to proceed efficiently.

## Land Use

The FAA has not established a significance threshold for land use. The determination that significant impacts exist in the land use impact category is normally dependent on the significance of other impacts, such as noise and Section 4(f) properties. FAA Order 1050.1G requires airport sponsors to ensure that actions are taken to establish and maintain compatible land uses around airports, such as consistency with state and local land use regulations, land use plans, and zoning laws.<sup>30</sup> AIP funding for airport development may not be approved unless the Secretary of Transportation receives written assurance that appropriate action, including the adoption of zoning laws, has been or will be taken, to the extent reasonable, to restrict the use of land adjacent to or in the vicinity of the Airport to activities and purposes compatible with normal airport operations, including takeoff and landing of aircraft.<sup>31</sup>

The Airport is located within the city limits of Reno, approximately 9 miles north of the downtown core. The Airport is zoned as Mixed-Use Airport (MA) under city code Chapter 18.02.404 MA: Mixed-Use Airport.<sup>32</sup> An Airport Overlay District is also established, which includes airspace protection and development restrictions consistent with FAA Part 77 surfaces. This overlay applies to RTS and surrounding areas to maintain compatible land uses and prevent obstructions to navigable airspace. Additional City of Reno zoning around the Airport includes Planned Unit Development, Open Space, Industrial, and Public Facilities.<sup>33</sup> FAA documentation confirms that the 2018 ALP identifies the West

<sup>30</sup> FAA. 1050.1G *National Environmental Policy Act Implementing Procedures (June 2025)*. Accessed October 27, 2025. [https://www.faa.gov/regulations\\_policies/orders\\_notices/index.cfm/go/document.current/documentnumber/1050.1](https://www.faa.gov/regulations_policies/orders_notices/index.cfm/go/document.current/documentnumber/1050.1).

<sup>31</sup> Ibid.

<sup>32</sup> City of Reno. Annexation and Land Development Code of the City of Reno. <https://www.reno.gov/government/departments/development-services/zoning-code>.

<sup>33</sup> City of Reno. Community Development Map. Accessed October 16, 2025. <https://www.arcgis.com/apps/instant/sidebar/index.html?appid=86a7f40d507e4d9cb09a612574d6c0c2>.

Flightline area for General Aviation hangar development and that industrial/logistics uses in the southwest are consistent with local plans and zoning.

The City of Reno municipal boundary adjoins only the southern portion of the Reno Stead Airport property, where zoning designations such as Corridor Mixed Use (COR) apply along Army Aviation Drive. The remainder of the Airport's surroundings fall under Washoe County jurisdiction, with zoning that includes Industrial, General Rural, and Public Facility districts. Lands immediately east of RTS consist of federally administered open space, including areas managed by the Bureau of Land Management (BLM). These undeveloped federal lands are shown in cultural resources APE mapping as the open-space area east of the airport footprint and form part of the non urban buffer adjacent to RTS facilities.

On-airport hangar and apron projects documented by FAA at RTS did not change runway configuration, operations, or fleet mix, and thus did not increase aircraft noise. Off-airport industrial and logistics uses remain consistent with City zoning.

Land use around RTS consists primarily of open water from Swan Lake, open rangelands, federal forests to the south of the freeway, and various manufacturing businesses. Land uses adjacent to RTS include residential, commercial, and open space uses in multiple directions around the Airport; these areas inform lighting and noise considerations near the Airport edge.<sup>34</sup>

The RTAA is an "affected entity" under Nevada law for purposes of the Truckee Meadows Regional Plan. This Master Plan recognizes applicable regional overlays (e.g., Natural Resource Consideration Areas). Future project-level actions document conformance with the Regional Plan during environmental review and local coordination, as applicable.

## Natural Resources and Energy Supply

Per the FAA Order 1050.1G, the potential impacts of the proposed action and alternative(s) on the natural resources and energy supplies in a study area should be evaluated, including potential increased demands on energy utilities, water supplies, and treatment, and natural resources that the proposed action or alternative(s) may cause.<sup>35</sup> EO 14057, *Catalyzing Clean Energy Industries and Jobs Through Federal Sustainability*, advises federal agencies to achieve net-zero emissions goals through federal procurement. Though specific significance thresholds for natural resource consumption and energy supply have not been established by the FAA, a proposed action is recommended to be examined for the potential to cause demand to exceed available or future supplies of these resources.

RTS is served by NV Energy for electricity and natural gas and by Truckee Meadows Water Authority and Washoe County for water supply. General construction activities could temporarily increase consumption of electricity, fuel, oil, and water (including non-potable water for dust control). These resources are not rare or in short supply and can be met by existing infrastructure. Transporting construction materials and operating heavy machinery may marginally increase fossil fuel consumption,

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<sup>34</sup> Washoe County. Washoe County Parcel Map. Accessed October 16, 2025. <https://gis.washoecounty.us/wrms/>.

<sup>35</sup> FAA. 1050.1G *National Environmental Policy Act Implementing Procedures (June 2025)*. Accessed October 27, 2025. [https://www.faa.gov/regulations\\_policies/orders\\_notices/index.cfm/go/document.current/documentnumber/1050.1](https://www.faa.gov/regulations_policies/orders_notices/index.cfm/go/document.current/documentnumber/1050.1).

but these impacts are expected to be minor. Dust control, water demand, and temporary power or fuel use can be estimated at the project level and coordinated with Truckee Meadows Water Authority and NV Energy, where peak draws or temporary services are anticipated.

## Noise and Noise Compatible Land Use

Noise associated with airport activity is of specific importance to the FAA in examining a proposed federal action. Airport development projects that have the potential to change an airport's runway configuration, aircraft operations, aircraft types, or aircraft flight characteristics can change future airport-related noise levels.

Noise is measured by the Day-Night Sound Level (DNL), the logarithmic average of sound levels in decibels (dB), and based on a 24-hour Equivalent Sound Level. The levels are time-weighted, such that noise events occurring during sensitive time periods (from 10 p.m. to 7 a.m.) are penalized 10 dB (i.e., weighted more heavily than those occurring from 7 a.m. to 10 p.m.). This penalty accounts for the greater sensitivity to noise during nighttime hours and the decrease in background noise levels during these hours. Determining DNL provides a means of measuring and mapping the potential impacts of airport noise relative to the land uses surrounding an airport.

The FAA considers a noise impact significant if an action would cause noise sensitive areas to experience an increase in noise of DNL 1.5 dB or more at or above the DNL 65 dB noise contour when compared to the No Action Alternative. Noise sensitive areas include indoor locations such as residential, educational, medical, and religious structures or sites, as well as outdoor locations such as parks and recreational areas, wilderness areas and wildlife refuges, or cultural and historical sites.

RTS primarily supports general aviation operations, including single- and multi-engine piston aircraft, turboprops, jets, aerial firefighting aircraft, and military rotary-wing aircraft. These operations typically generate lower overall noise levels than commercial service airports, though certain aircraft types (e.g., jets, helicopters, and military aircraft) may produce localized noise impacts.

RTS operates under Visual Flight Rules conditions more than 90% of the time, with Instrument Flight Rules conditions occurring less than 2% of the time. This operational profile contributes to relatively stable and predictable noise patterns.

Noise-sensitive land uses near RTS include:

- Residential neighborhoods along Stead Boulevard and Lemmon Drive.
- The Silver Knolls Estates subdivision is located immediately west of RTS.
- Community parks such as North Valleys Regional Park and Lemmon Valley Park.
- St Michael's Catholic Church located approximately 0.4 miles south of RTS.
- Schools in the vicinity include Desert Heights Elementary School and Sierra Nevada Academy Charter School (S.N.A.C.S.), both approximately 0.5 miles south; Lemmon Valley Elementary School, approximately 1.8 miles southeast; Silver Lake Elementary School, approximately 2.3 miles southwest; and O'Brien Middle School and Stead Elementary School are approximately 2.6 miles south.

RTS does not currently have a published Part 150 Noise Compatibility Study or mapped DNL contours. However, future development projects that could alter runway configurations, increase operations, or change fleet mix may warrant a formal noise analysis and mapping of DNL contours in accordance with FAA Order 1050.1G and 14 CFR Part 150 guidelines.

To maintain compatibility with surrounding land uses, RTS coordinates with the City of Reno and Washoe County on zoning and land use planning. Recommended mitigation strategies include:

- Voluntary noise abatement procedures.
- Preferred flight paths and operational restrictions during sensitive hours.
- Pilot education and outreach.
- Land use compatibility screening for future development.

RTAA routinely comments on nearby noise-sensitive proposals (e.g., residential developments), recommending building envelope measures to achieve  $\leq 45$  dBA (weighted dB scale for judging loudness) DNL interior and air conditioning to enable closed-window conditions. These projects lie under the Federal Aviation Regulations Part 77 horizontal surface and within primary RTS overflight paths. For on-airport hangars, FAA found no change to aircraft operations, fleet mix, or airfield configuration, and therefore no increase in aircraft noise. For off-airport industrial uses, ground noise is managed under City code with nightwork conditions (e.g., concrete pours) complying with limits. Combined with RTAA's practice of commenting on nearby residential proposals to achieve  $\leq 45$  dBA DNL interior with air-conditioning, these measures support noise compatibility around RTS.

In addition to neighborhoods south of the Airport, residential clusters exist immediately west and in pockets east of the airfield; schools within 0.5–2.6 miles represent additional sensitive receptors. Engine run-ups are typically conducted mid-ramp facing north, with a preferred location near the north end of Taxiway C; tenants observe time-of-day practices (e.g., Tactical Air Support run-ups after 0800, weekdays) to reduce community exposure. Where feasible, 300-foot buffers (east, north, and west), full-cutoff lighting, and directional ground-run practices are used near the Airport's edge in proximity to adjacent residential developments.

## Socioeconomic Impacts

Socioeconomics is an umbrella term used to describe aspects of a project that are either social or economic in nature, or a combination of the two. A socioeconomic analysis evaluates how elements of the human environment, such as population, employment, housing, and public services, might be affected by a proposed action.

RTS is located in the City of Reno, which has an estimated population of approximately 273,000, and Washoe County has a population of about 505,000 according to data from the 2024 American Community Survey (ACS) 5-Year Estimates Subject Tables.<sup>36</sup> The median age in Reno is approximately 39

<sup>36</sup> U.S. Census Bureau. QuickFacts: Reno city, Nevada. American Community Survey (ACS) 2024 estimates. Accessed October 16, 2025. <https://www.census.gov/quickfacts/fact/table/renocitynevada>.

years, and approximately 3.8% of the population is unemployed, while 11-12% are considered low-income.<sup>37</sup>

RTS primarily serves general aviation and does not provide scheduled commercial service. Based on historical data, RTS is below 40% of its annual service volume, indicating that capacity-related development will not significantly alter regional employment or housing patterns. The Airport supports a mix of general aviation-related activities, including private and corporate aviation, aerial firefighting, military, and unmanned aircraft systems (UAS) operations.

RTS contributes positively to the local economy through aviation-related employment, fuel sales, hangar leases, and tourism associated with special events. Continued coordination with the City of Reno and Washoe County ensures that airport development aligns with regional economic and land use planning goals.

Future Airport development is expected to occur within existing Airport property and is not anticipated to cause socioeconomic impacts. If property acquisition or displacement of persons becomes necessary, compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act (49 CFR Part 24) will be required.

## Children's Environmental Health and Safety Risks

Executive Order 13045, *Protection of Children from Environmental Health Risks and Safety Risks*, requires agencies to make it a high priority to identify and assess environmental health and safety risks that may disproportionately affect children.

The FAA has not established a specific significance threshold for this category; however, potential impacts should be evaluated in relation to air quality, noise, hazardous materials, water resources, and other environmental factors.

According to the 2024 U.S. Census Bureau American Community Survey estimates, approximately 21% of Reno's population is under the age of 18.<sup>38</sup> The nearest schools to RTS include Desert Heights Elementary School and Sierra Nevada Academy Charter School, both approximately 0.5 miles south. Other schools in the vicinity, such as Lemmon Valley Elementary, Silver Lake Elementary and O'Brien Middle School are located more than 1.5 miles from RTS. The closest children's health care facility is Northern Nevada Pediatrics, located roughly 3.5 miles southeast of the Airport.

All child-focused facilities (including schools, daycares, and clinics) are located well outside the RTS boundaries. Although the FAA does not define a specific threshold for evaluating impacts to children's environmental health and safety, current RTS operations and planned development are not expected to significantly affect environmental factors such as air quality, climate, hazardous materials, noise, or water resources.

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<sup>37</sup> Ibid.

<sup>38</sup> Ibid.

Mitigation measures commonly used for other environmental categories—such as dust control, spill prevention, and noise abatement—can be implemented during construction to minimize potential risks. It is recommended RTS continue coordinating with local agencies and monitoring development activities to ensure children’s health and safety considerations are integrated into environmental reviews.

## Visual Effects

Visual effects deal broadly with the extent to which the proposed action or alternative(s) would either: produce light emissions that create annoyance or interfere with activities; or contrast with, or detract from, the visual resources and/or the visual character of the existing environment. Visual effects can be difficult to define and assess because they involve subjectivity. Proposed aerospace actions do not commonly result in adverse visual effects, but these effects may occur in certain circumstances. For clarity and uniformity, visual effects are broken into two (2) categories:

- **Light Emission Effects:** Includes lighting from airfield infrastructure (e.g., runway and taxiway lights), terminal buildings, parking areas, and navigational aids. Glare from reflective surfaces such as windows or solar panels may also be considered.
- **Visual Resources and Visual Character:** Refers to the overall visual makeup of the surrounding landscape, including natural features, built structures, and cultural or historical elements.<sup>39</sup>

RTS is located in a high-desert environment characterized by open rangeland, low-density residential areas, and industrial development. The visual character of the area is defined by its expansive views, sparse vegetation, and utilitarian airport infrastructure. Existing lighting features at RTS include high-intensity runway lights, medium-intensity taxiway lights, apron flood lighting, and building-mounted fixtures. These lighting systems are consistent with normal airport operations and are not expected to cause significant light pollution or visual disturbance.

There are no federally designated visual resources or protected viewsheds within RTS boundaries. However, nearby residential areas west and north of the Airport have direct line-of-sight to RTS facilities. Other nearby areas are visually screened by topography or intervening development. Lighting and visual impacts from future development should be evaluated to ensure compatibility with surrounding land uses.

Mitigation measures to minimize visual effects may include:

- Use of shielding and baffles on light fixtures.
- Angular adjustment of lighting to reduce glare.
- Architectural and landscape design features to enhance aesthetics.
- Coordination with local planning agencies to maintain visual harmony with adjacent development.

<sup>39</sup> FAA. 1050.1G. *National Environmental Policy Act Implementing Procedures*. June 2025. Accessed October 27, 2025. [https://www.faa.gov/regulations\\_policies/orders\\_notices/index.cfm/go/document.current/documentnumber/1050.1](https://www.faa.gov/regulations_policies/orders_notices/index.cfm/go/document.current/documentnumber/1050.1).

RTS can continue to monitor visual impacts as part of its environmental review process, especially for projects involving new structures, expanded lighting systems, or changes to the airfield layout. Its recommended all new exterior luminaires be full-cutoff, down-shielded, and aimed to avoid light spill toward adjacent residential areas, with correlated color temperature of 3000K or less, where it is feasible to reduce skyglow.

## Water Resources

Water resources provide drinking water and support recreation, transportation, commerce, industry, agriculture, and aquatic ecosystems. Surface water, groundwater, floodplains, and wetlands do not function as separate and isolated components of the watershed, but rather as a single, integrated natural system. Disruption of any one part of this system can have consequences for the functioning of the entire system. Its recommended that water resources analysis include potential disruption of the system as well as potential impacts on the quality of the water resources. Because of the close and integrated relationship of these resources, their analysis is conducted under the all-encompassing impact category of water resources. Wild and Scenic Rivers are included because impacts to these water resources can result from obstructing or altering the free-flowing water of a designated river. This section covers the following main topics: wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers.

### Wetlands

For regulatory purposes under the Clean Water Act (CWA), the term “wetlands” describes areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.<sup>40</sup> Wetlands generally include swamps, marshes, bogs, and similar areas. Jurisdictional wetlands are federally protected under Section 404 of the CWA, which regulates the discharge of dredge or fill material into Waters of the United States (WOTUS), including wetlands.<sup>41</sup>

According to the National Wetlands Inventory (NWI), five (5) mapped wetland and aquatic features exist within RTS, including a lake (1), riverine (stream) features (3), and a freshwater pond (1). Refer to Figure 6-2, for the locations of the features described below.<sup>42</sup> These features are described in order of their position within RTS, generally from west to east and south to north:

- An NWI identified freshwater pond located along the east-central portion of the Airport. Note: This feature has been confirmed to be the Truckee Meadows Water Authority (TMWA) pumphouse settling pond, is not a natural feature, and is frequently dry.
- An NWI identified stream feature (hereafter Riverine 1) enters the property north of the pond along the western boundary and merges with another stream feature (hereafter Riverine 2) from the northern boundary. The stream features depicted terminate near the Nevada Army National Guard facilities.

<sup>40</sup> EPA. Section 404 of the Clean Water Act. *How Wetlands are Identified under CWA Section 404*. Accessed October 16, 2025. <https://www.epa.gov/cwa-404/how-wetlands-are-defined-and-identified-under-cwa-section-404>.

<sup>41</sup> EPA. Permit Program under CWA Section 404. Accessed October 16, 2025. <https://www.epa.gov/cwa-404/permit-program-under-cwa-section-404>.

<sup>42</sup> USFWS. National Wetlands Inventory Mapper. Accessed October 16, 2025. <https://fwsprimary.wim.usgs.gov/>.

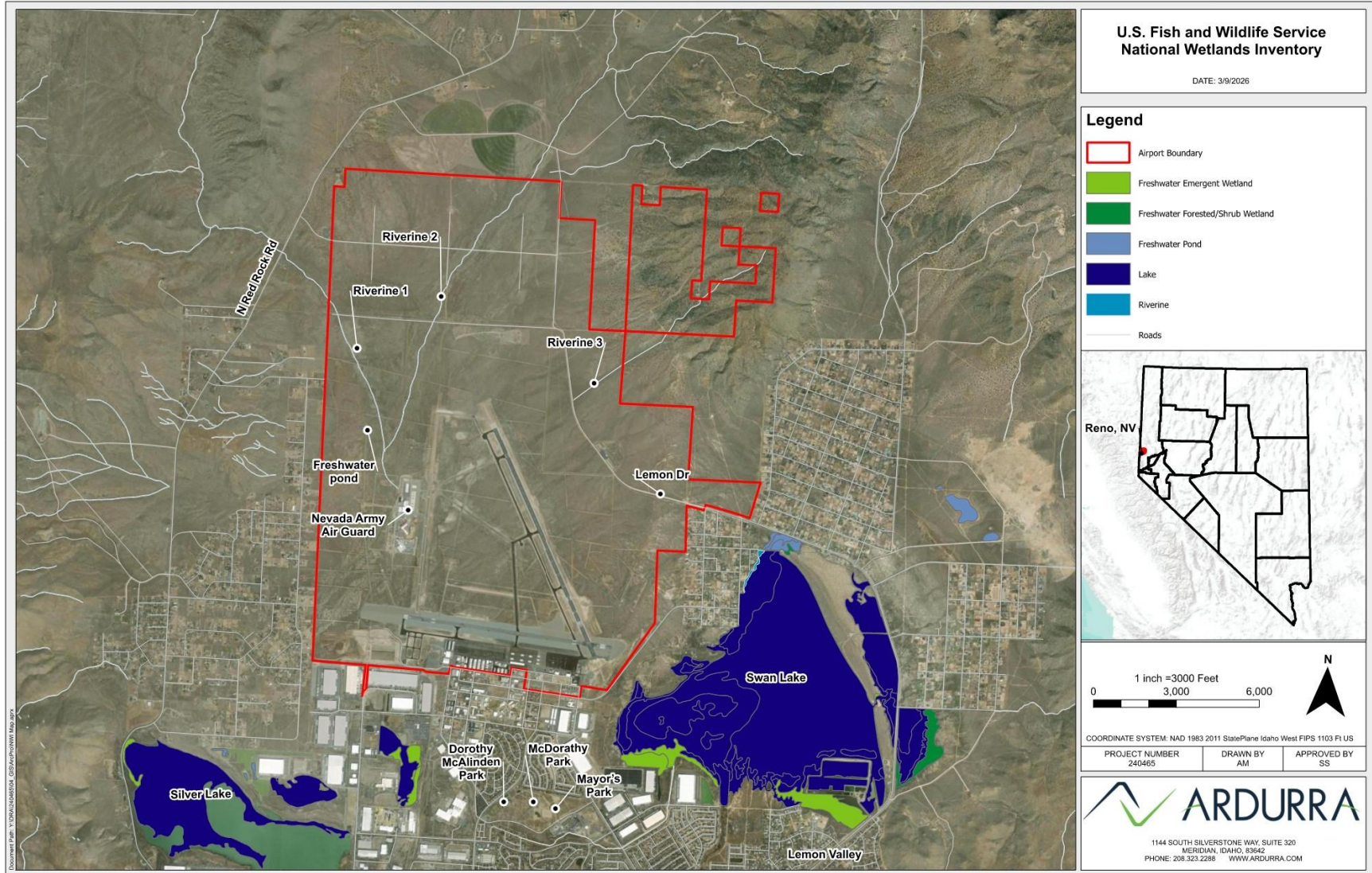
- A third NWI identified stream feature (hereafter Riverine 3) enters from the northeast corner and ends along the east side of Lemmon Drive.
- The NWI maps Swan Lake as near the southeast corner of the Airport.

These NWI identified riverine features are ephemeral, primarily driven by snowmelt and seasonal runoff from Petersen and Freds Mountains. Swan Lake and Silver Lake remain the nearest playa wetlands, located approximately 1–2 miles from RTS.

A 2021 Aquatic Resources Delineation Report (ARDR) confirmed no jurisdictional wetlands or streams within the southwest quadrant of RTS. Soils in this area are classified as non-hydric, and the area is dominated by sagebrush shrubland.

While NWI mapping identifies aquatic features, any future development that could affect these features may require wetland delineation, avoidance and minimization measures, and U.S. Army Corps of Engineers Section 404 permitting. Mitigation practices may also be necessary if impacts cannot be avoided.

Figure 6-2. National Wetlands Inventory Map



Source: USFWS. National Wetlands Inventory Mapper. Accessed October 16, 2025. <https://fwsprimary.wim.usgs.gov/>.

## Floodplains

When property in floodplains is proposed for lease, easement, right-of-way, or disposal to non-federal public or private entities, the FAA must, in accordance with Executive Order 11988, *Floodplain Management*, reference in the conveyance those uses that are restricted under identified federal, state, or local floodplain regulations; attach other appropriate restrictions to uses of properties by the grantee or purchaser and any successors, except where prohibited by law; or withhold such properties from conveyance.<sup>43</sup>

Floodplain management at RTS is guided by the 2024 Truckee Meadows Regional Plan, with implementation through FEMA FIRMs, the Truckee Meadows Regional Drainage Manual, and Washoe County floodplain regulations. According to the current and approved FEMA Flood Insurance Rate Map (FIRM) Panels 32031C2825H, 32031C2836G, and 32031C2850G, the southeast portion of RTS along Swan Lake contains areas encumbered by two (2) Flood Hazard Zones (see Figure 6-3):

- Zone AE, with Base Flood Elevation lines of 4,971.8 feet and 4,924.7 feet; and
- Shaded Zone X, defined as an area determined to be outside the 0.2% annual chance floodplain.

The remainder of the Airport is also classified as Zone X (unshaded), which has less than a 0.2% annual chance of flooding.

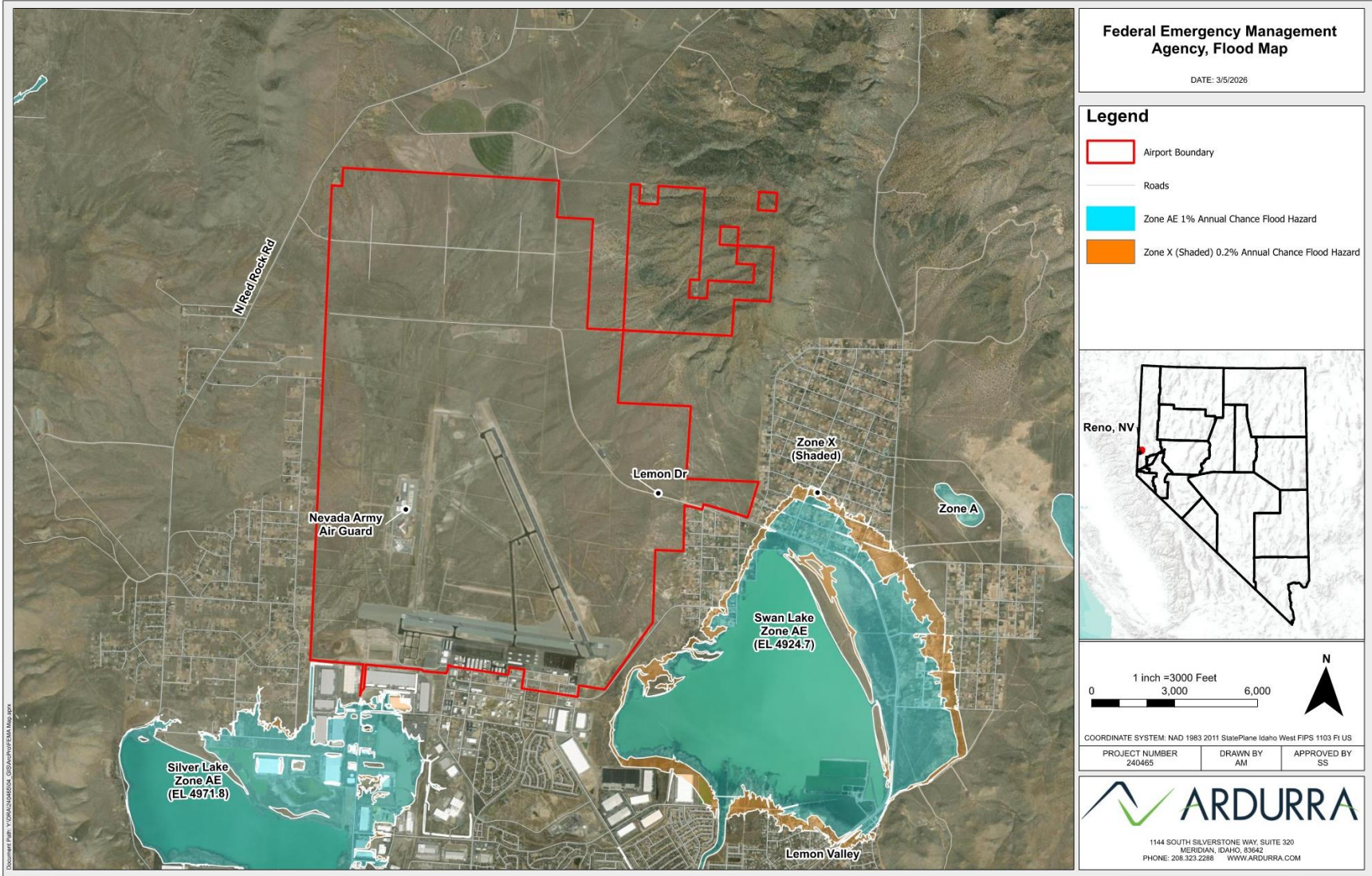
RTS is situated within a closed hydrographic basin, draining toward Silver Lake and Swan (Lemmon) Lake. These playa wetlands are sensitive to changes in runoff volume and floodplain storage. The North Valleys Flood Control Hydrologic Analysis and the Truckee Meadows Regional Drainage Manual emphasize that any increase in impervious surface or loss of floodplain volume due to development could impact FEMA-regulated water surface elevations in these downstream areas. Development within designated floodplains must conform to the requirements outlined by the Regional Planning Commission (RPC), including adherence to Washoe County Code Chapter 110 (Development Standards) and applicable FEMA floodplain management regulations. These requirements ensure that any proposed improvements maintain compliance with local flood hazard mitigation standards and do not increase flood risk to surrounding properties.

Future development within RTS must continue to comply with FEMA regulations and local floodplain ordinances. Coordination with Washoe County, the City of Reno, and FEMA is recommended to ensure that drainage infrastructure maintains or improves flood resilience and avoids contributing to regional flood risk.

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<sup>43</sup> National Archives. Office of the Federal Register (OFR). Executive Orders, Executive Order 11988—*Floodplain Management*. Accessed October 16, 2025. <https://www.archives.gov/federal-register/codification/executive-order/11988.html>.

Figure 6-3. FEMA Flood Map



Source: Federal Emergency Management Agency (FEMA). FEMA National Risk Index Map Viewer. Accessed October 16, 2025. <https://hazards-fema.maps.arcgis.com/apps/mapviewer/index.html>.

## Surface Waters

Surface waters include areas where water collects on the surface of the ground, such as streams, rivers, lakes, ponds, estuaries, and oceans. The CWA establishes the basic structure for regulating the discharge of pollutants into WOTUS, specific sections include Section 303(d), Section 404, and 401 (refer to Section 6.16.1, Wetlands), and Section 402, which establishes the National Pollutant Discharge Elimination System (NPDES) permitting program. Section 303(d) sets forth the process to identify impaired waters and to establish the maximum amount of pollutant allowed in a waterbody, known as the total maximum daily load, necessary to assess current conditions and project impacts. If project activities have the potential to discharge pollutants into WOTUS through a point source, an NPDES permit will likely be required.

RTS is located within the Truckee Meadows watershed, a closed hydrographic basin draining toward Silver Lake and Swan Lake. Surface water features within and adjacent to the Airport contribute to regional watershed processes that influence downstream playa wetlands and flood storage capacity. Watershed conditions and drainage patterns are guided by the 2024 Truckee Meadows Regional Plan and implemented through the Truckee Meadows Regional Drainage Manual and local flood control studies.

Future Airport development will consider watershed-scale drainage patterns and incorporate stormwater management practices consistent with regional objectives, including detention, retention, erosion control, and nonpoint source pollution prevention. Recognition of watershed conditions at the master-planning level supports consistency with regional water resource policies while allowing project-specific hydrologic analysis to occur during subsequent environmental review.

Several surface waters exist within RTS, described in Section 6.16.1, Wetlands. Within RTS, small, ephemeral surface-water features consist of one man-made freshwater pond associated with the TMWA pumphouse settling system in the east-central airfield and three NWI-mapped riverine drainages that convey seasonal runoff (see 6.16.1). Riverine 1 enters along the western property boundary north of the pond and merges with Riverine 2 from the northern boundary; both terminate near the Nevada Army National Guard facilities. Riverine 3 enters from the northeast corner and dissipates along the east side of Lemmon Drive. Swan (Lemmon) Lake is near the southeast corner of the Airport boundary; Silver Lake is approximately 1.0–1.1 miles southwest. All on-airport features are ephemeral and generally dry between storm events.

Previous planning efforts incorporated hydrologic modeling of 100-year, 24-hour, and 100-year, 10-day storm events. The preferred drainage solution includes two detention basins and one retention basin to reduce peak flows and mitigate impacts to downstream surface water elevations. Without mitigation, runoff from future development could raise the water surface elevation of Swan Lake from 4922.94 to 4922.99 feet and Silver Lake from 4971.74 to 4973.54 feet.

A U.S. Army Corps of Engineers Section 404 permit and NDEP stormwater permit may be required for any direct or indirect impacts to surface waters. Construction activities must comply with the NDEP Construction General Permit (CGP) and Washoe County Stormwater Checklist, including preparation of

a site-specific Stormwater Pollution Prevention Plan (SWPPP), stabilization of disturbed areas within 14 days of work cessation, weekly inspections, and BMP maintenance to prevent sediment discharge.

## Groundwater

Groundwater is subsurface water that occupies the space between sand, clay, and rock formations. The term “aquifer” is used to describe the geologic layers that store or transmit groundwater to wells, springs, and other water sources. According to the NRCS Web Soil Survey and National Cooperative Soil Survey, the depth to water table of the most common soil type on RTS, Soil Map Unit 1041, is more than 80 inches. The depth to water table of all soil types within RTS range from 48 to more than 80 inches.

The Safe Drinking Water Act prohibits federal agencies from funding actions that would contaminate an EPA-designated sole source aquifer or its recharge area.<sup>44</sup> According to the EPA, RTS is not located in a designated Sole Source Aquifer.<sup>45</sup> The nearest sole source aquifer, the Fresno Streamflow Source Zone, is approximately 140 miles south of the Airport near Yosemite National Park, California. The U.S. Geological Survey (USGS) National Water Information System identified seven (7) groundwater wells at RTS, ranging from 42 to 840 feet in depth.<sup>46</sup>

RTS overlies regional source water areas that contribute to public water systems serving the Truckee Meadows. The Integrated Source Water and Clean Water Act Section 319(h) Watershed Protection Plan for Public Water Systems and the Truckee River in the Truckee Meadows provides regional guidance for protecting groundwater quality through source water protection, recharge area management, and nonpoint source pollution controls.

Consistent with this framework, future Airport development will continue to incorporate best management practices such as spill prevention, hazardous materials controls, and stormwater management to protect groundwater quality. Recognition of source water protection areas at the master-planning level promotes awareness of groundwater sensitivity while allowing detailed evaluation of potential impacts to occur during project-specific environmental review.

RTS lies within planning overlays identified in the Truckee Meadows Regional Plan, including Natural Resource Consideration Areas (NR 4) and the Source Water Protection framework for public water systems serving Truckee Meadows. At the master planning level, RTS recognizes these overlays and commits to project-level best management practices to protect groundwater and reduce non point source loading (e.g., spill prevention, fueling controls, SWPPP measures, and post construction stormwater treatment where practicable). While the Regional Trail Network and Tier 1 growth land designations inform broader regional land use and connectivity, they do not alter on-airport groundwater protection requirements; coordination during project development will confirm that drainage and utility designs remain consistent with the Truckee Meadows Regional Drainage Manual and source water guidance. In addition, future airfield and landside designs can evaluate opportunities

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<sup>44</sup> EPA. Safe Drinking Water Act (SDWA). 1996. Accessed October 17, 2025. <https://www.epa.gov/sdwa>.

<sup>45</sup> EPA. Map of Sole Source Aquifer Locations. Accessed October 17, 2025. <https://epa.maps.arcgis.com/apps/webappviewer/index.html?id=9ebb047ba3ec41ada1877155fe31356b>.

<sup>46</sup> USGS. National Water Information System: Mapper. Accessed October 17, 2025. <https://maps.waterdata.usgs.gov/mapper/>.

to mitigate urban heat island effects (e.g., high-albedo pavements, shade structures, and landscape palette selection) where feasible without introducing hazardous wildlife attractants.

### **Wild and Scenic Rivers**

According to the Wild and Scenic Rivers interactive map provided by the NPS, no designated Wild and Scenic Rivers exist within Nevada near RTS. The nearest Wild and Scenic River is the Feather Wild and Scenic River, located approximately 28 miles northwest of RTS, in the Plumas-Eureka State Park, and is not proximate enough to be affected by RTS development.<sup>47</sup>

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<sup>47</sup> NPS. Wild and Scenic Rivers. Accessed October 17, 2025. <https://nps.maps.arcgis.com/apps/View/index.html?appid=ff42a57d0aae43c49a88daee0e353142>.