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Environmental Assessment

Determinations and Compliance Findings for HUD-assisted Projects

24 CFR Part 58

Project Information

Project Name: Beatty Airport Fueling Station

Responsible Entity: Nye County

Grant Recipient (if different than Responsible Entity): N/A

State/Local Identifier: Nevada, Nye County, Beatty

Preparer: BEC Environmental, Inc.
7241 W. Sahara Ave. Ste. 120
Las Vegas, NV 89117

Certifying Officer Name and Title: Danielle McKee, Grants and Contracts Manager

Grant Recipient (if different than Responsible Entity): N/A

Consultant (if applicable): BEC Environmental, Inc.
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Direct Comments to: Rachel Schlick
Environmental Scientist III
BEC Environmental, Inc.
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Project Location:

The project is located on a portion of the Beatty Airport (BTY), on Airport Road, Beatty, Nevada 89003, as shown on the **Vicinity Map in Attachment 1 - Maps**. The project area is Nye County Assessor's Parcel Number (APN) 018-021-02; the subject site is located on an approximate 0.23-acre portion of the 429.3-acre parcel in Township 12 South, Range 46 East, Section 25.

Description of the Proposed Project [24 CFR 50.12 & 58.32; 40 CFR 1508.25]:

The proposed project would install a fueling station on a portion of the Beatty Airport property (see **Area Map, Attachment 1** and **Attachment 3**), including the installation of an above-ground, approximately 13.5-foot tall, 12,000-gallon fuel tank, primarily using Community Development Block Grant (CDBG) funds. The Beatty Airport, approximately 440 acres of land designated for general commercial use, is located approximately 1.5 miles west of US Route 95, approximately 1.8 miles southeast of NV State Route 374, and approximately 2.5 miles southwest of Beatty, Nevada. Beatty, in west-central Nevada, receives approximately 4.24 inches of annual precipitation, with an average January minimum temperature of 26.4 degrees Fahrenheit and an average July maximum temperature of 99.8 degrees Fahrenheit. Groundwater and surface water runoff generally drains toward the southwest through a series of washes into the Amargosa River.

The proposed project would be immediately east of the existing tie down apron for Taxiway A. Installation would include the construction of a 36-inch foundation comprised of 24-inch reinforced concrete foundations over a twelve-inch aggregate base where the legs of the tank are in contact with the ground. Throughout the remainder of the footprint a 6-inch concrete pad over 6-inch concrete base would be installed. The footprint would be 26 feet long by 12 feet wide with the leg portion of the pad being 36 inches wide by 12 feet long. The project would start in January 2019 and would be complete by April 2019. The proposed project would not necessitate moving navigational aids, changing flight procedures, or haul routes.

Statement of Purpose and Need for the Proposal [40 CFR 1508.9(b)]:

The purpose of the project is to meet the demand for aviation fuel at the Beatty Airport, which is currently obtained at other locations. The fueling station is included in the 2012 Federal Aviation Administration (FAA) approved Airport Layout Plan (ALP). The proposed project is being funded by HUD CDBG funds, Title I of the Housing and Community Development Act of 1974 (42 U.S.C. 5301, et seq.), with the purpose of stimulating economic development in the town of Beatty, Nevada, through the enhancement and modernization of the Beatty Airport. Nye County determined the project would generate eight short-term, full-time jobs for the town of Beatty, and result in an estimated eight direct and indirect long-term full-time jobs with an average salary of \$40,107, as discussed in the CDBG grant application. This enhancement is needed to meet the infrastructure requirements of potential Beatty Airport commercial ventures such as aviation technology businesses, tourism companies, and the film industry. In addition, there are six single engine and one multi-engine aircraft based at the Beatty Airport that fuel their aircraft at other airports.

Existing Conditions and Trends [24 CFR 58.40(a)]:

The Beatty Airport is an existing airport owned and operated by Nye County. The property has been an airport since its public Activation date in 1952. At the time of the site visit August 14, 2018, existing infrastructure included one shed, constructed in 1963, a modular office, installed

in 2001, and an asphalt taxiway which was refinished in 2010. The airport also includes two runways. The Beatty Airport Capital Improvement Program 2019-2023 proposed several improvements to increase the beneficial economic impact of the airport. These proposed improvements included the installation of the 12,000-gallon fuel tank. The addition of the tank was also included in the 2012 FAA approved Beatty ALP. If the fueling station is not installed, the airport will continue to lack the necessary infrastructure to meet the needs of prospective commercial enterprises and local users would continue to fuel their aircraft at alternative locations.

Funding Information

Grant Number	HUD Program	Funding Amount
#18/PF/07	CDBG	\$390,000

Estimated Total HUD Funded Amount:

\$390,000

Estimated Total Project Cost (HUD and non-HUD funds) [24 CFR 58.32(d)]:

\$444,112.75

Compliance with 24 CFR 50.4, 58.5, and 58.6 Laws and Authorities

Record below the compliance or conformance determinations for each statute, executive order, or regulation. Provide credible, traceable, and supportive source documentation for each authority. Where applicable, complete the necessary reviews or consultations and obtain or note applicable permits of approvals. Clearly note citations, dates/names/titles of contacts, and page references. Attach additional documentation as appropriate.

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 and 58.6		
Airport Hazards 24 CFR Part 51 Subpart D	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	<p>Consultation/review procedures required. The proposed project is located on a public, basic general aviation airport. the proposed project is not located within the Accident Potential Zone or Runway Potential Zone.</p> <p>The proposed project is located within a medium restriction airport critical area, as depicted on the Beatty Airport Land Restriction Plan and Proposed Future Land Use map in Attachment 2 – Airport Hazards. The proposed location was</p>

		<p>evaluated and authorized by the Federal Aviation Administration (FAA), as an improvement listing under future building/facilities in the 2012 FAA approved Airport Layout Plan (Attachment 2).</p> <p>In accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, and 5050.4B, NEPA Implementing Instructions for Airport Actions, the proposed project would require an environmental determination from FAA. Supplemental documentation relevant to FAA Order 1050.1F and 5050.4B are included in Attachment 2.</p> <p>The proposed project will not adversely affect or impact safety at the airport, nor will it have an effect on the surrounding population areas. The Beatty Airport is located approximately 6,000 feet west of the nearest residential home. The town of Beatty, the closest population center, is over 3 miles northeast of the subject site.</p> <p>Determination made by Robin Schofield, BEC Environmental, Inc., on September 12, 2018.</p> <p>Tim Dahl, Nye County Public Works, concurred on October 4, 2018.</p>
Coastal Barrier Resources Coastal Barrier Resources Act, as amended by the Coastal Barrier Improvement Act of 1990 [16 USC 3501]	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	<p>Not Applicable to this Project. The proposed project is not located within a Coastal Barrier Resource System (CBRS) unit. There are no CBRS units within the state of Nevada as shown on the Coastal Barrier Resources map found in Attachment 3 – Coastal Barrier Resources.</p> <p>Determination made by Robin Schofield, BEC Environmental, Inc., on August 29, 2018.</p>
Flood Insurance Flood Disaster Protection Act of 1973 and National Flood Insurance Reform Act of 1994	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	<p>Not Applicable to This Project. The project area is not located within a Federal Emergency Management Agency (FEMA)-identified Special Flood Hazard Area (SFHA). The project area is located within</p>

[42 USC 4001-4128 and 42 USC 5154a]		<p>Zone X, Area of Minimal Flood Hazard, outside the 0.2-Percent Annual Chance Flood Hazard Zone, as depicted on the National Flood Hazard Layer FIRMette Panel Number 32023C7950E, Effective February 17, 2010, in Attachment 4 – Flood Insurance.</p> <p>Determination made by Kelly Sheehan, BEC Environmental, Inc., on September 5, 2018.</p>
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STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 & 58.5

<p>Clean Air</p> <p>Clean Air Act, as amended, particularly section 176(c) & (d); 40 CFR Parts 6, 51, 93</p>	<p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p>	<p>Finding of No Impact. As of August 31, 2018, Nye County was not designated as a Nonattainment or Maintenance Area for National Ambient Air Quality Standards (NAAQS), including Carbon Monoxide, Lead, Nitrogen Dioxide, 8-hour Ozone, Particulate Matter (PM)-10 and PM-2.5, or Sulfur Dioxide, as shown on the Counties Designated “Nonattainment” or “Maintenance” map in Attachment 5 – Clean Air.</p> <p>The planned installation of the above-ground fuel system could contribute to minor air pollution through the venting of the fuel tank, operation of an increased number of diesel engines due to anticipated increased use of the airport due to the addition of the fueling station, and the generation of dust and particulate matter kicked up from the additional vehicles; however, the air pollutant producing activities would be small-scale and short-term and unlikely to impact overall or long-term air quality in the area. The project activities would not be a significant generator of criteria air pollutants.</p> <p>The use of the fueling system will result in an increase in air emissions. NDEP Bureau of Air Pollution Control (BAPC) does not require permitting for emission units listed under Nevada Administrative Codes (NAC) 445B.288. The proposed 12,000 gallon fueling system is exempt from requirements</p>
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		<p>under 445B.228.1.d., which states “1. The following categories of sources are not required to obtain an operating permit,” “(d) A storage container for petroleum liquid, or a storage facility for volatile organic liquid, that has a capacity of less than 40,000 gallons.”</p> <p>The proposed fueling station will be installed in accordance with the American Petroleum Institute/Energy Institute Recommended Practice 1540, manufacturer’s specifications, and state and local codes. This will ensure the proposed project will not impact regional air quality.</p> <p>Determination made by Kelly Sheehan, BEC Environmental, Inc., on September 5, 2018.</p>
Coastal Zone Management Coastal Zone Management Act, sections 307(c) & (d)	Yes <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>Not Applicable to this Project. The State of Nevada is not a coastal state within or bordering an ocean, the Gulf of Mexico or the Great Lakes; therefore, the state does not contain a designated Coastal Zone, as shown in the Coastal Barrier Resources map in Attachment 3.</p> <p>Determination made by Kelly Sheehan, BEC Environmental, Inc., on September 5, 2018.</p>
Contamination and Toxic Substances 24 CFR Part 50.3(i) & 58.5(i)(2)	Yes <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>Finding of No Impact. A site visit associated with the development of a Phase I Environmental Site Assessment (ESA) was conducted on August 14, 2018. The Phase I ESA revealed no evidence of recognized environmental conditions (REC), controlled recognized environmental conditions, historical environmental conditions, or business environmental risks at the subject site, as stated in the Phase I ESA in Attachment 6 – Contamination and Toxic Substances.</p> <p>The proposed project would introduce a potentially hazardous material into the area, and an approved Spill Prevention, Control, & Countermeasure Plan for the Beatty Airport would be required under 40 CFR 112.7. The SPCC would specify the overfill prevention, secondary containment, and</p>

		inspection requirements as spill prevention measures for the facility.
		Determination made by Rachel Schlick, C.E.M., within the Phase I ESA, BEC Environmental, Inc., September 5, 2018, and Kelly Sheehan, BEC Environmental, Inc., on September 7, 2018.
Endangered Species Endangered Species Act of 1973, particularly section 7; 50 CFR Part 402	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	<p>Finding of No Impact. The project area is located on a portion of the Beatty Airport. The immediately surrounding property is vacant, undeveloped, previously disturbed land. The U.S. Fish and Wildlife Service (USFWS) identified eight species protected under the Endangered Species Act in the general vicinity of the project area: southwestern willow flycatcher (<i>Empidonax traillii extimus</i>), Yuma clapper rail (<i>Rallus longirostris yumanensis</i>), Mojave desert tortoise (<i>Gopherus agassizii</i>), Ash Meadows speckled dace (<i>Rhinichthys osculus nevadensis</i>), Devil's Hole pupfish (<i>Cyprinodon diabolis</i>), Warm Springs pupfish (<i>Cyprinodon nevadensis pectoralis</i>), and Ash Meadows naucorid (<i>Ambrysus amargosus</i>). These species are not expected to be impacted by the proposed action because the subject site does not contain suitable habitat. There is no riparian or marsh areas within the subject site, which is a previously disturbed portion of the Beatty Airport and fenced off from the lands surrounding the airport.</p> <p>The USFWS identified no critical habitat within the project area, as depicted in the USFWS Official Species List found in Attachment 7 - Endangered Species. The USFWS determined no USFWS migratory birds of concern were within the vicinity of the project area, and therefore, do not require additional protective mitigation measures.</p> <p>Nevada Department of Wildlife (NDOW) identified 37 known raptor nest sites within approximately ten miles of the proposed project area, as stated in the NDOW Response Letter in Attachment 7. No nests</p>

were observed at the project site during the site visit on August 14, 2018. Thirteen State of Nevada Special Status Species have historically been observed in the vicinity of the project area: Amargosa toad, blue-gray gnatcatcher, common nighthawk, Mojave desert tortoise, great-tailed grackle, kit fox, northern parula, Oasis Valley speckled dace, pallid bat, sage sparrow, southwestern willow flycatcher, Townsend's big-eared bat, and western yellow-billed cuckoo. None of these were observed at the site.

NDOW identified three species protected under the Endangered Species Act in the general vicinity of the project area: desert tortoise, southwestern willow flycatcher, and western yellow-billed cuckoo (**NDOW Response Letter, Attachment 7**).

The Nevada Natural Heritage Program (NNHP) was consulted regarding the proposed project and provided a **Response Letter** dated August 13, 2018, found in **Attachment 7**. They reported no at-risk taxa recorded within the subject site; however, habitat may be available for the Mojave desert tortoise, (*Gopherus agassizii*), a Federally Threatened Taxon, and the hermit cactus (*Sclerocactus polyancistrus*), a Nevada state protected cactus under NRS 527.060-120.

None of the protected species identified by USFW, NDOW, and NNHP were observed during the biological survey conducted on August 14, 2018. Site photos taken during the biological survey are available in **Attachment 7**.

This was consistent with the determination made by Darling Environmental & Surveying, Ltd., in a Biological Survey Report for Beatty Airport conducted in 2011, available in **Attachment 7**.

Determination made by Rachel Schlick, BEC Environmental, Inc., on October 2, 2018.

<p>Explosive and Flammable Hazards 24 CFR Part 51 Subpart C</p>	<p>Yes No</p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p>	<p>Mitigation steps required. This proposed project includes the installation of a 12,000-gallon aviation fuel tank on the property of Beatty Airport. According to the U.S. Department of Housing and Urban Development, the Acceptable Separation Distance (ASD) between an above-ground, non-diked container capable of holding 12,000 gallons of fuel and a residence is 778.73 feet. The nearest residential structure not on airport property is located approximately 6,280 feet east of the Proposed Project site as shown on the Beatty Airport Distance Map in Attachment 8 – Explosive and Flammable Hazards. The ASD between an above-ground, non-diked container capable of holding 12,000 gallons of fuel and a facility where people may congregate or be present is 158.6 feet. The Fixed Base Operator (FBO) Building/pilot's lounge is approximately 60 feet north of the proposed project site as shown on the Beatty Airport Proposed Fuel Station map in Attachment 8. The pilot's lounge will only be occupied intermittently. To mitigate the adverse impacts associated with installation of a fueling system within the minimum separation distance of the FBO building/pilot's lounge the project engineer will include a barrier designed in accordance with HUD Guidebook 6600.G.</p> <p>The Beatty Fire Department, the nearest fire department, is located approximately 4.8 miles from the Beatty Airport, as shown on the Directions from Beatty Fire Department to Beatty Airport map in Attachment 8.</p> <p>Determination made by Rachel Schlick, BEC Environmental, Inc., October 2, 2018.</p>
<p>Farmlands Protection Farmland Protection Policy Act of 1981, particularly sections</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>Finding of No Impact. The U.S. Department of Agriculture (USDA), Natural Resources Conservation Service (NRCS), identified the soils at the project site as Yermo, hot-Yermo-Arizo association. This</p>

1504(b) and 1541; 7 CFR Part 658		<p>soil type was rated as Farmland of Statewide Importance. However, this project will not convert existing agricultural land to non-agricultural use. Based on the limited size and scope of the project, and its location on previously disturbed soils inside the footprint of the existing Beatty Airport, the loss of Farmland of Statewide Importance would not be considered significant. (see Attachment 9 – Farmlands Protection).</p> <p>Determination made by Kelly Sheehan, BEC Environmental, Inc., on September 5, 2018.</p>
<p>Floodplain Management</p> <p>Executive Order 11988, particularly section 2(a); 24 CFR Part 55</p>	<p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p>	<p>Not Applicable to This Project. The project area is not located within a FEMA-identified SFHA. The project area is located within Zone X, Area of Minimal Flood Hazard, outside the 0.2-Percent Annual Chance Flood Hazard Zone, as depicted on the National Flood Hazard FIRMette Panel Number 32023C7950E, Effective February 17, 2010, in Attachment 4.</p> <p>Determination made by Kelly Sheehan, BEC Environmental, Inc., on September 5, 2018.</p>
<p>Historic Preservation</p> <p>National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800</p>	<p>Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p>	<p>Consultation/Review Procedures Required. There were no historic properties on the subject site. One building of historic age, a shed constructed in 1963, was within the Area of Potential Effect (APE), based on the August 14, 2018, site visit and consultation with the Nevada State Historic Preservation Office (SHPO), as described in the Section 106 Consultation Package in Attachment 10 – Historic Preservation.</p> <p>The proposed action includes installation of one 12,000 gallon aboveground fueling system within the footprint of the existing airport property at the Beatty Airport. The Beatty Airport was publicly activated in 1952 but has been improved throughout its history. Other improvements within the APE have construction or installation years ranging from 2001 to after 2015. There was no consistent style for improvements at the airport, and the installation of the fueling</p>

		<p>system will not adversely impact or modify the setting of place for the 1963 shed within the APE.</p> <p>The Section 106 Consultation Package was in review with Nevada SHPO as of October 21, 2018.</p> <p>Determination made by Robin K. Reed, Deputy State Historic Preservation Officer, Nevada SHPO, October XX, 2018 (Section 106 Response Letter, Attachment 10).</p>
Noise Abatement and Control Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978; 24 CFR Part 51 Subpart B	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	<p>Not applicable to this Project. HUD's noise regulations protect residential properties from excessive noise exposure. The proposed activity does not include new construction for residential use, rehabilitation of an existing residential property, or a research demonstration project, nor is it being installed near a residential area (Attachment 11 – Noise Abatement and Control).</p> <p>Determination made by Rachel Schlick, BEC Environmental, Inc., October 2, 2018.</p> <p>Tim Dahl, Nye County Public Works, concurred on October 4, 2018.</p>
Sole Source Aquifers Safe Drinking Water Act of 1974, as amended, particularly section 1424(e); 40 CFR Part 149	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	<p>Not Applicable to this Project. The U.S. Environmental Protection Agency (EPA) Region 9 has designated nine sole source aquifers. None of these sole source aquifers are in the state of Nevada, as shown in Attachment 12 - Sole Source Aquifers.</p> <p>Determination made by Kelly Sheehan, BEC Environmental, Inc., on September 5, 2018.</p>
Wetlands Protection Executive Order 11990, particularly sections 2 and 5	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	<p>Finding of no impact. The USFWS National Wetlands Inventory mapper identified a riverine feature transecting the subject site (Attachment 13 - Wetlands Protection). The riverine is an ephemeral wash which may occasionally temporarily contain water after a rain event. However, Airport Road and existing improvements at the Beatty Airport would act as barriers to surface water flow for water flowing down</p>

		<p>this riverine feature and would direct surface water flows away from the subject site.</p> <p>The nearest wetland is a freshwater emergent wetland approximately three miles northeast of the subject site (Wetlands Protection Status Map, Attachment 13).</p> <p>Determination made by Rachel Schlick, BEC Environmental, Inc., on October 2, 2018.</p>
Wild and Scenic Rivers Wild and Scenic Rivers Act of 1968, particularly section 7(b) and (c)	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	<p>Not Applicable to this Project. The National Wild and Scenic Rivers System, maintained by the Bureau of Land Management, the National Park Service, USFWS, and the U.S. Forest Service, provide data on designated Wild and Scenic rivers. Nevada has approximately 141,796 miles of rivers, but none designated as Wild & Scenic Rivers, as shown in Attachment 14 – Wild and Scenic Rivers.</p> <p>Determination made by Kelly Sheehan, BEC Environmental, Inc., on September 5, 2018</p>
ENVIRONMENTAL JUSTICE		
Environmental Justice Executive Order 12898	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	<p>Not applicable to this Project. The proposed project is not expected to have a disproportionate effect on low-income or minority populations.</p> <p>According to the U.S. Department of Housing and Urban Development Low- and Moderate-Income Summary Data included in the CDBG application for the proposed project, 70.38% of the total population of 1,012 individuals in the census tract which includes Beatty, Nevada, are considered low/moderate income. Completion of the proposed project would act as an economic stimulus for the community, resulting in economic benefits including job opportunities, increased incomes, development, and a high potential for the increase in revenue for good and services. According to the Environmental Justice Screen American Community Survey Summary Report for Beatty, Nevada, the</p>

		<p>average 2012-2016 per capita income was \$25,208 (Attachment 15 – Environmental Justice) Nye County determined this project would create eight short-term, full-time jobs for the town of Beatty; additionally, it would result in an estimated eight direct and indirect long-term full-time jobs with an average salary of \$40,017.</p> <p>Determination made by Rachel Schlick, BEC Environmental, Inc., on October 2, 2018.</p>
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Environmental Assessment Factors [24 CFR 58.40; Ref. 40 CFR 1508.8 & 1508.27] Recorded below is the qualitative and quantitative significance of the effects of the proposal on the character, features and resources of the project area. Each factor has been evaluated and documented, as appropriate and in proportion to its relevance to the proposed action. Verifiable source documentation has been provided and described in support of each determination, as appropriate. Credible, traceable and supportive source documentation for each authority has been provided. Where applicable, the necessary reviews or consultations have been completed and applicable permits of approvals have been obtained or noted. Citations, dates/names/titles of contacts, and page references are clear. Additional documentation is attached, as appropriate. **All conditions, attenuation or mitigation measures have been clearly identified.**

Impact Codes: Use an impact code from the following list to make the determination of impact for each factor.

- (1) Minor beneficial impact
- (2) No impact anticipated
- (3) Minor Adverse Impact – May require mitigation
- (4) Significant or potentially significant impact requiring avoidance or modification which may require an Environmental Impact Statement

Environmental Assessment Factor	Impact Code	Impact Evaluation
LAND DEVELOPMENT		
Conformance with Plans / Compatible Land Use and Zoning / Scale and Urban Design	1	<p>The Town of Beatty Area Plan (2014) and Nye County Comprehensive Economic Development Strategy (2012) both highlight expansion of services at Beatty Airport as a vital component of economic diversification and future planned land uses. The Beatty Airport Land Restriction Plan and Proposed Future Land Use map (Attachment 2) shows the proposed special plan of development area in the vicinity of the Beatty Airport, intended for expanded commercial and industrial development. Installation of the proposed fuel station will assist in the planned expansion of the Airport. Applicable Nye County permits will be obtained by the Contractor.</p>

		Brett Waggoner, Nye County Planning, concurred on October 4, 2018.
Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff	2	<p>The Phase I ESA (Attachment 6) identified the proposed project as being located on soils classified as Yermo, which is characterized as Class B with moderate infiltration rates by the USDA NRCS. Yermo may be deep or moderately deep, moderately well or well drained, with moderately coarse textures, and high corrosion potential for uncoated steel, suitable for the proposed project.</p> <p>The proposed project site is located outside the 100-year flood zone and is listed as being in FEMA Zone X, characterized as an area determined to be outside a Special Flood Hazard Area (Attachment 4). The subject site is leveled from previous grading activities in the airport. No evidence of erosion or drainage issues were observed during the August 14, 2018, site visit.</p> <p>40 CFR 122.26(b)(14)(i)-(xi), “Storm Water Discharges Associated with Industrial Activity”, determines which industrial facilities are subject to stormwater permitting compliance. Transportation categories requiring Storm Water Pollution Prevention permitting and planning include (5171) petroleum bulk stations and terminals. A National Pollutant Discharge Elimination System Stormwater discharge permit would be required for this fueling station. Best Management Practices will be used during installation to minimize stormwater runoff.</p> <p>Cheryl Beeman, Nye County Planning, concurred on October 4, 2018.</p>
Hazards and Nuisances including Site Safety and Noise	3	<p>The Phase I ESA (Attachment 6) identified no existing Recognized Environmental Conditions, Historic Recognized Environmental Conditions, Controlled Recognized Environmental Conditions, or Business Environmental Risks for the subject site. Minor construction related noise would occur during daylight hours during the installation process.</p> <p>However, an approved Spill Prevention, Control, & Countermeasure Plan would be required under 40 CFR 112.7.</p> <p>The installation of a fueling system would introduce potential hazards. The site will be supplied with an 8,000-10,000-gallon water tank to facilitate fire suppression. Beatty fire trucks are also equipped with foam for fire suppression. The Beatty Fire Station is located an</p>

		<p>approximate 4.8-mile drive from the subject site, as depicted on Directions from Beatty Fire Department to Beatty Airport – Attachment 8. Mike Harmon, Beatty Fire Service, concurred on October 2, 2018.</p> <p>Janice Maurizio, Nye County Sheriff's Office, concurred on October 4, 2018.</p>
Energy Consumption	3	<p>The proposed project will result in a slight increase in energy consumption at the Beatty Airport, as the automated aboveground fueling system will be connected to NV Energy transmission lines and will provide 24-hour self service capabilities.</p> <p>Brett Waggoner, Nye County Planning, concurred on October 4, 2018.</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
SOCIOECONOMIC		
Employment and Income Patterns	1	<p>The proposed project would have a beneficial economic impact on the Town of Beatty. Town and County representatives expect, with an improvement to airport accessibility, a 25% increase in aircraft visitations per month. This would result in an expansion and diversification of community business opportunities, a boost in tourism and recreation income, and an estimation of eight temporary and eight permanent job opportunities for residents.</p> <p>Darrin Tuck, Nye County Utility Superintendent, concurred November 9, 2017, in a project presentation to the Nevada Governor's Office of Economic Development.</p> <p>Paul Miller, Nye County Regional Economic Development Authority, concurred on October 4, 2018.</p>
Demographic Character Changes, Displacement	2	<p>As the site is located on commercially zoned property previously developed as an airport, the proposed project would not result in demographic character changes or displacement.</p> <p>Karyn Smith, Nye County Health and Human Services, concurred on October 4, 2018.</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
COMMUNITY FACILITIES AND SERVICES		
Educational and Cultural Facilities	1	The closest educational facilities to the proposed project site would be Beatty High School, 4.0 miles northeast, Beatty

		<p>Middle School, 4.7 miles northeast, and Beatty Elementary School, 4.7 miles northeast.</p> <p>The installation of a fueling station would not result in an increase in the use of these educational facilities. There may be a slight increase in tourism and the use of the Beatty Museum and other cultural facilities in the area associated with the availability of fuel at the Beatty Airport, which could result in a slight positive economic impact for these resources.</p> <p>Janelle Veloz, Nye County School District, concurred on October 4, 2018.</p>
Commercial Facilities	1	<p>There are several hotels and motels located in the Town of Beatty, 4.2 to 5.1 miles northeast of the proposed project site, including Death Valley Inn, El Portal Motel, Atomic Inn, Motel 6, and the Stagecoach Hotel and Casino. There are also several retail and restaurant facilities within six miles of the Beatty Airport. As the proposed project is anticipated to increase tourism and recreational visitors, there is an expectation the project will positively (directly and indirectly) impact retail, restaurant, and hotel services in the town.</p> <p>Paul Miller, Nye County Regional Economic Development Authority, concurred on October 4, 2018.</p>
Health Care and Social Services	2	<p>The only hospital in the Town of Beatty, Beatty Hospital (Nevada Rural Health) is located 4.7 miles from the Beatty Airport. The proposed project would not likely alter population size and therefore would have no significant impact on the health and social services provided in Beatty and Nye County. The additional visitors, based on the expected increased traffic at the airport, are not expected to utilize area Health Care or Social Services.</p> <p>Karyn Smith, Nye County Health and Human Services, concurred on October 4, 2018.</p>
Solid Waste Disposal / Recycling	2	<p>C&S Waste Solutions transfers waste and recyclables collected in Beatty to the Nye County Landfill in Pahrump, Nevada. The Landfill is located 70 miles from the Beatty Airport and would be the repository for non-hazardous waste materials generated by construction activities associated with the proposed project activities. Due to project size, the waste produced during these activities would not overburden the landfill. Additional waste due to anticipated increased Airport use is expected to be minimal.</p>

		Tim Dahl, Nye County Public Works, concurred on October 4, 2018.
Waste Water / Sanitary Sewers	2	<p>The proposed project site is not connected to a city wastewater or storm water management system. The proposed project would not affect waste water volume and would not overburden the current services in place.</p> <p>Rob Shirley, Beatty Water and Sanitation District, concurred on October 4, 2018.</p>
Water Supply	2	<p>The Beatty Water and Sanitation District supplies the Town of Beatty water for municipal, industrial, and domestic purposes. The U.S. EPA Safe Drinking Water Information System (SDWIS) identified 22 Beatty community water systems. Because the proposed project is not connected to the Beatty water supply, there would be no impact to the system.</p> <p>Rob Shirley, Beatty Water and Sanitation District, concurred on October 4, 2018.</p>
Public Safety - Police, Fire and Emergency Medical	3	<p>The Beatty Volunteer Fire Department provides fire and paramedic services to the Town of Beatty; the fire station is located approximately 4.8 miles north-northeast of the subject site. The proposed project would not increase the need for emergency services in Beatty; existing services would cover any additional incidents related (directly or indirectly) to the installation of the fuel station. In addition, a water tank containing 8,000 to 10,000 gallons of water would be installed at the Airport for use in fire suppression.</p> <p>Mike Harmon, Beatty Fire Service, concurred on October 2, 2018.</p> <p>Janice Maurizio, Nye County Sheriff's Office, concurred on October 4, 2018.</p> <p>Scott Lewis, Department of Emergency Management, concurred on October 4, 2018.</p>
Parks, Open Space and Recreation	2	<p>The nearest community park to the proposed project site is Cottonwood Park, 4.3 miles northeast, and the Beatty Museum and Historical Society is located 4.7 miles northeast. The installation of a fueling station at the Beatty Airport would not have an adverse effect on park, open space, or recreation in the Town of Beatty. There would be a potential increase in tourism as a result of increased airport activity which may cause an increase in visits to these community facilities.</p>

		Tim Dahl, Nye County Public Works, concurred on October 4, 2018.
Transportation and Accessibility	2	<p>Town and County representatives expect, with an improvement to airport accessibility, an average 25% increase in aircraft visits per month to the Beatty Airport. This could result in a slight increase in the use of US-95 and NV-374 to access the Airport. The increase in air traffic and roadway use could be a slight benefit to the community and would not adversely affect transportation or accessibility. However, increased road and runway use could adversely impact the road/runway maintenance needs.</p> <p>Tim Dahl, Nye County Public Works, concurred on October 4, 2018.</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
NATURAL FEATURES		
Unique Natural Features, Water Resources	2	<p>There are no unique natural features or water resources on the proposed project site or vicinity that could potentially be impacted by the proposed action.</p>
Vegetation, Wildlife	2	<p>A site visit was conducted on August 14, 2018, for the purpose of identifying threatened or endangered species. No evidence of species identified in the USFWS Consultation Response Letter dated August 9, 2018, was observed (Attachment 7). NDOW was consulted regarding the proposed project and provided a Response Letter dated August 10, 2018 (Attachment 7). NDOW stated various species of raptors may reside in the vicinity of the project area. They reported 37 known raptor nest sites within ten miles of the proposed project. Neither raptor foraging nor nesting habitat was observed on or in the immediate vicinity of the proposed site. No raptors were observed in the area during the August 14, 2018 site visit. Air traffic has the potential to impact raptors, but the increase in existing air traffic is not expected to add additional impacts. NDOW also stated mule deer and bighorn sheep distribution exists within the four-mile buffer area, but not in the project area. No grazing area or signs of antelope were observed on or in the vicinity of the proposed project during the site visit.</p> <p>The NNHP was consulted regarding the proposed project and provided a Response Letter dated August 13, 2018, found in Attachment 7. They reported no at-risk taxa recorded within the subject site; however, habitat may be</p>

		available for the Mojave desert tortoise, (<i>Gopherus agassizii</i>), a Federally Threatened Taxon, and the hermit cactus (<i>Sclerocactus polyancistrus</i>), a Nevada state protected cactus under NRS 527.060-120. Neither species was observed during the August 14, 2018 biological survey.
Other Factors	N/A	N/A

Additional Studies Performed:

Phase I Environmental Site Assessment, September 5, 2018

Field Inspection (Date and completed by):

Biological Survey completed on August 14, 2018, by Rachel Schlick, BEC Environmental, Inc., and Danielle Viglione, BEC Environmental, Inc.

SHPO APE Delineation completed on August 14, 2018, by Rachel Schlick, BEC Environmental, Inc., and Danielle Viglione, BEC Environmental, Inc.

Phase I ESA site visit completed on August 14, 2018, by Rachel Schlick, BEC Environmental, Inc., and Danielle Viglione, BEC Environmental, Inc.

List of Sources, Agencies and Persons Consulted [40 CFR 1508.9(b)]:

Agencies and Persons Consulted:

Allen Metscher, Director, Central Nevada Museum, (775) 482-9676, 1900 Logan Field Road, Tonopah, Nevada 89049

Amina Anderson, Manager, Beatty Museum and Historical Society, (775) 553-2303, P.O. Box 244, Beatty, Nevada 89003

Andy Kirk, Department Chair, Preserve Nevada, (702) 895-3349, 4505 South Maryland Parkway, Box 5020, Las Vegas, Nevada 89154

Arlan Melendez, Chairperson, Reno-Sparks Indian Colony, Nevada, (775) 329-2936, 98 Colony Road, Reno, Nevada 89502

Austin Greene, Tribal Chairman, Confederate Tribes of the Warm Springs Reservation of Oregon, (541) 553-3257, P.O. Box 1299, Warm Springs, Oregon 97761

Benny Tso, Tribal Chairman, Las Vegas Tribe of Paiute Indians of the Las Vegas Indian Colony, Nevada, (702) 386-3926, One Paiute Drive, Las Vegas, Nevada 89106

Bonnie Weller, GIS Specialist/Biologist III, Nevada Department of Wildlife, (775) 688-1439, BWeller@ndow.org, 6980 Sierra Center Parkway, Suite 120, Reno, Nevada 89511

Brett Waggoner, Planning Director, Nye County Planning, (775) 751-4249, 250 North Highway 160, Suite 1, Pahrump, Nevada 89060

Cheryl Beeman, Floodplain Administrator, Principal Planner, Nye County Planning, (775) 751-4249 ext. 6250, North Highway 160, Suite 1, Pahrump, Nevada 89060

Darren Daboda, Chairperson, Moapa Band of Paiute Indians of the Moapa River Indian Reservation, Nevada, (702) 865-2787, One Lincoln Street, Moapa, Nevada 89025-0340

Darrin Tuck, Utilities Superintendent, Pahrump Public Works, (775) 751-6262, 250 North Highway 160, Suite 2, Pahrump, Nevada 89060

Davis Gonzales, Chairperson, Te-Moak Tribe of Western Shoshone Indians of Nevada, (775) 738-9251, 525 Sunset Street, Elko, Nevada 89801

Dick Gardner, Chairman, Town of Beatty, (775) 553-2050, P.O. Box 837, Beatty, Nevada 89003

Dorena Martineau, Cultural Resource Manager, Paiute Indian Tribe, Utah, (435) 586-1112, 440 North Paiute Drive, Cedar City, Utah 84721-6181

Eric Miskow, Biological Data Manager, Nevada Natural Heritage Program, (775) 684-2900, EMiskow@heritage.nv.gov, 901 South Stewart Street, Suite 5002, Carson City, Nevada 89701

Janelle Veloz, Administrative Assistant and State Reports Coordinator, Nye County School District, (775) 727-7743, 484 South West Street, Pahrump, NV 89048

Janice Maurizio, Supervising Sheriff Administrator, Nye County Sheriff's Office, (775) 751-7000, 1520 East Basin Road, Pahrump, Nevada 89048

Jimmy Thomas, Chairman of the Board, Town of Amargosa, (775) 372-5459, 821 East Farm Road, Amargosa Valley, Nevada 89020

Karyn Smith, Human Services Manager, Nye County Health and Human Services, (775) 751-7095, 1120 Globemallow Lane, Tonopah, Nevada 89049

Len George, Chairperson, Paiute-Shoshone Tribe of the Fallon Reservation and Colony, Nevada, (775) 423-6075, 565 Rio Vista Drive, Fallon, Nevada 89406-6415

Linda Howard, Chairperson, Yerington Paiute Tribe of the Yerington Colony and Campbell Ranch, Nevada, (775) 463-3301, 171 Campbell Lane, Yerington, Nevada 89447

Michon Eben, THPO, Reno-Sparks Indian Colony, Nevada, (775) 785-1363, 98 Colony Road, Reno, Nevada 89502

Paul Miller, Executive Director, Nye County Regional Economic Development Authority, (775) 727-0716, 2101 East Calvada Boulevard South, Pahrump, Nevada 89048

Rob Shirley, General Manager, Beatty Water and Sanitation District, (775) 553-2931, P.O. Box 99, Beatty, Nevada 89003

Robin K. Reed, Deputy State Historic Preservation Officer, Nevada State Historic Preservation Office, (775) 684-3439, 901 South Stewart Street, Suite 5004, Carson City, Nevada, 89701

Rodney Mike, Chairperson, Duckwater Shoshone Tribe of the Duckwater Reservation, Nevada, (775) 863-0444, P.O. Box 140068, Duckwater, Nevada 89314

Roland Maldonado, Chairperson, Kaibab Band of Paiute Indians of the Kaibab Indian Reservation, Arizona, (928) 643-7245, HC 65, Box 2, Fredonia, Arizona 86022-9600

Sarah Caliguiri, Environmental Director, Yomba Shoshone Tribe of the Yomba Reservation, Nevada, (775) 964-2463, HC 61, Box 6275, Austin, Nevada 89310-9302

Scott Lewis, Director, Department of Emergency Management, (775) 209-5883, 1510 Siri Lane, Pahrump, Nevada 89060

Stephanie Arman, THPO, Fort Independence Indian Community of Paiute Indians of the Fort Independence Reservation, California, (760) 878-5160 ext. 164, P.O. Box 67, Independence, California 93526

Tanya Henderson, Executive Director, Amargosa Conservancy, (760) 852-4339, P.O. Box 63, Shoshone, California 92384

Tildon Smart, Chairman/Administrator, Fort McDermitt Paiute and Shoshone Tribes of the Fort McDermitt Indian Reservation, Nevada and Oregon, (775) 532-8259, P.O. Box 457, McDermitt, Nevada 89421-0457

Tim Dahl, Public Works Director, Nye County Public Works, (775) 751-6845, 1114 Globemallow Lane, Tonopah, Nevada 89049

U.S. Fish and Wildlife Service, Information and Planning for Conservation (IPaC) database, (775) 861-6300, 1340 Financial Boulevard, Suite 234, Reno, Nevada 89502

Vinton Hawley, Chairperson, Pyramid Lake Paiute Tribe of the Pyramid Lake Reservation, Nevada, (775) 574-1000, P.O. Box 256, Nixon, Nevada 89424-0256

Wendy Stine, Chairperson, Fort Independence Indian Community of Paiute Indians of the Fort Independence Reservation, California, (760) 878-5160, P.O. Box 67, Independence, California 93526-0067

Sources:

- AirNav: KBTY - Beatty Airport, August 2018, <https://www.airnav.com/airport/KBTY>
- C&S Waste Solutions, September 2018 <https://candswaste.com/locations/nevada/beatty/beatty-disposal/>
- FEMA Flood Map Service Center, September 2018 <https://msc.fema.gov/portal>
- National Flood Hazard Layer FIRMette Tool, September 2018 <http://fema.maps.arcgis.com/apps/webappviewer/index.html?id=49069b91c14a411fa8defccf5c1f6266>
- HUD Exchange Environmental Justice, October 2018 <https://www.hudexchange.info/environmental-review/environmental-justice/>
- HUD Exchange Explosive and Flammable Facilities, October 2018 <https://www.hudexchange.info/environmental-review/explosive-and-flammable-facilities/>
- HUD Exchange Noise Abatement and Control, October 2018 <https://www.hudexchange.info/programs/environmental-review/noise-abatement-andcontrol/>
- HUD Exchange Airport Hazards, September 2018 <https://www.hudexchange.info/environmental-review/airport-hazards/>
- Nye County Assessor, August 2018 <http://64.250.229.86:1401/cgi-bin/aswmenu>
- National Center for Educational Statistics, September 2018 <https://nces.ed.gov/globallocator/>
- National Wild and Scenic Rivers System, September 2018 <https://rivers.gov/>
- *Nye County Comprehensive Economic Development Strategy (CEDS)*, June 29, 2012, September 2018
- *Town of Beatty Area Plan: Gateway to Death Valley*, May 12, 2014, September 2018

- U.S. Department of Agriculture, Natural Resources Conservation Service, Web Soil Survey, September 2018
<https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>
- U.S. EPA Ground Water, October 2018
<https://ofmpub.epa.gov/apex/sfdw/f?p=108:103::NO:RP::>
- U.S. EPA Attainment Status for Nevada, September 2018
<https://www3.epa.gov/airquality/greenbook/mapnmpoll.html>
- U.S. EPA Pacific Southwest, Region 9, Sole Source Aquifer, September 2018
<https://epa.maps.arcgis.com/apps/webappviewer/index.html?id=9ebb047ba3ec41ada1877155fe31356b>
- U.S. Fish & Wildlife Service Coastal Barrier Resources System Mapper, August 2018
<https://www.fws.gov/ecological-services/habitat-conservation/cbra/maps/mapper.html>
- U.S. Fish & Wildlife Service, Information, Planning, and Consultation (IPaC) System Report, Consultation Code: 08ENVS00-2018-SLI-0238, August 9, 2018
- U.S. Fish & Wildlife Service National Wetlands Inventory, October 2018
<https://www.fws.gov/wetlands/data/mapper.HTML>

List of Permits Obtained:

None to date.

Public Outreach [24 CFR 50.23 & 58.43]:

- The Beatty Airport Fueling Station project was agendized and discussed during the November 21, 2017, Nye Board of County Commissioner's (BoCC) meeting and during the July 17, 2018, Nye BoCC meeting.
- Tribal consultation and comment request letters were mailed on September 13, 2018. This comment period ended on October 13, 2018. **No comments were received.**
- The Finding of No Significant Impact (FONSI) and Notice of Intent to Request of Release of Funds (NOI RROF) was published in the Pahrump Valley Times on **October XX, 2018**. This comment period ended **October XX, 2018**.

Cumulative Impact Analysis [24 CFR 58.32]:

The overall cumulative impact of the project is expected to be neutral to beneficial. The project would upgrade existing facilities at the Beatty Airport to facilitate economic development and diversification consistent with the goals identified by the Town of Beatty Area Plan and Nye County Comprehensive Economic Development Strategy.

Installation of the fueling station at the proposed location could impact the FBO Building/pilot's lounge located 60 feet northwest of the proposed location. These impacts would be mitigated through the installation of protective devices/barriers to protect human health and the environment.

Installation of the fueling station at the proposed location would increase the fire hazards at the airport. An 8,000- to 10,000-gallon water tank would be installed on the premises to aid in fire suppression to address the increased risk. Permitting needed to be completed in accordance with the International Fire Code as enforced by the State Fire Marshall and applicable Nye County codes and ordinances will be completed as part of the proposed action.

Alternatives [24 CFR 58.40(e); 40 CFR 1508.9]

No alternative locations were considered. This was the only site approved for fueling station installation by the FAA in the approved Airport Layout Plan.

No Action Alternative [24 CFR 58.40(e)]:

Under the no action alternative, the airport services would not be expanded, and economic development and diversification opportunities would not be realized.

Summary of Findings and Conclusions:

A Finding of No Significant Impact has been concluded based on the information provided, subject to the mitigation measure(s) listed below. The surrounding area is the Beatty Airport; this project would not produce additional impacts or changes in character to the area.

Mitigation Measures and Conditions [40 CFR 1505.2(c)]

Summarize below all mitigation measures adopted by the Responsible Entity to reduce, avoid, or eliminate adverse environmental impacts and to avoid non-compliance or non-conformance with the above-listed authorities and factors. These measures/conditions must be incorporated into project contracts, development agreements, and other relevant documents. The staff responsible for implementing and monitoring mitigation measures should be clearly identified in the mitigation plan.

Law, Authority, or Factor	Mitigation Measure
Explosive and Flammable Hazards 24 CFR Part 51 Subpart C	To mitigate the adverse impacts associated with installation of a fueling system within the minimum separation distance of the FBO building/pilot's lounge the project engineer will include a barrier designed in accordance with HUD Guidebook 6600.G. In addition, permitting needing to be completed in accordance with the International Fire Code as enforced by the State Fire Marshall and applicable Nye County codes and ordinances will be adhered to.
Historic Preservation National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800	Pending agency response
Hazards and Nuisances, including Noise 40 CFR 112.7	To avoid non-compliance with the above-listed factors, an approved Spill Prevention, Control, & Countermeasure Plan will be established.
Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff	To avoid non-compliance, a National Pollutant Discharge Elimination System Stormwater discharge permit will be obtained. Transportation categories requiring Storm Water Pollution Prevention permitting

40 CFR 122.26(b)(14)(i)-(xi), “Storm Water Discharges Associated with Industrial Activity”	and planning include (5171) petroleum bulk stations and terminals.
--------------------------------------------------------------------------------------------	--------------------------------------------------------------------

Determination:

Finding of No Significant Impact [24 CFR 58.40(g)(1); 40 CFR 1508.27]
The project will not result in a significant impact on the quality of the human environment.

Finding of Significant Impact [24 CFR 58.40(g)(2); 40 CFR 1508.27]
The project may significantly affect the quality of the human environment.

Preparer Signature: _____ Date: _____

Name/Title/Organization: _____

Certifying Officer Signature: _____ Date: _____

Name/Title: _____

This original, signed document and related supporting material must be retained on file by the Responsible Entity in an Environmental Review Record (ERR) for the activity/project (ref: 24 CFR Part 58.38) and in accordance with recordkeeping requirements for the HUD program(s).

Attachment 1
Maps

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Vicinity Map

Beatty Airport Fueling Station

Airport Road

Nye County, Nevada



bec environmental, inc.
Environmental Services

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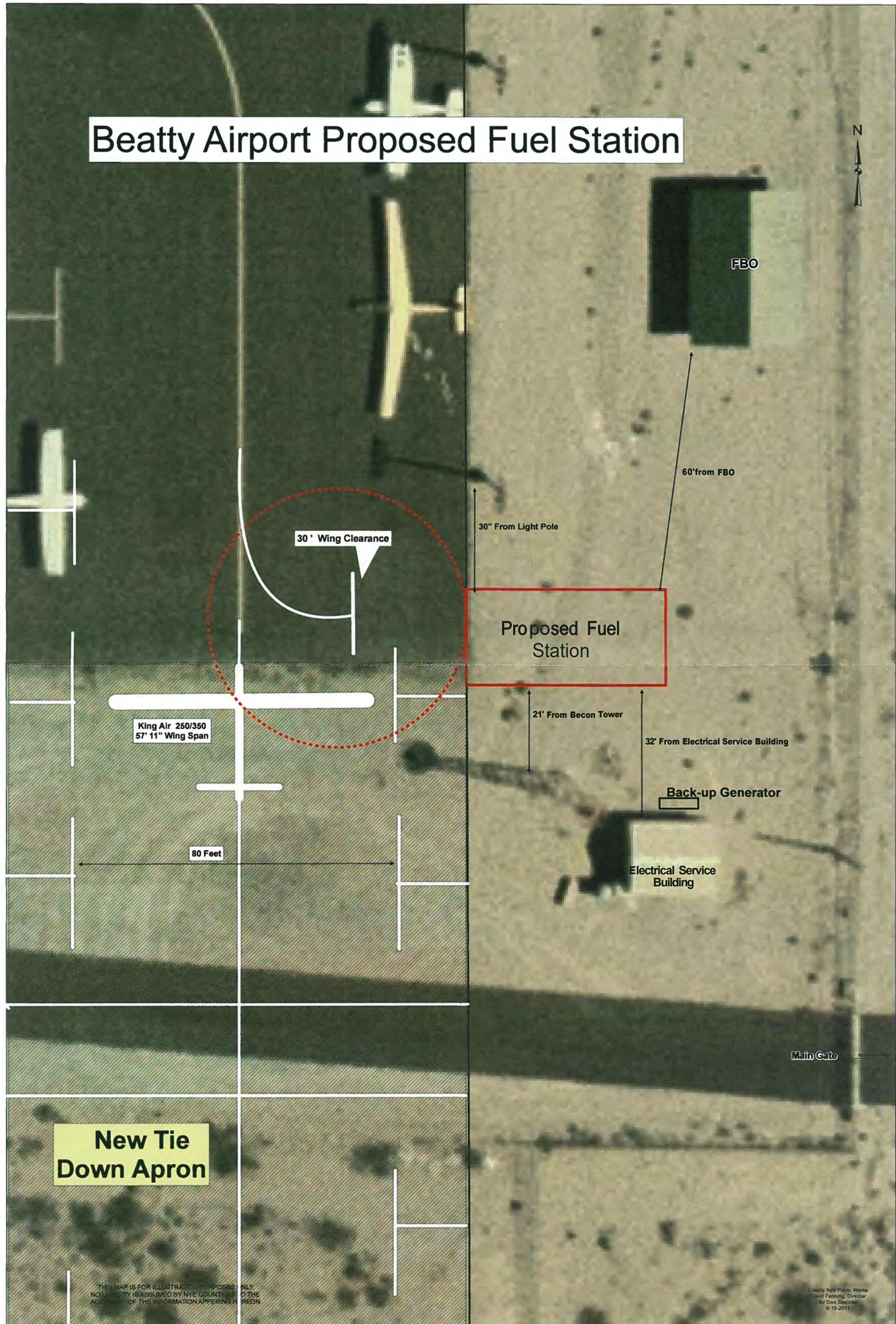


Area Map
Beatty Airport Fueling Station
Airport Road
Nye County, Nevada



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Beatty Airport Proposed Fuel Station



Attachment 2

Airport Hazards

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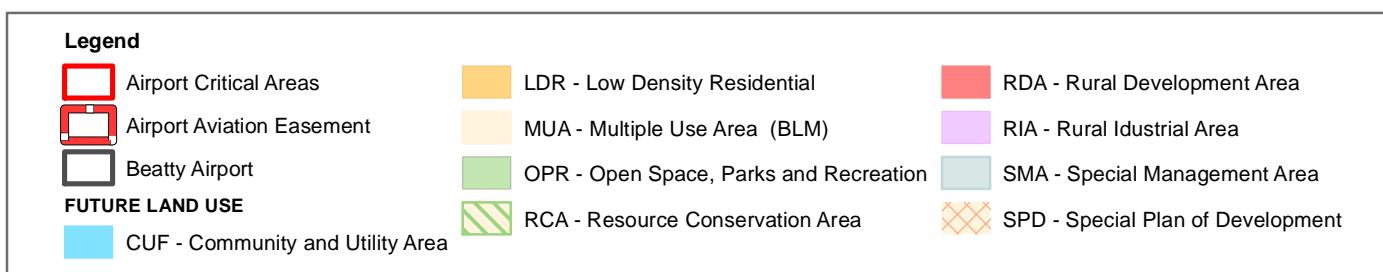
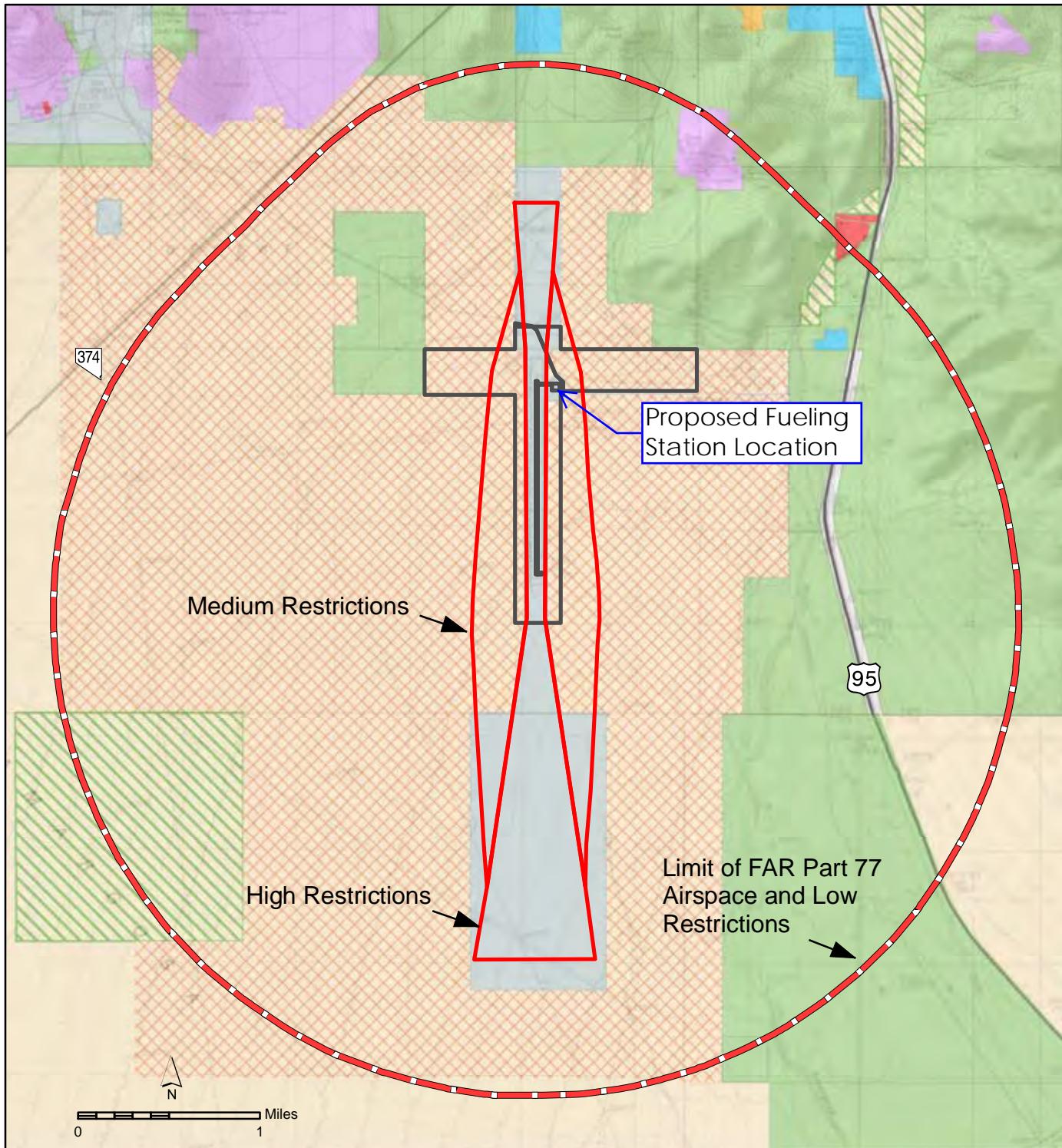
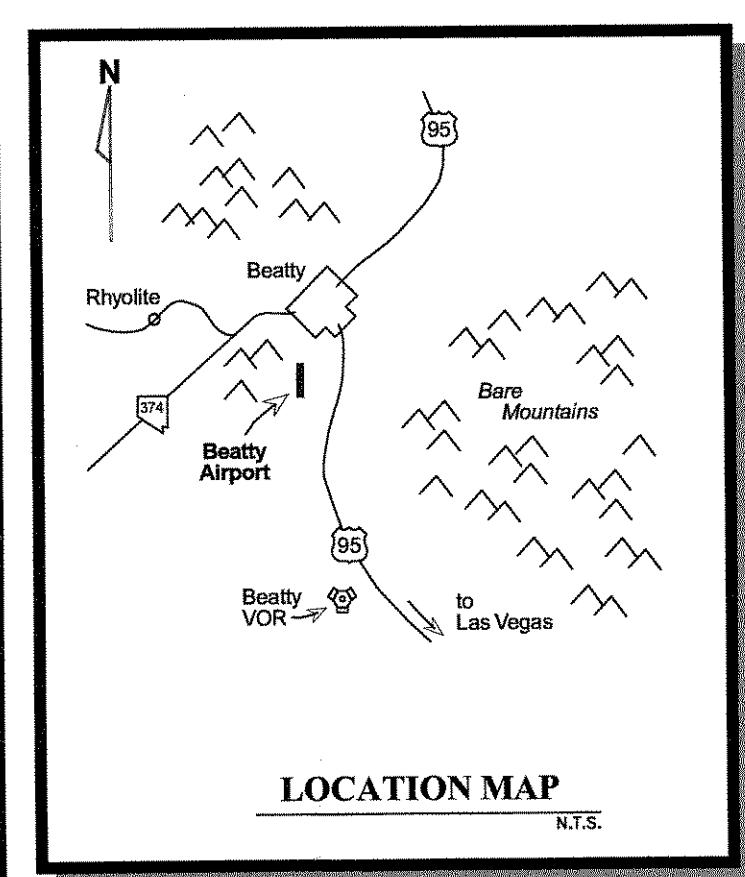
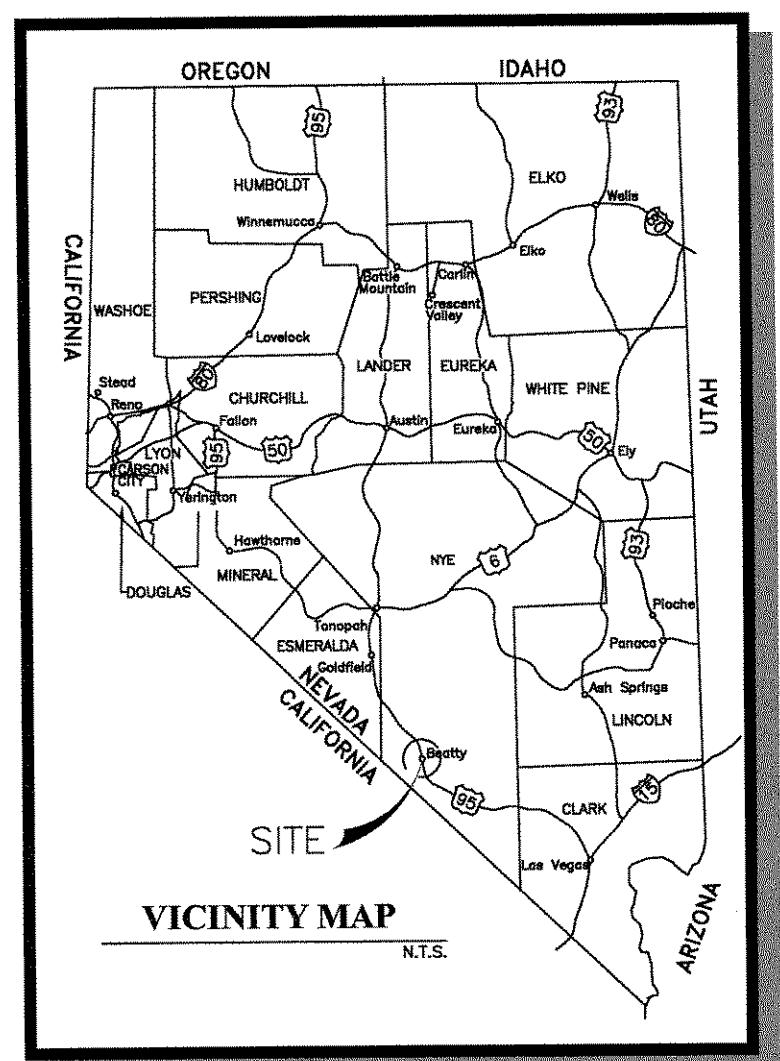


Figure 7. Beatty Airport Land Restriction Plan and Proposed Future Land Use.

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FUTURE BUILDINGS/FACILITIES		
NO.	DESCRIPTION	ELEV.
6	Fuel Tank with Card Reader	3119
7	AWOS	3119

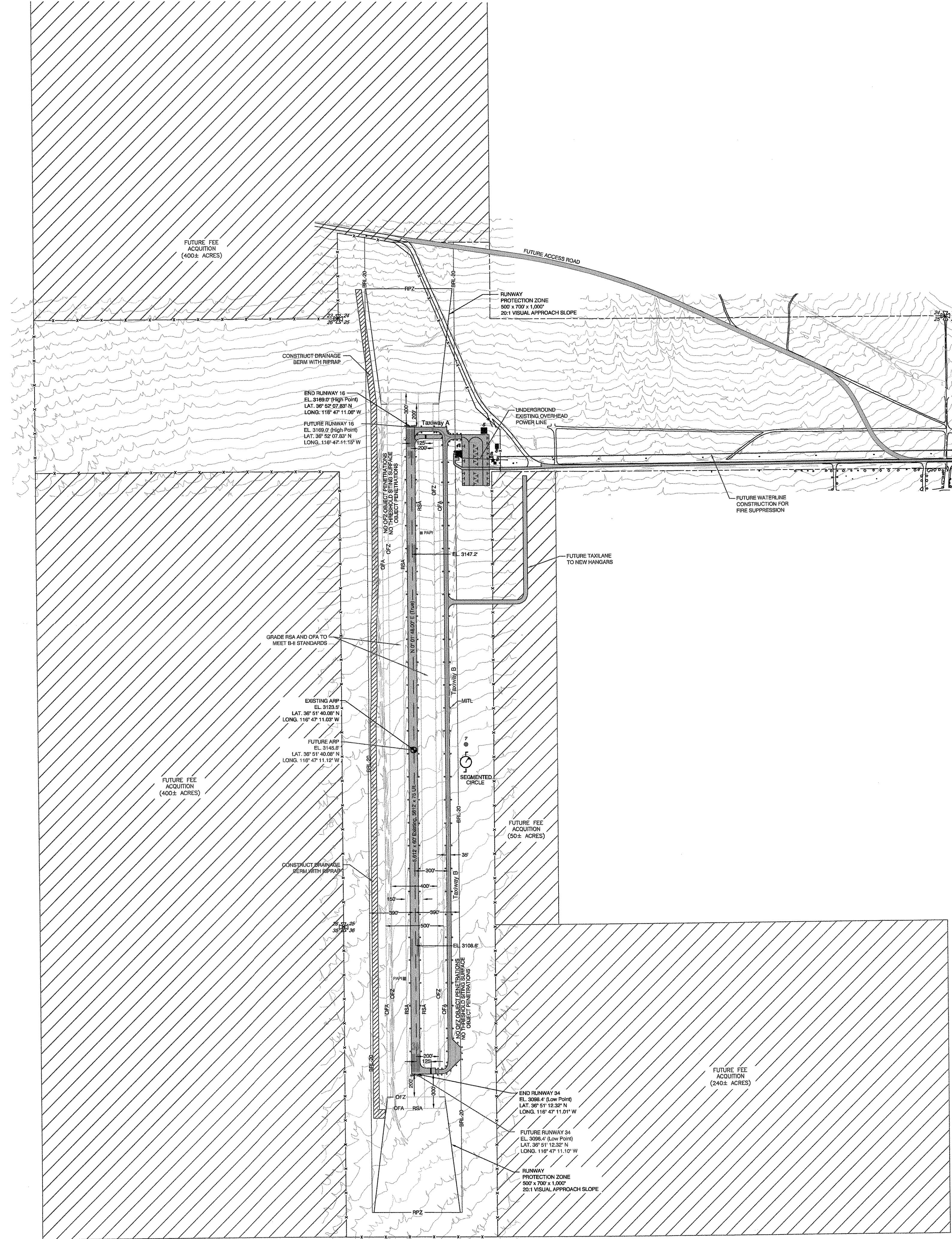
EXISTING BUILDINGS/FACILITIES		
NO.	DESCRIPTION	ELEV.
1	Hangar	3179.8
2	Electrical Vault	3174.1
3	Pilot's Lounge	3179.1
4	Mobile Office (Glider)	3176.0
5	Hangar	3185.0

RUNWAY END COORDINATES (NAD 83)		
RUNWAY	EXISTING/FUTURE	
Runway 16	Latitude 36° 52' 07.83" N Longitude 116° 47' 11.08" W	
Runway 34	Latitude 36° 51' 12.32" N Longitude 116° 47' 11.01" W	

LEGEND	
EXISTING	FUTURE
—	—
—	AIRPORT PAVEMENT
—	AIRPORT PROPERTY LINE
—	AIRPORT REFERENCE POINT (ARP)
—	AIRPORT ROTATING BEACON
—	AVIATION EASEMENT (if applicable)
—	BUILDING ABANDONMENT/REMOVAL
—	BUILDING CONSTRUCTION
—	BUILDING RESTRICTION LINE (BRL)
—	BUILDING THRESHOLD/REMOVAL
—	OBJECT FREE AREA
—	RUNWAY SAFETY AREA
—	OBJECT FREE ZONE
—	OFZ
—	—
—	DRAINAGE
—	—
—	FENCING
—	NAVIGATIONAL AID INSTALLATION
—	RUNWAY EDGE LIGHTS
—	RUNWAY END IDENTIFICATION LIGHTS (REIL)
—	RUNWAY THRESHOLD LIGHTS
—	SEGMENTED CIRCLE w/ LIGHTED WINDCONE
—	SECTION CORNER
—	TOPOGRAPHIC CONTOURS
—	WIND INDICATOR (Lighted)

GENERAL NOTES:

- Building Restriction Line (BRL) is established in accordance with F.A.R. Part 77 criteria. Location utilizes 20 foot vertical object height. BRL location may vary in accordance with runway object free area, runway protection zone, no-aviation critical areas, and areas required for terminal instrument procedures.
- Runway Monuments are magnetic nails placed flush in the pavement.
- Onsite monuments are provided with brass caps.
- Elevations based on NAVD 88 and horizontal coordinates based on NAD 83



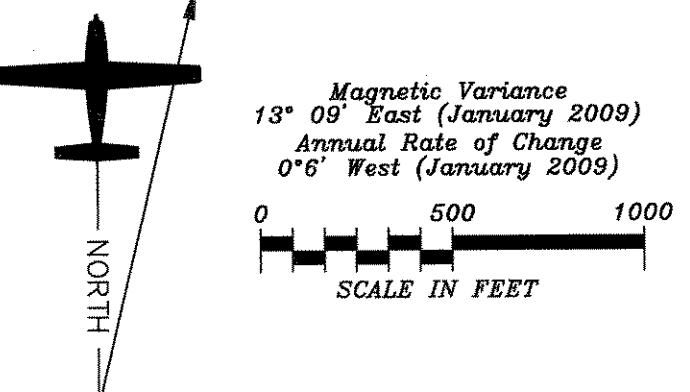
No.	REVISIONS	DATE	BY
#1	ALP 2005	5-06	BF
#2	ADDED LAND ACQUISITION	1-07	KB
#3	ADJUSTED RUNWAY 7/25 RELOCATED TAXIWAY	8-07	BF
#4	REMOVED CROSS WIND RUNWAY AND TAXIWAY	2-09	KB
#5	REVISED CONFIGURATION OF TAXIWAY A	5-10	KB
#6	ADDED DRAINAGE BERM, POWERLINE, TAXILANE, AND GRADING THE RSA & OFA	8-11	BF

THE CONTENTS OF THIS PLAN DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. THIS PLAN IS FOR INFORMATION PURPOSES ONLY AND MAY NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

RUNWAY 16-34	
EXISTING	FUTURE
King Air C90	King Air C90
50' 2"	50' 2"
100 Knots	100 Knots
9,650	9,650
1.28%	1.28%
1.31%	1.31%
Not Available	Not Available
Visual	Visual
Visual	Visual
Visual/Visual	Visual/Visual
N/A	300'
N/A	93'
N/A	131'
N/A	79'
N/A	26'
3169.0 / 3098.4	3169.0 / 3098.4
N/A / N/A	3147.2 / 3108.6
3169.0	3169.0
3098.4	3098.4
MEET	MEET
561' 2" x 60'	561' 2" x 75'
Asphalt	Asphalt
Asphalt	Asphalt
20.1/20.1	20.1/20.1
15(S) / 30(D)	15(S) / 60(D)
MRL	MRL
NONE	PAPI-2
Rotating Beacon	Rotating Beacon
CPS	CPS
PAPI-2	PAPI-2
300'/300'	300'/300'
150'	150'
300'/300'	300'/300'
500'	500'
200'/200'	200'/200'
400'	400'
125'	200'
B-II	B-II
N 0° 01' 48" E	N 0° 01' 48" E
NONE/NONE	NONE/NONE

Pavement strengths are expressed in Single(S), Dual (D) and Dual Tandem (DT), and/or Double Dual Tandem (BDT), wheel loading capacities.

AIRPORT DATA	
Beatty Airport (BTY)	
CITY: Beatty, Nevada	COUNTY: Nye, Nevada
RANGE: 47 East	TOWNSHIP: 12 South
CIVIL TOWNSHIP: Beatty	
EXISTING	FUTURE
General Aviation	General Aviation
B-II	B-II
King Air C90	King Air C90
3,127' MSL	3,150' MSL
97.1° F (July)	97.1° F (July)
Latitude 36° 51' 40.08" N	Latitude 36° 51' 40.08" N
Longitude 116° 47' 11.03" W	Longitude 116° 47' 11.12" W
AIRPORT and TERMINAL NAVIGATIONAL AIDS	Rotating Beacon
CPS	CPS
PAPI's	PAPI's

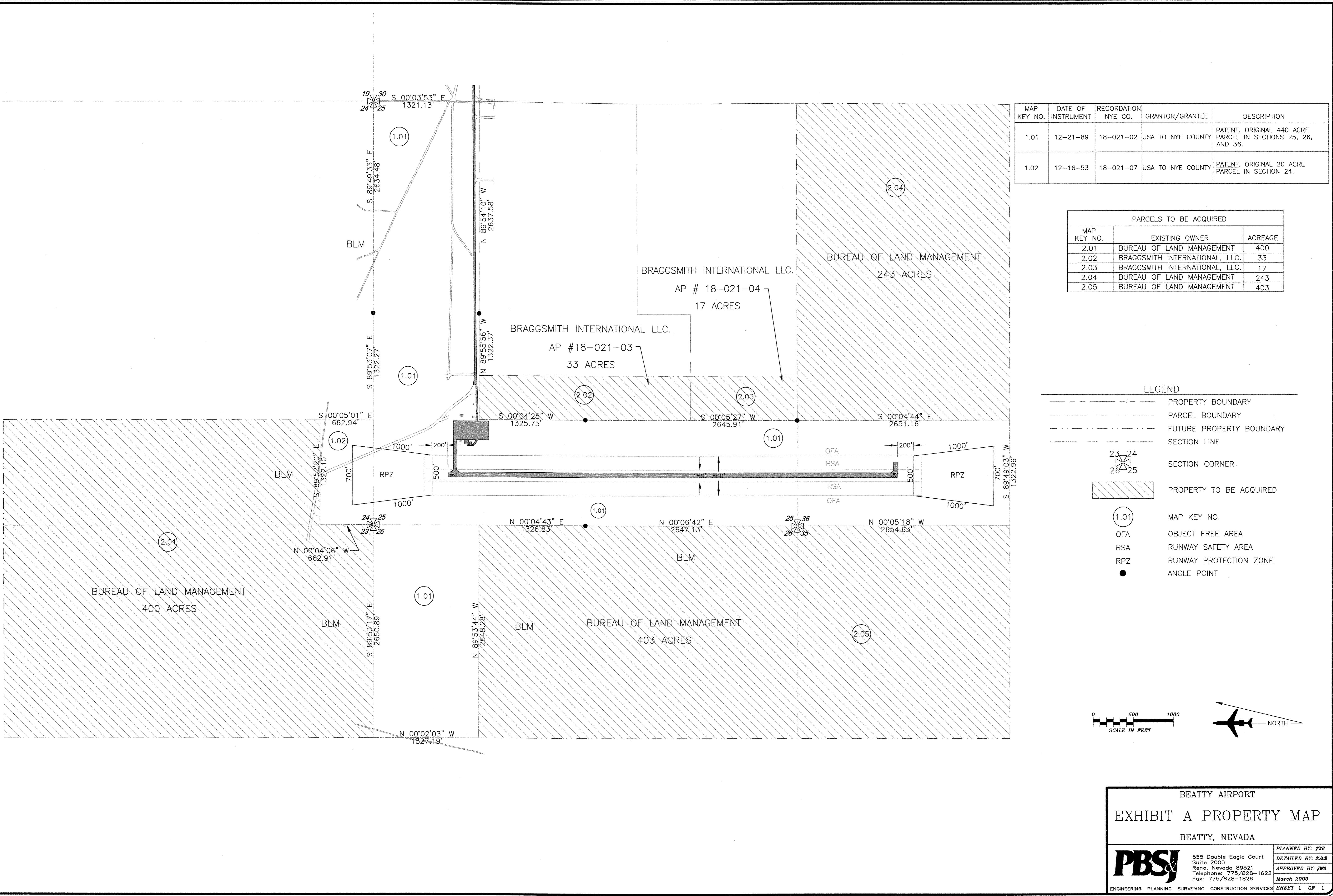


FOR APPROVAL BY:
Beatty Airport
APPROVED BY:
Rick Osborne (RGMW/BSB)
County Manager
DATE: 1-30-12

APPROVED CONDITIONALLY
FEDERAL AVIATION ADMINISTRATION
AIRPORTS DISTRICT OFFICE
SAN FRANCISCO, CALIFORNIA
By Abel B. Shabazz Date 2/29/12
Manager
Subject to Letter dated 2/29/12

FOR FAA STAMP OF APPROVAL

BEATTY AIRPORT
AIRPORT LAYOUT PLAN
BEATTY, NEVADA
ATKINS
PLANNED BY: JWC
DETAILED BY: KMB
APPROVED BY: JWC
AUGUST 2011
SHEET 2 OF 6



FAA Environmental Impact Categories		
Level of Environmental Review Determination: The proposed project was determined to be Categorically Excluded under Federal Aviation Administration Order 1050.1F Paragraph 5-6.4u; Docket No.: FAA-2014-1027; Amdt. No. 25-146		
Resource	Determination	Rationale for Determination
Air Quality (5-2.b(9))	No Impact	<p>As of August 31, 2018, Nye County was not designated as a Nonattainment or Maintenance Area for National Ambient Air Quality Standards (NAAQS), including Carbon Monoxide, Lead, Nitrogen Dioxide, 8-hour Ozone, Particulate Matter (PM)-10 and PM-2.5, or Sulfur Dioxide, as shown on the Counties Designated “Nonattainment” or “Maintenance” map in Attachment 5 – Clean Air.</p> <p>The use of the fueling system will result in an increase in air emissions. NDEP Bureau of Air Pollution Control (BAPC) does not require permitting for emission units listed under Nevada Administrative Codes (NAC) 445B.288. The proposed 12,000 gallon fueling system is exempt from requirements under 445B.228.1.d., which states “1. The following categories of sources are not required to obtain an operating permit,” “(d) A storage container for petroleum liquid, or a storage facility for volatile organic liquid, that has a capacity of less than 40,000 gallons.”</p> <p>The planned installation of the above-ground fuel system could contribute to minor local air pollution through the venting of the fuel tank, increased flights landing and taking off from the Beatty Airport due to the addition of the fueling station, the fuel consumption associated with those flights, and the generation of dust and particulate matter kicked up from the additional vehicles; however, the air pollutant producing activities would be small-scale and short-term and unlikely to impact overall or long-term air quality in the area. The project activities would not be a significant generator of criteria air pollutants.</p>
Biological Resources 5-2.b(3)	No Impact	<p>Endangered Species: The project area is located on a portion of the Beatty Airport, which is not a designated Wilderness Area. The immediately surrounding property is vacant, undeveloped, previously disturbed land. The US Fish and Wildlife Service (USFWS) identified eight species protected under the Endangered Species Act in the general vicinity of the project area: southwestern willow flycatcher (<i>Empidonax traillii extimus</i>), Yuma clapper rail (<i>Rallus longirostris yumanensis</i>), Mojave desert tortoise (<i>Gopherus agassizii</i>), Ash Meadows speckled dace (<i>Rhinichthys osculus nevadensis</i>), Devil’s Hole pupfish (<i>Cyprinodon diabolis</i>), Warm Springs pupfish (<i>Cyprinodon nevadensis pectoralis</i>),</p>

	<p>and Ash Meadows naucorid (<i>Ambrysus amargosus</i>). These species are not expected to be impacted by the proposed action because the subject site does not contain suitable habitat. There is no riparian or marsh areas within the subject site, which is a previously disturbed portion of the Beatty Airport and fenced off from the lands surrounding the airport.</p> <p>The USFWS identified no critical habitat within the project area, as depicted in the USFWS Official Species List found in Attachment 7 - Endangered Species. The USFWS determined no USFWS migratory birds of concern were within the vicinity of the project area, and therefore, do not require additional protective mitigation measures.</p> <p>Nevada Department of Wildlife (NDOW) identified 37 known raptor nest sites within approximately ten miles of the proposed project area, as stated in the NDOW Response Letter in Attachment 7. No nests were observed at the project site during the site visit on August 14, 2018. Thirteen State of Nevada Special Status Species have historically been observed in the vicinity of the project area: Amargosa toad, blue-gray gnatcatcher, common nighthawk, Mojave desert tortoise, great-tailed grackle, kit fox, northern parula, Oasis Valley speckled dace, pallid bat, sage sparrow, southwestern willow flycatcher, Townsend's big-eared bat, and western yellow-billed cuckoo. None of these were observed at the site.</p> <p>NDOW identified three species protected under the Endangered Species Act in the general vicinity of the project area: desert tortoise, southwestern willow flycatcher, and western yellow-billed cuckoo (NDOW Response Letter, Attachment 7).</p> <p>The Nevada Natural Heritage Program (NNHP) was consulted regarding the proposed project and provided a Response Letter dated August 13, 2018, found in Attachment 7. They reported no at-risk taxa recorded within the subject site; however, habitat may be available for the Mojave desert tortoise, (<i>Gopherus agassizii</i>), a Federally Threatened Taxon, and the hermit cactus (<i>Sclerocactus polyancistrus</i>), a Nevada state protected cactus under NRS 527.060-120.</p> <p>None of the protected species identified by USFW, NDOW, and NNHP were observed during the biological survey conducted on August 14, 2018. Site photos taken during the biological survey are available in Attachment 7.</p>
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		This was consistent with the determination made by Darling Environmental & Surveying, Ltd., in a Biological Survey Report for Beatty Airport conducted in 2011, available in Attachment 7 .
Climate (1050.1F)	No Impact	FAA Order 1050.1F requires a qualitative assessment of greenhouse gas (GHG), including carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Order 1050.1F – Chapter 3 provides a tool to calculate the effects of these collectively as carbon dioxide equivalents. Based on this tool, the 12,000-gallon fueling station would generate 115.9 megatons of carbon dioxide equivalents per tank. The installation of this fueling station, then, would result in an increase of greenhouse gas emissions associated with Beatty Airport operations. Some of the increase in Beatty Airport usage and fuel consumption would be associated with traffic diverted from other airports. However, climate impacts should be assessed on a regional scale. The closest major airport, McCarran International Airport, is projected to have a 78% percent increase of enplanements from 2015 to 2040, increasing from 21.1 million enplanements annually to 37.6 million annually. Any additional greenhouse gas emissions generated by the fueling station installed at the Beatty Airport would be dwarfed by the increase in usage of the McCarran Airport.
Coastal Resources (5-2.b(4)(d))	No Impact	The Proposed Project is not located within a Coastal Barrier Resource System (CBRS) unit. There are no CBRS units within the state of Nevada as shown on the Coastal Barrier Resources map found in Attachment 3 – Coastal Barrier Resources .
Department of Transportation Act, Section 4(f) (5-2.b(2))	No impact	The proposed project is located at Beatty Airport, which has been operated as an airport since the 1950s. There are no public parks, recreation areas, wildlife, or waterfowl refuges within the area of potential effect (APE) of the proposed project location. The nearest community park, the Cottonwood Park, is located 4.3 miles northeast of the subject site in Beatty, Nevada. The Beatty Museum and Historical Society is located 4.7 miles northeast. A review of historic resources using the Nevada Cultural Resources Information System database did not identify any historic, cultural, or archeological resources in the APE. Tribes and other potentially interested parties were contacted as part of the environmental review. No comments were received. The Beatty Airport, while of historic age, has been continuously improved throughout its history. One shed, constructed in 1963, was of historic age. Other

		<p>improvements were constructed between 2001 and after 2015. The addition of a fueling station to the site would be consistent with past site uses and with land planning, management, and economic development goals for Nye County and the Town of Beatty. Additional information regarding consideration of potential impacts can be found in the Nevada State Historic Preservation Office Section 106 Consultation Package, in Attachment 10 – Historic Preservation. Therefore, the proposed action would have no impact on Section 4(f) properties.</p>
Farmlands (5-2.b(4))	No Impact	<p>The US Department of Agriculture (USDA), Natural Resources Conservation Service (NRCS), identified the soils at the project site as Yermo, hot-Yermo-Arizo association. This soil type was rated as Farmland of Statewide Importance. However, this project will not convert existing agricultural land to non-agricultural use. Based on the limited size and scope of the project, and its location on previously disturbed soils inside the footprint of the existing Beatty Airport, the loss of Farmland of Statewide Importance would not be considered significant. (see Attachment 9 – Farmlands Protection).</p>
Hazardous Materials, Solid Waste, and Pollution Prevention (5-2.b(13))	Compliance Steps Required	<p>A site visit associated with the development of a Phase I Environmental Site Assessment (ESA) was conducted on August 14, 2018. The Phase I ESA revealed no evidence of recognized environmental conditions (REC), controlled recognized environmental conditions, historical environmental conditions, or business environmental risks at the subject site, as stated in the Phase I ESA in Attachment 6 – Contamination and Toxic Substances. The proposed project would introduce a potentially hazardous material into the area, and an approved Spill Prevention, Control, & Countermeasure Plan for the Beatty Airport would be required under 40 CFR 112.7. The SPCC would specify the overfill prevention, secondary containment, and inspection requirements as spill prevention measures for the facility.</p> <p>40 CFR 122.26(b)(14)(i)-(xi), “Storm Water Discharges Associated with Industrial Activity”, determines which industrial facilities are subject to stormwater permitting compliance. Transportation categories requiring Storm Water Pollution Prevention permitting and planning include (5171) petroleum bulk stations and terminals. A National Pollutant Discharge Elimination System Stormwater discharge permit would be required for this fueling station.</p>

Historical, Architectural, Archeological and Cultural Resources (5-2.b(1))	No Impact	<p>There were no historic properties on the subject site. One building of historic age, a shed constructed in 1963, was within the Area of Potential Effect (APE), based on the August 14, 2018, site visit and consultation with the Nevada State Historic Preservation Office (SHPO), as described in the Section 106 Consultation Package in Attachment 10.</p> <p>The proposed action includes installation of one 12,000 gallon aboveground fueling system within the footprint of the existing airport property at the Beatty Airport. The Beatty Airport was publicly activated in 1952 but has been improved throughout its history. Other improvements within the APE have construction or installation years ranging from 2001 to after 2015. There was no consistent style for improvements at the airport, and the installation of the fueling system will not adversely impact or modify the setting of place for the 1963 shed within the APE.</p> <p>The Section 106 Consultation Package was in review with Nevada SHPO as of October 21, 2018</p> <p>Determination made by Robin K. Reed, Deputy State Historic Preservation Officer, Nevada SHPO, October XX, 2018 (Section 106 Response Letter, Attachment 10).</p>
Land Use (5-2.b(5))	No impact	<p>The Town of Beatty Area Plan (2014) and Nye County Comprehensive Economic Development Strategy (2012) both highlight expansion of services at Beatty Airport as a vital component of economic diversification and future planned land uses. The Beatty Airport Land Restriction Plan and Proposed Future Land Use map (Attachment 2 – Airport Hazards) shows the proposed special plan of development area in the vicinity of the Beatty Airport, intended for expanded commercial and industrial development. Installation of the proposed fuel station will assist in the planned expansion of the Airport.</p>
Natural Resources and Energy Supply (5-2.b(4))	No Impact	<p>The proposed action would require the use of electricity and natural resources. NV Energy supplies energy via a transformer just east of the subject site. The project would change aircraft patterns by providing a self-service fueling station at the Beatty Airport which could draw pilots to the airport who would not have otherwise visited Beatty. The use of the fueling station would result in additional fuel consumption. However, the total additional consumption of fuel associated with the proposed action would not have the potential to exceed available or future supplies of these resources.</p>

Noise and Noise – Compatible Land Use (5-2.b(5)) (5-2.b(12))	No Impact	<p>The installation of an aboveground fueling station at the Beatty Airport would not result in a significant increase in noise. The Beatty Airport had ten aircraft based on the field, including six single engine airplanes, one multi-engine airplane, and three glider airplanes. The airport had 1,005 total operations for the 12 month period ending 12/31/2015, including 75 air taxis, 100 local and 800 itinerant general aviation, and 30 military operations. The proposed project would not result in an increase in airport operations to exceed 90,000 annual propeller operations (247 daily operations) or 700 annual jet operations (2 average daily operations). Therefore, a noise analysis was not required as part of this analysis.</p> <p>The installation would be compatible with current and future planned land use at the airport. The Town of Beatty Area Plan (2014) and Nye County Comprehensive Economic Development Strategy (2012) both target expanding services at the Beatty Airport as a key factor in economic stabilization and diversification for the region.</p>
Socioeconomics (5-2.b(6))	No Impact	<p>The Proposed Project would have a beneficial economic impact on the Town of Beatty. Town and County representatives expect, with an improvement to airport accessibility, a 25% increase in aircraft visitations per month. This would result in an expansion and diversification of community business opportunities, a boost in tourism and recreation income, and an estimation of eight temporary and eight permanent job opportunities for residents.</p>
Environmental Justice (5-2.b(6))	No Impact	<p>The proposed project is not expected to have a disproportionate effect on low-income or minority populations.</p> <p>According to the U.S. Department of Housing and Urban Development Low and Moderate Income Summary Data included in the CDBG application for the proposed project, 70.38% of the total population of 1,012 individuals in the census tract which includes Beatty, Nevada, are considered low/moderate income. Completion of the proposed project would act as an economic stimulus for the community, resulting in economic benefits including job opportunities, increased incomes, development, and a high potential for the increase in revenue for good and services. According to the Environmental Justice Screen American Community Survey Summary Report for Beatty, Nevada, the average 2012-2016 per capita income was \$25,208 (Attachment 15</p>

		<p>– Environmental Justice) Nye County determined this project would create eight short-term, full-time jobs for the town of Beatty; additionally, it would result in an estimated eight direct and indirect long-term full-time jobs with an average salary of \$40,017.</p>
Children's Environmental Health and Safety Risks (5-2.b(6))	No Impact	The nearest town, Beatty, Nevada, is over four miles northeast of the subject site. There are no parks, schools, playgrounds, or other facilities used for children in the vicinity of the proposed fueling system location. The fueling system installation would occur within the fenced Beatty Airport, preventing unauthorized access.
Light Emissions (5-2.b(13))	No Impact	The fueling system installation will take place during daylight hours and will not include installation of lighting and will not increase light emissions. The existing runway lights and rotating beacon will not be impacted by the proposed project. The nearest residence is 6,000 feet east of the Beatty Airport, and will not be affected by the fueling station installation or use.
Visual Resources/Character (5-2.b(13))	No impact	The installation of the fueling station would have a minimal impact on the viewshed of the Beatty Airport. The airport was activated in 1952 and has been improved throughout its history, with most recent improvements occurring after 2015. The visual character of the airport would not be adversely impacted by the installation of the fueling station.
Water Resources (5-2.b(4))	No Impact	<p>Groundwater and surface water runoff generally drains toward the southwest through a series of washes into the Amargosa River. No water courses or wetlands are located on the airport property. Beatty Water and Sanitation District supplies the Town of Beatty with water. The Beatty Airport is not connected to these services and there is no public water supply pipeline located near the proposed project area.</p> <p>Floodplain: The project area is not located within a Federal Emergency Management Agency (FEMA)-identified Special Flood Hazard Area (SFHA). The project area is located within Zone X, Area of Minimal Flood Hazard, outside the 0.2-Percent Annual Chance Flood Hazard Zone, as depicted on the National Flood Hazard FIRMette Layer Panel Number 32023C7950E, Effective February 17, 2010, in Attachment 4 – Flood Insurance.</p> <p>Aquifers: The US Environmental Protection Agency (EPA) Region 9 has designated nine sole source aquifers. None of these sole source aquifers are in the state of Nevada, as shown in Attachment 12 - Sole Source Aquifers.</p>

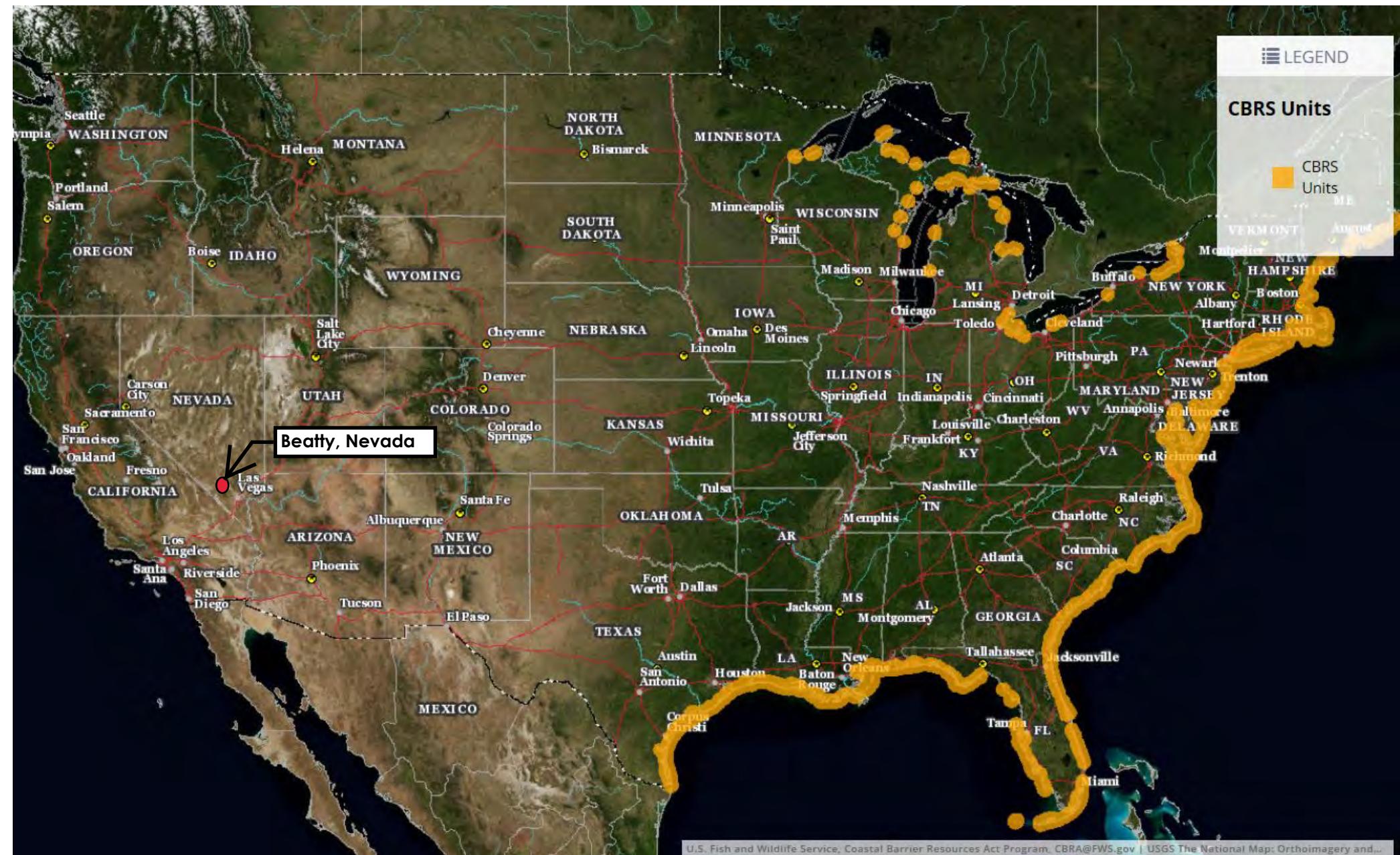
		<p>Wild and Scenic Rivers: The National Wild and Scenic Rivers System, maintained by the Bureau of Land Management, the National Park Service, USFWS, and the US Forest Service, provide data on designated Wild and Scenic rivers. Nevada has approximately 141,796 miles of rivers, but none designated as Wild & Scenic Rivers, as shown in Attachment 14 – Wild and Scenic Rivers.</p>
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Attachment 3

Coastal Barrier Resources

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Coastal Barrier Resources



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Attachment 4

Flood Insurance

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National Flood Hazard Layer FIRMette



Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS

Without Base Flood Elevation (BFE) Zone A, V, A99
With BFE or Depth Zone AE, AO, AH, VE, AR
Regulatory Floodway

0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X

Future Conditions 1% Annual Chance Flood Hazard Zone X

Area with Reduced Flood Risk due to Levee. See Notes. Zone X

Area with Flood Risk due to Levee Zone D

OTHER AREAS OF FLOOD HAZARD

Area of Minimal Flood Hazard Zone X

Effective LOMRs

Area of Undetermined Flood Hazard Zone D

OTHER AREAS

Channel, Culvert, or Storm Sewer

Levee, Dike, or Floodwall

Cross Sections with 1% Annual Chance Water Surface Elevation

Coastal Transect

Base Flood Elevation Line (BFE)

Limit of Study

Jurisdiction Boundary

Coastal Transect Baseline

Profile Baseline

Hydrographic Feature

OTHER FEATURES

Digital Data Available

No Digital Data Available

Unmapped



The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.



Subject Site

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 9/5/2018 at 12:30:17 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

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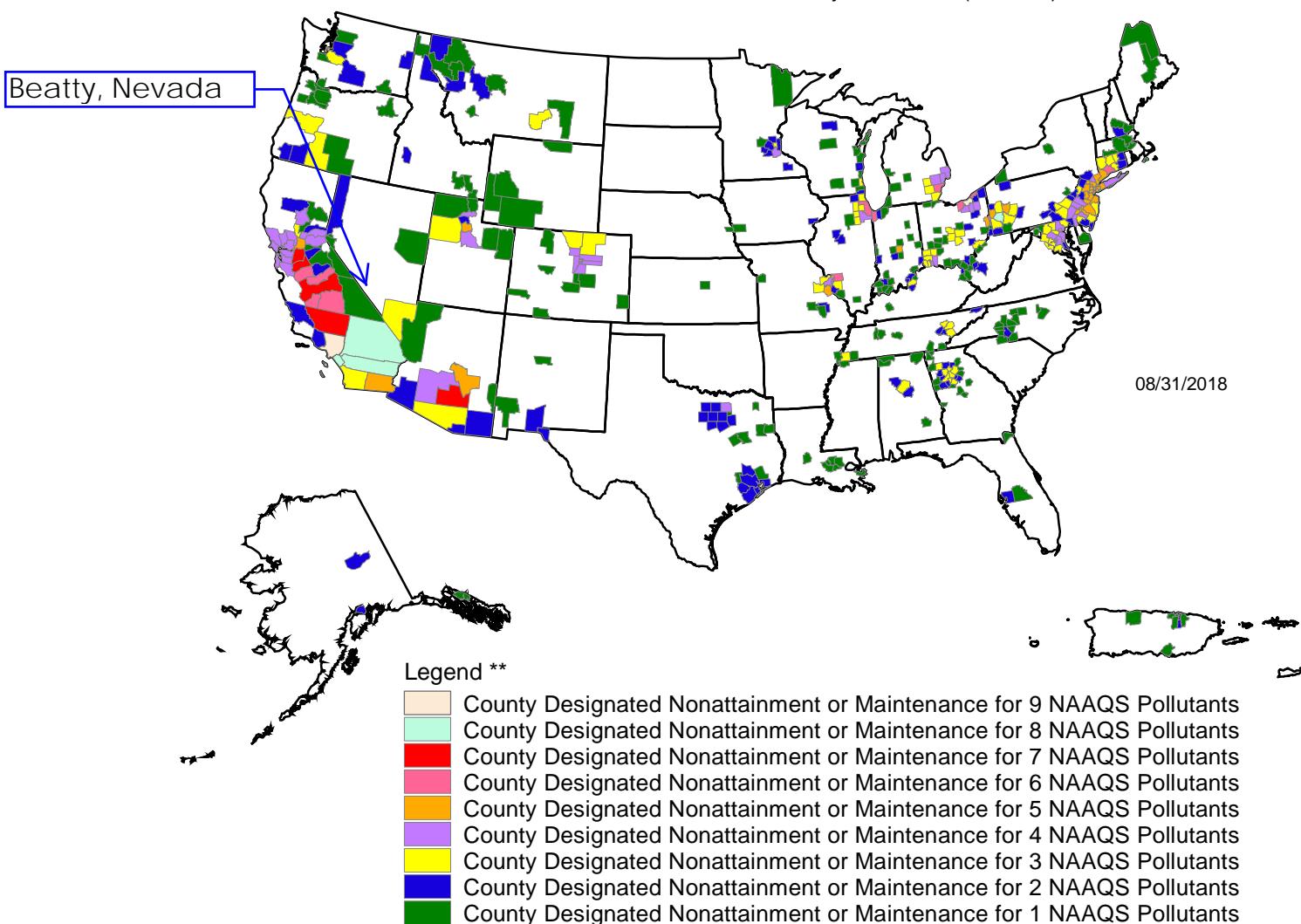
Attachment 5

Clean Air

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Counties Designated "Nonattainment" or "Maintenance"

for Clean Air Act's National Ambient Air Quality Standards (NAAQS) *



Guam - Piti and Tanguisson power stations are designated nonattainment for the SO2 (1971) NAAQS

Piti and Cabras power stations are designated nonattainment for the SO2 (2010) NAAQS

* The National Ambient Air Quality Standards (NAAQS) are health standards for Carbon Monoxide, Lead (1978 and 2008), Nitrogen Dioxide, 8-hour Ozone (2008), Particulate Matter (PM-10 and PM-2.5 (1997, 2006 and 2012), and Sulfur Dioxide.(1971 and 2010)

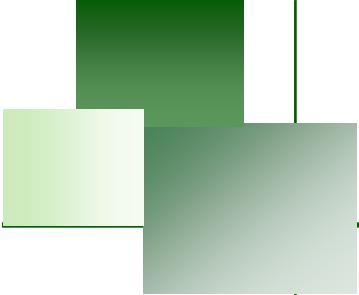
** Included in the counts are counties designated for NAAQS and revised NAAQS pollutants. Revoked 1-hour (1979) and 8-hour Ozone (1997) are excluded. Partial counties, those with part of the county designated nonattainment and part attainment, are shown as full counties on the map.

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Attachment 6

Contamination and Toxic Substances

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Phase I Environmental Site Assessment

Beatty Airport Fueling Station

Airport Road, Beatty, Nevada 89003

Portion of Nye County
Assessor Parcel Number 018-021-02

Prepared For:

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Prepared By:

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BEC Project No. 804.17.002

September 5, 2018

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ATTACHMENT 3 – Local and Regulatory Records

ATTACHMENT 4 – EDR Summary Radius Map Report

ATTACHMENT 5 – Historic Map Reports and Imagery Data

ATTACHMENT 6 – Site Reconnaissance Documentation

ATTACHMENT 7 – Environmental Professional Resumes and Certifications

COMMON ACRONYMS

ACM(s)	Asbestos-Containing Material(s)
APN	Assessor's Parcel Number
AST	Aboveground Storage Tank
ASTM	American Society for Testing and Materials
AUL	Activity and Use Limitation
BER(s)	Business Environmental Risk(s)
CEM	Certified Environmental Manager
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
CFR	Code of Federal Regulations
CORRACTS	Corrective Actions
CREC(s)	Controlled Recognized Environmental Condition(s)
EDR	Environmental Data Resources, Inc.
EPA	United States Environmental Protection Agency
ERNS	Emergency Response Notification System
ESA	Environmental Site Assessment
FEMA	Federal Emergency Management Agency
GIS	Geographic Information Systems
HREC(s)	Historical Recognized Environmental Condition(s)
LBP	Lead Based Paint
LUST	Leaking Underground Storage Tank
NDEP	Nevada Division of Environmental Protection
NFRAP	No Further Remedial Action Planned
NPL	National Priority List
RCRA	Resource Conservation and Recovery Act
REC(s)	Recognized Environmental Condition(s)
SCS	Soil Conservation Service
SEMS	Superfund Enterprise Management System
SHWS	State Hazardous Waste Site
TSD	Treatment, Storage, and Disposal
USDA	United States Department of Agriculture
UST	Underground Storage Tank
VEC(s)	Vapor Encroachment Condition(s)

COMMON UNITS OF MEASURE

ft ²	Square Foot
ft bgs	Feet Below Ground Surface
qt	Quart
gal	Gallon
mg/kg	Milligram per kilogram
µg/kg	Microgram per kilogram
mg/L	Milligram per liter
µg/L	Microgram per liter
pCi/L	Picocuries per liter
yd ³	Cubic Yard

EXECUTIVE SUMMARY

BEC Environmental, Inc. (BEC) was retained by Nye County to perform a Phase I Environmental Site Assessment (ESA) of the Beatty Airport Fueling Station, located on a portion of Nye County Assessor's Parcel Number (APN) 018-021-02. The purpose of the Phase I ESA was to identify, to the extent feasible, recognized environmental conditions (RECs) in connection with the subject site. BEC performed the site reconnaissance on August 14, 2018. It should be acknowledged details were not included or fully developed in this section, and the report must be read in its entirety for a comprehensive understanding of the items contained herein. In summary, the following items were noted:

The following is a summary of findings associated with the ESA performed for the subject site. The following items were noted:

- The subject site was located on an approximate 0.23-acre portion of a 429.3-acre parcel (APN 018-021-02) at the Beatty Airport.
- Based on a review of historical documents, including Nye County Assessor and Recorder Records, the subject site is owned by Nye County.
- Based on field observations, local topography trends downward toward the south. Groundwater flow direction was assumed to be southeast, consistent with regional groundwater flow patterns toward the Amargosa River.
- The regulatory database report was purchased through Environmental Data Resources, Inc. (EDR) and the review of the report identified the following:
 - The regulatory review identified one landfill/solid waste disposal site approximately 0.28 miles southeast of the subject site. Upon further review, BEC determined this Class III facility was actually located more than 1 mile northwest of the subject site.
 - Due to discrepancies in the location of some facilities in the databases arising from incomplete or incorrect addresses, some facilities were listed as un-mappable, otherwise known as "orphan sites". One orphan site, the Beatty Airport, encompassed the subject site. The detailed facility report associated with the Beatty Airport indicated this listing was associated with two National Pollutant Discharge Elimination System (NPDES) permits associated with construction activities.

BEC has performed a Phase I ESA in conformance with the scope and limitations of ASTM Practice E 1527-13 for the subject site located on a portion of the Beatty Airport, Beatty, Nevada 89003, on a portion of APN 018-021-02. Any exceptions to, or deletions from, this practice are described in Section 1.3 of this report. This assessment has revealed no evidence of recognized environmental conditions in connection with the subject site.

It is the opinion of BEC the identified conditions above do not warrant additional investigation.

1 INTRODUCTION

BEC was retained by Nye County to perform a Phase I ESA of the Beatty Airport Fueling Station, located on a portion of APN 018-021-02. According to the Nye County Assessor, the subject site is on an approximate 0.23-acre portion of a 429.3-acre parcel. The location of the subject site is shown in the Vicinity Map and the Assessor's Parcel Map (**Attachment 1, Figure 1** and **Figure 2**, respectively), and hereinafter referenced as the subject site. The subject site is located southwest of Beatty, Nevada, in the Beatty Airport, as depicted in the Area Reconnaissance Map (**Attachment 1, Figure 3**). The following sections identify the purpose, detailed scope of services, significant assumptions, limitations and exceptions, and user reliance information relevant to the preparation of this Phase I ESA report.

1.1 Purpose

The purpose of this Phase I ESA was to identify any Recognized Environmental Conditions (RECs), Controlled Recognized Environmental Conditions (CRECs), Historical Recognized Environmental Conditions (HRECs), and/or Business Environmental Risks (BERs) that may be present due to past or present land use of the subject site and/or properties in the subject site vicinity, defined by ASTM Standard E 1527-13, *Standard Practice for Phase I Environmental Site Assessment* as follows:

Recognized Environmental Condition (REC) means the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. De minimis conditions are not recognized environmental conditions.

A Controlled Recognized Environmental Condition (CREC) [is defined as] a recognized environmental condition resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority, with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls.

An Historical Recognized Environmental Condition (HREC) [is defined as] a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls.

A Business Environmental Risk (BER) [is defined as] a risk which can have a material environmental or environmentally-driven impact on the business associated with the current or planned use of commercial real estate.

This Phase I ESA reviewed the potential for Vapor Encroachment Conditions (VECs) that may be present due to past or present land use of the subject site and/or properties in the subject site vicinity. VECs are defined by ASTM Standard E 2600-15, *Vapor Encroachment Screening on Property Involved in Real Estate Transactions*, as the presence or likely presence of Chemicals of Concern that may migrate as vapors into the vadose zone (the area between the ground surface and the water table, in which vapors may migrate) of a property as a result of contaminated soil and/or groundwater on or near the property.

During the course of this assessment, specific existing, potential, or suspect conditions were evaluated that may pose an environmental liability with respect to hazardous substances and/or petroleum products for the current owner, future owners, or operators at the subject site (ASTM, 2013).

In addition to satisfying AAI, the purpose of this Phase I is to document compliance with 24 CFR 58.5(i)(2) for the proposed U.S. Department of Housing and Urban Development (HUD) funded action.

1.2 Scope of Work

The scope of work in performing this Phase I ESA included four main tasks: a regulatory records review, site reconnaissance, personal interviews, and report preparation.

BEC reviewed readily available records from Nye County and the regulatory compliance files of the EDR Radius Map™ Report with Geocheck® dated August 10, 2018. BEC conducted a regulatory compliance file review at the Nevada Division of Environmental Protection (NDEP) on August 28, 2018. BEC conducted a records review at the Nye County Recorder's office on August 14, 2018. BEC performed the site reconnaissance on August 14, 2018, for the purpose of making site observations of the subject site and nearby properties. BEC interviewed the property manager on August 14, 2018, for the purpose of obtaining additional current or historic site use information (**Attachment 2 – Interview Documentation**). This report comprises the fourth and final task of the Phase I ESA process.

1.3 Limitations and Exceptions

The scope of this evaluation did not include: subsurface exploration, soil or water sampling, chemical analysis, or an evaluation of asbestos, biological agents, cultural and historic resources, ecological resources, endangered species, health and safety, indoor air quality (unrelated to releases of hazardous substances or petroleum products into the environment), industrial hygiene, lead, mold, radon, regulatory compliance, or wetlands. Properties surrounding the site were visually inspected from public rights-of-way or fence lines. Our observations were made from readily accessible vantage points. Although a reasonable effort was made to view relevant site features, some features may have been concealed from view.

While this report provides an overview of potential environmental concerns, both past and present, the environmental assessment is limited by the availability of information at the time of the assessment. It is possible unreported disposal of waste or illegal activities impairing the environmental status of the property may have occurred, which could not be identified. The findings and opinions regarding environmental conditions presented in this report are based on a scope of work authorized by Nye County. Note, however, no scope of work, no matter how exhaustive, can identify all contaminants or all conditions above and below ground.

1.4 Significant Assumptions

BEC used the services of a computer database firm to provide a listing of sites within the ASTM standard search distance around the site. BEC assumed the information in this report was accurate unless conflicting information was obtained from credible sources or field observations made by BEC's environmental professional(s) during the site reconnaissance indicated otherwise. Deviations are subsequently noted in this report.

Information regarding the subject site was reasonably ascertainable. Therefore, no other significant assumptions have been made in this report.

1.5 Special Terms and Conditions

The findings, opinions, and conclusions are based on an analysis of the observed site conditions and the referenced literature. It should be understood the conditions of a site can change with time as a result of natural processes or the activities of man at the subject site or within the site vicinity. Additionally, changes to the applicable laws, regulations, codes, and standards of practice may occur due to government action or the broadening of knowledge. The findings of this report may, therefore, be invalidated over time, in part or in whole, by changes over which neither Nye County nor BEC has any control. Neither Nye County nor BEC can warrant or guarantee not finding indicators of any particular hazardous material means this particular hazardous material or any other hazardous materials do not exist on the site. Additional research, including invasive testing, can reduce the uncertainty, but no techniques now commonly employed can eliminate the uncertainty altogether.

The environmental services described in this report have been conducted in general accordance with current regulatory guidelines and the standard of care exercised by environmental consultants performing similar work in the project area. No other warranty, expressed or implied, is made regarding the professional opinions presented in this report. This document is intended to be used in its entirety. No portion of the document, by itself, is designed to completely represent any aspect of the project described herein. Nye County or BEC should be contacted if the reader requires any additional information or has questions regarding the content, interpretations presented, or completeness of this document.

1.6 User Reliance

This report may be relied upon and is intended exclusively for use by Nye County and their assigns for the purposes stated within a reasonable time from issuance, but in no event later than 180 days from the date of the report. Land or facility use, on- and off-site conditions, regulations, or other factors may change over time, and additional work may be required with the passage of time. Since site activities and regulations beyond our control could change at any time after the completion of this report, our observations, findings, and opinions can be considered valid only as of the date of the site visit. This report should not be relied upon after 180 days from the date of its issuance (ASTM Standard). Any use or reuse of the findings, opinions, and/or conclusions of this report by parties' other than Nye County is undertaken at said parties' sole risk.

2 SITE DESCRIPTION

This section provides an overview of the subject site, as well as detailed information regarding site location, land use and zoning information, a description of the local and regional hydrogeological characteristics of the subject site, a list of structures and other improvements, and a general description of adjoining properties. Information regarding the current use of the site and adjoining properties was obtained during records research, site reconnaissance, and personal interviews.

2.1 Location and Site Description

The subject site is located on an approximate 0.23-acre portion of a 429.3-acre parcel at the Beatty Airport, APN 018-021-02, on Township 12 South, Range 46 East, Section 25, at Airport Road, Beatty, Nevada 89003.

Please refer to the Vicinity Map (**Attachment 1, Figure 1**) and the Assessor's Parcel Map (**Attachment 1, Figure 2**) for the location of the subject site addressed for the purposes of this study.

The Area Reconnaissance Map (**Attachment 1, Figure 3**) depicts observations of adjoining and nearby properties. The Site Reconnaissance Map (**Attachment 1, Figure 4**) depicts observations within the subject site.

The subject site is located on a portion of the Beatty Airport. The surrounding property is vacant, undeveloped land. According to the Nye County Assessor's Office, the subject site is zoned for General Commercial uses.

The subject site is located within the Beatty Airport, a public-use, county-owned airport with approximately 84 aircraft operations per month, active since April 1952 (AirNav, 2018).

The Nye County Assessor's office recorded several improvements associated with APN 018-021-02: A generator shed and 50 foot light tower were installed in 1963, A modular office and fence was installed in 2001, and asphalt was installed in 2010. (**Attachment 3 – Local and Regulatory Records**). Of these, no structures intended for continuous occupancy, commercial or otherwise, were located on the subject site. Electric transmission connection to Valley Electric Association was available. A diesel generator observed adjacent to the subject site appeared to be used for electricity. There were no sewer or water services available to the airport at the time of this report. Sewage services were managed with a portable toilet rental.

2.2 Current Use of Adjoining Properties

The current adjoining property uses are summarized in **Table 2-1**, below.

Table 2-1: Subject Site Adjoining Property Overview

Direction	Description
North:	Modular Office Building and parked planes on taxiway
East:	Vacant, undeveloped land
South:	Generator shed and generator
West:	Light tower and taxiway

2.3 Physical Setting - Topography and Hydrogeology

The subject site is located in the Amargosa Valley, west of Yucca Mountain, northwest of the Bare Mountain Range and southeast of the Bullfrog Hills, approximately 3,163 feet above mean sea level. Amargosa Valley is a structural basin naturally formed as a result of block faulting, characteristic of Basin and Range physiographic province (Ninyo & Moore, 2009). The structural basins in the Basin and Range province are typically separated by ranges, hills, and mesas, with internal drainage in to the enclosed basins. Tertiary and Quaternary alluvial fans and playa lake deposits cover the basin. The Amargosa Valley extends in a northeast-southwest direction and drains generally toward the southwest through a series of washes in to the Amargosa River (Ninyo & Moore, 2009). Well log information obtained through the Nevada Division of Water Resources indicated groundwater was 20 feet below ground surface (ft bgs) in 1971 (**Attachment 3**). However, these data may not accurately represent current site conditions.

The dominant soil composition at land surface in the vicinity of the subject sites was based on information provided by Environmental Data Resources, Inc. (EDR), as supplied from the U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS). The dominant soil component, Yermo, has a surface texture of very gravelly sandy loam. The USDA SCS identifies this soil component

as Class B with moderate infiltration rates. These soils may be deep or moderately deep, moderately well or well drained, with moderately coarse textures, with a high corrosion potential for uncoated steel.

No surface water bodies, including ponds, streams, or other bodies of water, were observed on the subject site. The Federal Emergency Management Agency (FEMA) Flood Zone Map (**Attachment 1, Figure 5**) depicts the location of the subject site in Zone X – Area of Minimal Flood Hazard (FEMA, 2015).

The Western Regional Climate Center (WRCC) cooperative site at Beatty, Nevada, reported an average January minimum temperature of 26.4 degrees Fahrenheit (°F) and an average July maximum temperature of 99.8 °F. The area receives an average of 4.24 inches of precipitation annually.

Additional physical setting documentation is provided in **Attachment 4 – EDR Summary Radius Map Report**.

3 USER PROVIDED INFORMATION

The following section discusses information provided during interviews with persons associated with the subject site and/or its representatives during the course of this study (**Attachment 2**).

3.1 Reason for Performing a Phase I

Nye County requested a Phase I Environmental Site Assessment as part of a HUD Community Development Block Grant (CDBG) Environmental Review in advance of fuel tank installation.

3.2 Owner, Property Manager, and Occupant Information

Nye County owns and operates the Beatty Airport. Darrin Tuck, Nye County Utilities Superintendent, was interviewed as the site manager.

3.3 Environmental Liens or Activity and Use Limitations

Based on information provided during interviews with Mr. Tuck, no environmental liens or activity and use limitations (AULs) are associated with the subject site (**Attachment 2**). Additionally, no environmental liens or AULs were reported in the EDR Environmental LienSearch™ Report dated August 14, 2018 (**Attachment 3**).

3.4 Specialized Knowledge

When queried regarding specialized knowledge concerning the environmental status and potential issues of concern, Mr. Tuck stated he did not have specialized knowledge or experience related to the property or nearby properties and would not have specialized knowledge of the chemicals and processes used by the airport.

3.5 Commonly Known or Reasonably Ascertainable Information

When queried regarding commonly known or reasonably ascertainable information concerning the environmental status and potential issues of concern, Mr. Tuck stated the property had always been an airport. He was unaware of specific chemicals present at the property and did not know of spills or chemical releases or environmental cleanups at the property.

3.6 Valuation Reduction for Environmental Issues

When queried regarding valuation reduction for environmental issues, Mr. Tuck stated this question was not applicable because the property was not being sold as part of the proposed action.

4 RECORDS REVIEW

The following sections include results and discussion of the search of local, state, and federal standard record sources.

4.1 Title Records

Records retrieved from the Nye County Recorder's Office on August 29, 2018, confirmed Nye County as the current owner(s) of the subject site (**Attachment 3**). Right-of-way easements through the Beatty Airport were granted to Valley Electric Association and for public street/road purposes were obtained. No other deeds were readily available during the records' review process.

4.2 Environmental Database Search

A search of available federal and state environmental records was obtained from EDR. A copy of the documents provided by EDR can be found in the below referenced attachments:

- **Attachment 3 – Local and Regulatory Records**
- **Attachment 4 – EDR Summary Radius Map Report**
- **Attachment 5 – Historical Map Reports and Imagery Data**

The regulatory database search contained within the EDR Radius Map Report (**Attachment 4**) was reviewed to assess possible RECs within the ASTM approximate minimum search distances. Some records reviewed pertain not only to the property, but also to properties within an additional approximate minimum search distance in order to help assess the likelihood of migrating hazardous substances or petroleum products.

Although numerous databases were searched during the preparation of this report, those required under the ASTM E 1527-13 and the ASTM Standard E2600-15 (ASTM, 2015) standards have been selected for discussion. The required databases, database update information, and search distances, as well as the number of sites identified within the associated search radii are summarized in **Table 4-2** and **Table 4-3**.

Table 4-1: Federal Environmental Records

Record Source	ASTM 1527 Search Distance	Within Subject Site	Within Search Radii
National Priorities List (NPL) Facilities	1.0	0	0
Delisted NPL Facilities	0.5	0	0
Superfund Enterprise Management System (SEMS) Facilities [formerly Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) Facilities]	0.5	0	0
SEMS - Archive [formerly CERCLIS No Further Remedial Action Planned (NFRAP) Facilities]	0.5	0	0
Resource Conservation and Recovery Act (RCRA), Corrective Actions (CORRACTS) Treatment, Storage, and Disposal (TSD Facilities)	1.0	0	0
RCRA Non-CORRACTS TSD Facilities	0.5	0	0

Record Source	ASTM 1527 Search Distance	Within Subject Site	Within Search Radii
RCRA Non-Generators	Property and Adjoining	0	0
RCRA Large Quantity Generators	Property and Adjoining	0	0
RCRA Small Quantity Generators	Property and Adjoining	0	0
RCRA Conditionally Exempt Small Quantity Generators	Property and Adjoining	0	0
Federal Institutional/Engineering Control Registries	Property Only	0	0
Federal Emergency Response Notification System (ERNS) List	Property Only	0	0

Table 4-2: State Environmental Records

Record Source	ASTM Search Distance	Within Subject Site	Within Search Radii
Equivalent NPL Facilities	1.0	0	0
Equivalent SEMS-CERCLIS Facilities [State Hazardous Waste Site (SHWS)]	0.5	0	0
Leaking Underground Storage Tanks (LUST)	0.5	0	0
Registered Underground Storage Tanks (UST)	Property and Adjoining	0	0
Registered Above Ground Storage Tanks (AST)	Property and Adjoining	0	0
Institutional/Engineering Control	Property Only	0	0
Voluntary Cleanup Sites	0.5	0	0
Brownfield Sites (State and Local Records)	0.5	0	0
Landfill/Solid Waste Disposal Sites	0.5	0	1
Landfill/Solid Waste Disposal Recycling Facilities	0.5	0	0
Landfill Open Dump Inventory	0.5	0	0

United States EPA, NPL

The EPA NPL database comprises confirmed or proposed hazardous waste sites targeted for possible long-term remedial action under the Superfund Program.

Neither the subject site nor facilities/properties within a 1-mile radius of the subject site were listed.

United States EPA, Delisted NPL

The EPA Delisted NPL database is a subset of the NPL.

Neither the subject site nor facilities within a 0.5-mile radius of the site were listed.

United States EPA, SEMS (formerly the CERCLIS List)

The SEMS (formerly CERCLIS) list is an EPA list of sites that are either proposed for or are on the NPL and sites that are in the screening and assessment phase for possible inclusion on the NPL. CERCLIS was renamed to SEMS by the EPA in 2015. Facilities identified by the EPA, which may have the potential for releasing hazardous substances into the environment are provided in the SEMS facilities list.

Neither the subject site nor facilities within a 0.5-mile radius of the site were listed.

United States EPA SEMS- Archive (formerly CERCLIS-NFRAP)

The SEMS-Archive tracks sites that have no further Federal Superfund Program remedial actions based on available information. CERCLIS-NFRAP was renamed SEMS-Archive by the EPA in 2015. The SEMS-Archive list is an EPA database of former SEMS sites where no further remedial action is planned under Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). SEMS-Archive sites may be sites where, following an initial investigation, no contamination was found, contamination was removed quickly without the need for the site to be placed on the NPL, or the contamination was not serious enough to require Federal Superfund action or NPL consideration.

Neither the subject site nor facilities within a 0.5-mile radius of the site were listed.

United States EPA, RCRA, CORRACTS List

This list is a database of facilities subject to corrective action under RCRA. The list generally identifies EPA-listed facilities that have reported a release of hazardous waste or constituents into the environment and are undergoing corrective action. Corrective action may be required beyond the facility's boundary and can be required regardless of when the release occurred.

Neither the subject site nor facilities within a 1-mile radius of the site were listed.

United States EPA, RCRA non-CORRACTS, TSD Facilities List

This database identifies EPA-listed facilities which report storage, treatment, and/or disposal of hazardous waste under the EPA's RCRA program.

Neither the subject site nor facilities within a 0.5-mile radius of the site were listed.

United States EPA, RCRA Non-Generators List

This database identifies EPA-listed facilities which may store or transport hazardous waste or meet other RCRA requirements but do not generate hazardous waste.

Neither the subject site nor facilities within a 0.25-mile radius of the site were listed.

United States EPA, RCRA Generators List

This database identifies EPA-listed facilities which generate or transport hazardous waste or meet other RCRA requirements. The types of facilities within this database include: Large Quantity Generators, Small Quantity Generators, and Conditionally Exempt Generators.

Neither the subject site nor facilities within a 0.25-mile radius of the site were listed.

Federal Institutional Control/Engineering Control Registries

These registries comprise information obtained from two main sources. The first source, the Brownfield Management System, is a database designed to assist the EPA in collecting, tracking, and updating

information relevant to federal, state, and local Brownfield programs. The Small Business Liability Relief and Brownfields Revitalization Act (“Brownfields Law,” Public Law 107-118) defines a brownfield site as “real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant,” as defined in CERCLA. The second source is a database of Superfund sites that have either an engineering or institutional control.

Neither the subject site nor facilities within a 0.5-mile radius of the site were listed.

Federal ERNS List

This list comprises a database of emergency response actions, and may include reported CERCLA hazardous substance releases or spills in quantities greater than the reportable quantity, as maintained at the National Response Center. Data since January 2001 has been received from the National Response System database as EPA no longer maintains this data.

The subject site was not listed.

State/Tribal Equivalent NPL: NDEP, Superfund Branch

The EPA NPL database comprises confirmed or proposed hazardous waste sites targeted for possible long-term remedial action under the Superfund Program. In Nevada, state equivalent NPL Facilities and/or sites are designed and overseen by NDEP, Bureau of Corrective Actions, Superfund Branch.

Neither the subject site nor facilities within a 1-mile radius of the site were listed.

State/Tribal Equivalent SEMS (formerly CERCLIS): NDEP Bureau of Corrective Actions, SHWS List

The NDEP Bureau of Correction Actions maintains a list and oversees cleanup of releases of regulated substances.

Neither the subject site nor facilities within a 0.5-mile radius of the site were listed.

State/Tribal LUST: NDEP, Bureau of Corrective Actions, LUST List

The LUST Information System is maintained by NDEP, Bureau of Corrective Actions. The Bureau maintains an inventory of sites with leaking underground storage tanks, including sites with tanks under investigation for potential leaks, confirmed leaks, and those to be closed.

Neither the subject site nor facilities within a 0.5-mile radius of the site were listed.

State/Tribal UST/AST: NDEP, Bureau of Corrective Actions, UST/AST Registration

This list identifies facilities containing registered USTs and/or ASTs.

Neither the subject site nor facilities within a 0.25-mile radius of the site were listed.

State/Tribal Institutional Controls/Engineering Controls/Voluntary Cleanup Sites

Institutional controls (administrative and legal controls) and engineering controls (physical barriers or processes) are designed to minimize the potential for human exposure to contaminants. NDEP provides oversight for the Nevada Voluntary Cleanup Program, which provides relief from liability to owners who undertake cleanups of contaminated properties.

Neither the subject site nor facilities within a 0.5-mile radius of the site were listed.

State/Tribal Brownfield Sites

NDEP Bureau of Corrective Actions maintains a list of Brownfield sites as part of its listing of clean-up evaluations and actions regarding sites with actual or potential contamination.

Neither the subject site nor facilities within a 0.5-mile radius of the site were listed.

Upon further review, the Beatty Airport was identified as a Brownfield site. Based on a review of the site fact sheet (**Attachment 3**), the Phase I report completed in June 2009 identified an unregulated underground storage tank (UST) as well as possible contamination from asbestos. In 2012, Nye County Public Works removed the identified USTs. Confirmation soil testing revealed no remaining petroleum contamination associated with the USTs. Further, the Phase I report indicated these USTs were located on an undeveloped portion of APN 018-021-02, east of the airplane parking area and southwest of Airport Road. The subject site is located north of airport road and upgradient from this location. Based on the location and the reported results of confirmation sampling, this site did not appear to constitute a REC, CREC, HREC, BER, or VEC for the subject site at the time of this report.

State/Tribal Solid Waste Landfill (SWL): NDEP, Bureau of Waste Management, Landfill List

NDEP Bureau of Waste Management, Solid Waste Management Branch, maintains lists of facilities including active solid waste disposal sites, inactive or closed solid waste disposal sites, and transfer facilities.

The EDR Radius Map Report identified one site within a 0.5-mile radius of the subject site.

Bullfrog Mine, Facility ID 86, is a Class III Waiver Facility listed as operating – permit not required. The EDR Report identified this site approximately 0.282 miles southeast of the subject site. Upon further review, it was determined this site was actually located more than 1 mile northwest of the subject site. Listing as a Class III facility is not indicative of a release to the environment. The Nevada Division of Environmental Protection, Solid Waste Branch, issues waivers if the owner or operator of a site demonstrates the following: (1) All waste which is placed in the landfill is incidental to industrial operation; (2) The landfill is located on property controlled by the operator of the industrial operation; and (3) the landfill will not receive any hazardous materials and is unlikely to produce pollutants or contaminants that may degrade waters of the State. Based on this database listing and the distance from the subject site, this site was not considered a REC, CREC, HREC, BER, or VEC for the subject site at the time of this report.

State/Tribal Open Dump Inventory

An open dump is defined as a disposal facility that does not comply with one or more of the 40 Code of Federal Regulations (CFR) Part 257 or Part 258 Subtitle D Criteria, which establish revised minimum federal criteria that include location restrictions, facility design and operating criteria, groundwater and landfill gas monitoring requirements, corrective action requirements, financial assurance requirements, and closure and post-closure care requirements.

The EDR Report identified no open dump inventory listings within the 0.5-mile search radius.

Orphan Sites

Due to discrepancies in the location of some facilities in the databases arising from incomplete or incorrect addresses, some facilities were listed as un-mappable, otherwise known as “orphan sites”.

The report identified three orphan sites. BEC determined one site, Beatty Airport, encompassed the subject site. The subject site was located within the Beatty Airport. The detailed facility report associated with the Beatty Airport indicated this listing was associated with two National Pollutant Discharge Elimination System (NPDES) permits associated with construction activities. This database listing is not indicative of a release to the environment. Based on the database listing, this site was not considered a REC, CREC, HREC, BER, or VEC for the subject site at the time of this report.

4.3 Local Records Documentation

Information regarding the subject site was obtained from the offices of the Nye County Assessor, the Nye County Recorder, and NDEP (**Attachment 3**).

An historical EDR City Directory Image Report was prepared for this site. Refer to the EDR City Directory Image Report for specific details (**Attachment 3**).

In the late nineteenth century, companies, such as the Sanborn Company, began preparing maps of central business districts for use by fire insurance companies. These maps were updated periodically throughout the twentieth century. Fire insurance maps often indicate construction materials, specific property use, and the location of other features such as gasoline storage tanks. Please refer to the Certified Sanborn Map for specific details regarding the lack of coverage for the subject site (**Attachment 5**).

Information from historic topographic maps, aerial photographs, and City Directories were used to develop the site history (further discussed in Section 4.4).

4.4 Historical Use Information on Property and Adjoining Properties

This section describes the historical land use of the subject site and adjoining properties compiled from several resources, including the EDR City Directory Abstract (**Attachment 3**) and the Certified Sanborn Map Report and the Historical Topo Map Report and Aerial Imagery Data (**Attachment 5**).

The objective of consulting historical sources is to develop the history of the previous uses of the surrounding properties in order to help identify the likelihood of past uses having led to recognized environmental conditions in connection with the property. The historical uses of the subject site and properties in the immediate vicinity of the subject site are summarized below in **Table 4-7**. These uses were determined using public records available through Nye County, EDR City Directory Image Report, aerial photography review, historic topographic maps, and observations made during the site visit.

Line items in bold were identified as a REC, HREC, or CREC for the subject site at the time of this report.

Table 4-3: Subject Site and Vicinity Historical Land Use Observations

Year	Subject Site	Vicinity	Source(s) of Information
1942	Unimproved road discernible along southern boundary	Unimproved road south of subject site oriented east-west; unimproved road north of subject site oriented northwest-southeast; T&T Railroad identified east of subject site	Topographic Map – Bullfrog 30-minute 1:125,000

Year	Subject Site	Vicinity	Source(s) of Information
1945	No features discernible at this scale	Unpaved footprint of Beatty Airfield and unimproved roads discernible in vicinity	Aerial Photo – 1" – 500'
1948	No features discernible at this scale	No significant change from 1945	Aerial Photo – 1" – 500'
1952	No features discernible at this scale	Additional clearing associated with Beatty Airfield, consistent with a second taxiway, discernible	Aerial Photo – 1" – 500'
1954	Beatty Airfield Identified; no other features discernible at this scale	Beatty Airfield and air strip visible; Dismantled Railroad identified oriented northwest-southeast; additional unimproved roads in vicinity of subject site; Gold Center identified west of subject site	Topographic Map – Bullfrog 15-minute 1:62,500
1982	Land appeared cleared of vegetation	Structures discernible south, east, and north of subject site; taxiway appeared paved	Aerial Photo – 1" – 500'
1987, 1988	No significant changes from 1954	Levee identified along taxiway of Beatty Airfield; additional unimproved roads noted; Amargosa River depicted east of subject site; Borrow Pit identified east of subject site; transmission lines depicted north and east of subject site; five dwellings indicated in location consistent with location of abandoned tanker and what appeared to be septic tank piping observed during site reconnaissance	Topographic Map – Gold Center 7.5-minute 1:24,000
1992	Airport Tech Services, Inc identified at 1 Airport Road	No other sites identified	City Directory – EDR Digital Archive
1993	No significant changes from 1987, 1988	Additional structures discernible north and east of subject site consistent in appearance with a group of three to four mobile homes; in location where abandoned tanker and what appeared to be septic tank piping were observed during site reconnaissance	Aerial Photo – 1" – 500'
1999	No significant changes from 1993	No significant changes from 1993	Aerial Photo – 1" – 750'

Year	Subject Site	Vicinity	Source(s) of Information
2006	No significant changes from 1999	Light tower, generator shed, and modular office discernible in locations during site visit; planes observed parked on paved tarmac; taxiway labelled "16"; additional structure discernible west of subject site; buildings east of site appeared removed	Aerial Photo – 1" – 500'
2010	No significant changes from 2006	No significant changes from 2006	Aerial Photo – 1" – 500'
2013	No significant changes from 2010	Additional structure discernible north of the subject site consistent with site observations	Aerial Photo – 1" – 500'
2014	No features discernible at this scale	Airport Road identified north and east of subject site; Beatty Airfield identified as Beatty Airport; no other significant changes from 1987, 1988	Topographic Map – Gold Center 7.5-minute 1:24,000 Beatty 7.5-minute 1:24,000

5 SITE RECONNAISSANCE

The site reconnaissance was conducted to obtain information indicating the likelihood of identifying historical, recognized, and controlled environmental conditions in connection with the property and adjacent area. BEC performed the site reconnaissance on August 14, 2018, beginning at approximately 9:30 am. Rachel Schlick, Environmental Scientist (BEC), and Danielle Viglione, Environmental Scientist (BEC), were present for the site reconnaissance. The temperature was approximately 91 °F with winds approximately 1.5 miles per hour according to the Desert Research Institute Community Environmental Monitoring Program, Station Summary (DRI, 2018).

BEC performed a visual survey of the adjoining properties to the north, east, south, and west of the subject site in order to evaluate the types of businesses, structures and any conditions of the neighboring properties that may pose an environmental risk to the subject site. Structures of particular note (i.e. 55-gallon drums, above ground storage tanks, etc.) were photographed and observations recorded in a field log.

Conditions of the subject site and adjoining properties were visually evaluated for potential RECs. Photos taken during the site reconnaissance are provided in **Attachment 6 – Site Reconnaissance Documentation**.

5.1 General Site Setting

The subject site is located on an approximate 0.23-acre portion of a 429.3-acre parcel at the Beatty Airport, APN 018-021-02. Features of adjoining and nearby properties are identified in the Area Reconnaissance Map (**Attachment 1, Figure 3**). Key observations made during the exterior portion of the site visit are depicted in the Site Reconnaissance Map (**Attachment 1, Figure 4**). The current use of adjoining properties to the north, east, south, and west, are described in **Table 2-1**.

5.2 *Exterior Observations*

BEC walked the perimeter of the subject site and noted conditions inconsistent with those expected for a rural, public-use airport. The initial observations were made by looking northeast across the subject site from the southwest corner (**Attachment 6, Photo 1**). A modular office building, on concrete blocks, was located outside the north boundary of the subject site (**Attachment 6, Photo 1**). The base of the building was visually inspected and no chemicals or other indications of storage or releases to the environment were observed. The subject site was vacant, and undeveloped, but appeared to have been scraped or cleared in the past. Mixed metal debris was located outside the south boundary of the subject site near the Beatty Airport generator office and diesel generator (**Attachment 6, Photo 2**). The diesel generator showed some de minimis amounts of leaking near the base (**Attachment 6, Photo 3**). However, none of the oil appeared to reach the concrete pad or soil. A pad mounted Valley Electric Association 50 kilovolt (kV) transformer labeled 16358 was located just inside the southeast corner of the subject site (**Attachment 6, Photo 4**). Based on information provided by Michael D. Park, Facilities and Environmental Superintendent, Valley Electric Association, Inc., in a letter dated August 30, 2018, this transformer did not contain polychlorinated biphenyls (PCBs) (**Attachment 2**). Metal pipes observed in the vicinity of the transformer appeared to be electric conduits (**Attachment 6, Photo 5**). The gravel in the vicinity of the transformer and these conduits was discolored relative to the native soil, possibly associated with the type of backfill used when the transformer was installed.

An abandoned fuel tanker was observed approximately 0.10 miles east-northeast of, and cross-gradient to, the subject site during area reconnaissance. Soil staining was not observed in the vicinity of this tanker. There were approximately three inactive utility meters (gauges were removed) and what appeared to be 4-inch polyvinyl chloride (PVC) piping associated with approximately three septic tanks in the vicinity. Based on the cross-gradient location, distance from the site, and lack of visible signs of contamination, this site did not appear to constitute a REC, HREC, CREC, BER, or VEC for the subject site at the time of this report.

5.3 *Interior Observations*

There were no structures on the subject site at the time of site reconnaissance.

6 INTERVIEWS

The Phase I ESA is done to identify recognized environmental conditions that may be present due to past or present land use of the subject site, and/or properties in the site vicinity. BEC conducted interviews as discussed in Section 6.1 and Section 6.2 below. Interview documentation is provided in **Attachment 2**.

6.1 *Interview with Site Manager*

BEC conducted an interview with Mr. Darrin Tuck, Nye County Utilities Superintendent, regarding the subject site. Mr. Tuck stated he had been associated with the facility for three years. He described the type of business as a municipal public airport and noted it had always been an airport. Mr. Tuck was not aware of any environmental liens or activity and use limitations recorded against the subject site. He did not have specialized knowledge or experience related to the property or nearby properties. Mr. Tuck was not aware of any spills, chemical releases, or environmental cleanups at the subject site.

7 FINDINGS, OPINIONS, AND CONCLUSIONS

The following is a summary of findings associated with the ESA performed for the subject site. The following items were noted:

- The subject site was located on an approximate 0.23-acre portion of the 429.3-acre parcel (APN 018-021-02) at the Beatty Airport.
- Based on a review of historical documents, including Nye County Assessor and Recorder Records, the subject site is owned by Nye County.
- Based on field observations, local topography trends downward toward the south. Groundwater flow direction was assumed to be southeast, consistent with regional groundwater flow patterns toward the Amargosa River.
- The regulatory database report was purchased through Environmental Data Resources, Inc. (EDR) and the review of the report identified the following:
 - The regulatory review identified one landfill/solid waste disposal site approximately 0.28 miles southeast of the subject site. Upon further review, BEC determined this Class III facility was actually located more than 1 mile northwest of the subject site.
 - Due to discrepancies in the location of some facilities in the databases arising from incomplete or incorrect addresses, some facilities were listed as un-mappable, otherwise known as “orphan sites”. One orphan site, the Beatty Airport, encompassed the subject site. The detailed facility report associated with the Beatty Airport indicated this listing was associated with two National Pollutant Discharge Elimination System (NPDES) permits associated with construction activities.

BEC has performed a Phase I ESA in conformance with the scope and limitations of ASTM Practice E 1527-13 for the subject site located on a portion of the Beatty Airport, Beatty, Nevada 89003, on a portion of APN 018-021-02. Any exceptions to, or deletions from, this practice are described in Section 1.3 of this report. This assessment has revealed no evidence of recognized environmental conditions in connection with the subject site.

It is the opinion of BEC the identified conditions above do not warrant additional investigation.

8 HUD ENVIRONMENTAL REVIEW CONSIDERATIONS

HUD's interest in determining potential sources of risk necessitate an expansion in the scope of the standard Phase I inquiry (HUD, 2015).

HUD uses the Phase I for an initial determination as part of the Department's overall environmental responsibilities pursuant to 24 CFR 58.5(i)(2). Therefore, HUD is concerned with the business environmental risk that site contamination – whether or not considered a release of substances under CERCLA or EPA guidance – may pose a health risk to future site occupants or conflict with the intended use of the property.

The following observations made are outside the scope of practice for ASTM 1527-13, but recommended for Phase I ESAs conducted in support of U.S. Department of Housing and Urban Development (HUD) funded projects:

Asbestos

No structures were located on the subject site at the time of site reconnaissance. Darrin Tuck, Nye County Utilities Superintendent, stated the site had not been used to dispose of building materials in an interview

conducted at the site on August 14, 2018. No observations of suspect asbestos-containing materials were made during site reconnaissance. Therefore, asbestos was not considered a BER for the subject site at the time of this report.

Radon

A comprehensive radon survey was not conducted as part of this Phase I Environmental Site Assessment. The University of Nevada Radon Education Program compiles short-term radon test results completed by Nevada homeowners from 1989 to the present. The results were compiled for each county by zip code and a corresponding geographical information systems (GIS) map based on zip codes was designed by the University of Nevada Cooperative Extension and the Nevada Bureau of Mines and Geology. The MyHazards interactive webmap was reviewed and the Radon Potential in the vicinity of the subject site appeared to be 0% and the average radon in the vicinity of the subject site appeared to be from 0.00 to 1.99 picocuries per liter (pCi/L) (UNR, 2017) (**Attachment 3**).

Lead-based Paint

No structures were located on the subject site at the time of site reconnaissance. Therefore, lead-based paint did not appear to constitute a business environmental risk for the subject site at the time of this report.

State and Local Compliance Responsibilities Related to Toxic or Hazardous Substances

No toxic or hazardous substances were observed on the subject site at the time of site reconnaissance.

Indoor Air Quality

No structures were located on the subject site at the time of site reconnaissance. Therefore, indoor air quality was not evaluated as part of this assessment.

Pesticides

The subject site was not in use for agricultural purposes. A review of historic aerial and topographic maps revealed no evidence of historic agricultural use.

Continuing Obligations or Ongoing Responsibilities

The Office of Enforcement and Compliance Assurance listed the following criteria for continuing obligations under CERCLA 101(40)(C)-(G) in EPA-33-F-11-003, CERCLA Liability and Local Government Acquisitions and Other Activities:

- “Complying with land use restrictions and not impeding the effectiveness of institutional controls
- Taking ‘reasonable steps’ to prevent the release of hazardous substances. These obligations are site-specific but may include preventing threatened future releases and/or limiting exposure to earlier hazardous substance releases. Institutional controls...may play a critical role in complying with reasonable steps
- Providing full cooperation, assistance, and access
- Complying with information requests and administrative subpoenas
- Providing legally required notices”

Based on BEC’s review of conditions and land use at the time of the site visit, and review of readily available public records associated with the site, Nye County appears to be meeting the Continuing Obligations or Ongoing Responsibilities listed above.

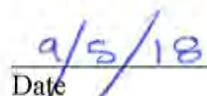
9 PREPARER QUALIFICATIONS

The BEC Team members responsible for the development of this report are listed below and their qualifications are provided herein (**Attachment 7 – Environmental Professional Resumes and Certifications**). The following statements are required in accordance with 40 CFR 312.21(d), and Section 12.13 *Environmental Professional Statement*, of ASTM E-1527-13:

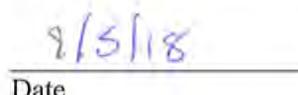
We declare that, to the best of our professional knowledge and belief, we meet the definition of Environmental Professionals as defined in §312.10 of 40 CFR 312.

We have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property. We have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.


Rachel Schlick
Preparer


Date

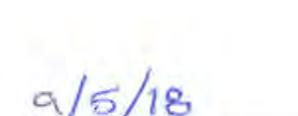

Eileen Christensen
Reviewer


Date

Additionally, in accordance with the Nevada Revised Statutes 459.500, Section 1, a holder of a certificate who is responsible for service requiring certification shall ensure that each document relating to the service includes the following language:

I, Rachel O. Schlick, hereby certify that I am responsible for the services described in this document and for the preparation of this document. The services described in this document have been provided in a manner consistent with the current standards of the profession and to the best of my knowledge comply with all applicable federal, state, and local statutes, regulations, and ordinances.


Rachel Schlick, CEM
Certified Environmental Manager
No. 2447
Expires: October 18, 2019


Date

10 REFERENCES

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ASTM. (2013). *Standard Practice for Phase I Environmental Site Assessment*. American Society for Testing and Materials.

ASTM. (2015). *Standard Guide for Vapor Encroachment Screening on Property Involved in Real Estate Transactions*. West Conshohocken: ASTM International.

DRI. (2018). *Community Environmental Monitoring Program*. Retrieved from https://cemp.dri.edu/cgi-bin/cemp_stations.pl?prod=0&stn=beat&day=14&mon=08&yea=2018&unit=E

DRI Community Environmental Monitoring Program. (2017, July 20). *CEMP Data Collection Program*. Retrieved from DRI: <https://cemp.dri.edu/>

FEMA. (2015). *Flood Insurance Study Nye County, Nevada All Jurisdictions*. Federal Emergency Management Agency.

HUD. (2015, November). *Using a Phase I Environmental Site Assessment to Document Compliance with HUD Environmental Standards at 24 CFR 58.5(i)(2) or 50.3(i)*. Retrieved August 28, 2018, from HUD Exchange: <https://www.hudexchange.info/resource/4829/using-a-phase-i-environmental-site-assessment-to-document-compliance-with-hud-environmental-standards-at-24-cfr-585i2-or-503i/>

Ninyo & Moore. (2009). *Beatty Airport Phase I Environmental Site Assessment*.

UNR. (2017). *MyHazards - Nevada*. Retrieved December 8, 2017, from GIS Web: <https://gisweb.unr.edu/MyHAZARDS/>

ATTACHMENT 1
Figures



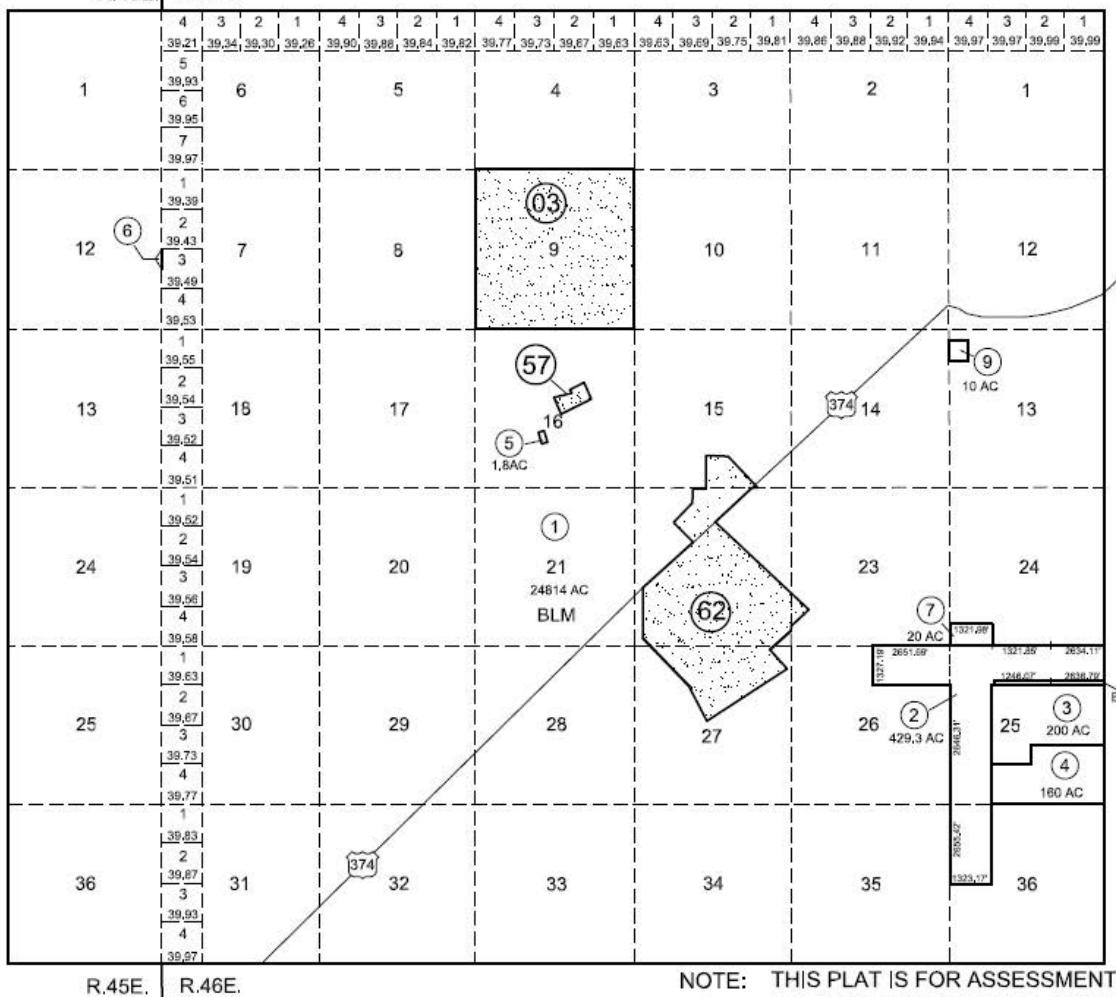
Figure 1 - Vicinity Map
Beatty Airport Fueling Station
Airport Road
Nye County, Nevada

T.12S., R.45 & 46E.

01

18-02

R.45E. | R.46E.



NOTE: THIS PLAT IS FOR ASSESSMENT USE ONLY AND DOES NOT REPRESENT A SURVEY. NOT ALL PATENTED MINING CLAIMS ARE DRAWN ON ASSESSORS PLATS AND MAY EXIST WITHIN BLM PARCELS. NO LIABILITY IS ASSUMED AS TO THE ACCURACY OF THE DATA DELINEATED HEREON.

Figure 2 - Assessor's Parcel Map

Beatty Airport Fueling Station

Airport Road

Nye County, Nevada

Not to scale

bec environmental, inc.
Environmental Services

N

OR

.07.05 to\18-02-111005-do.dwg, 10/6/2011 7:14:53 AM



Figure 3 - Area Reconnaissance Map
Beatty Airport Fueling Station
Airport Road
Nye County, Nevada





36°52'19.97"N

116°47'20.67"W



Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS	Without Base Flood Elevation (BFE) Zone A, V, A99
	With BFE or Depth Zone AE, AO, AH, VE, AR
	Regulatory Floodway
OTHER AREAS OF FLOOD HAZARD	0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
	Future Conditions 1% Annual Chance Flood Hazard Zone X
	Area with Reduced Flood Risk due to Levee. See Notes, Zone X
OTHER AREAS	Area with Flood Risk due to Levee Zone D
	NO SCREEN Area of Minimal Flood Hazard Zone X
	Effective LOMRs
GENERAL STRUCTURES	Area of Undetermined Flood Hazard Zone D
	Channel, Culvert, or Storm Sewer
	Levee, Dike, or Floodwall
OTHER FEATURES	20.2 Cross Sections with 1% Annual Chance
	17.5 Water Surface Elevation
	⑥ Coastal Transect
MAP PANELS	Base Flood Elevation Line (BFE)
	Limit of Study
	Jurisdiction Boundary
MAP PANELS	Coastal Transect Baseline
	Profile Baseline
	Hydrographic Feature
MAP PANELS	Digital Data Available
	No Digital Data Available
	Unmapped



The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.



Figure 5 - FEMA Flood Zone Map
Beatty Airport Fueling Station
Airport Road
Nye County, Nevada



FEMA

bec environmental, inc.
Environmental Services

This map complies with FEMA's standards for the use of digital flood maps if it is not used as described below. The basemap shown complies with FEMA's map accuracy requirements.

The flood hazard information is derived directly from the authoritative NFIP web services provided by FEMA. This map was exported on 8/29/2018 at 11:57:27 AM and does not reflect changes or amendments subsequent to this date and time. The NFIP, data, and other information may change or become superseded by new data over time.

This map image is valid if one or more of the following map elements are displayed below the map: map boundary, flood zone labels, legend, scale bar, map projection data, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmonitored areas cannot be used for regulatory purposes.



ATTACHMENT 2

Interview Documentation

SITE MANAGER PHASE I QUESTIONNAIRE

Note: In order to qualify for one of the *Landowner Liability Protections (LLPs)*¹⁸⁷ offered by the Small Business Liability Relief and Brownfields Revitalization Act of 2001 (the "Brownfields Amendments"),¹⁸⁸ the *user* must conduct the following inquiries required by 40 CFR 312.25, 312.28, 312.29, 312.30, and 312.31. These inquiries must also be conducted by EPA Brownfield Assessment and Characterization grantees. The *user* should provide the following information to the *environmental professional*. Failure to conduct these inquiries could result in a determination that "all appropriate inquiries" is not complete.

Site Name: Beatty Airport Fuel Station

Address: Airport Road, Beatty, Nevada

Interviewee: Darrin Tuck

How long have you been associated/operated the facility listed above: 3 years

Describe the type of business at the property listed above: municipal/public airport

NOTE: Please use a separate sheet of paper to explain yes answers, or when necessary.

1. Environmental liens that are filed or recorded against the property (40 CFR 312.25).

ASTM requires the user perform a search of recorded land title records (*or judicial records where appropriate) to identify any environmental liens filed or recorded against the property under federal, tribal, state or local law. Such liens might be listed in the "exceptions to coverage" in the property's title insurance commitment or policy.

Have you checked for these environmental cleanup liens? Yes No

Are you aware of any such liens against the subject property? Yes No

2. Activity and use limitations that are in place on the property or that have been filed or recorded against the property (40 CFR 312.26(a)(1)(v) and vi).

ASTM requires the user perform a search of recorded land title records (*or judicial records where appropriate) to identify any AULs, such as engineering controls, land use restrictions or institutional controls that are in place at the property and/or have been filed or recorded against the property under federal, tribal, state or local law.

Are you aware of any possible AULs involving the subject site? Yes No

3. Specialized knowledge or experience of the person seeking to qualify for the LLP (40 CFR 312.28).

This involves personal knowledge or experience related to the subject property or nearby properties. For example, if you are involved in the same line of business as the current or former occupants of the property or an adjoining property, you would probably know of any chemicals, oil, degreasers, gasoline, or other hazardous substances commonly used in that type of business.

Do you have any specialized knowledge or experience related to the property or nearby properties? Yes No

Are you involved in the same line of business as the current or former occupants of the property or an adjoining property so that you would have specialized knowledge of the chemicals and processes used by this type of business? Yes No

4. Relationship of the purchase price to the fair market value of the property if it were not contaminated (40 CFR 312.29).

A purchase price significantly below Fair Market Value (FMV) may indicate an environmental problem. Please note that these question does not require an appraisal of the property. If the price is significantly below FMV, the user should consider whether it might be because contamination may be present at the property.

*In certain jurisdictions, federal, tribal, state, or local statutes, or regulations specify that environmental liens and AULs be filed in judicial records rather than in land title records. In such cases judicial records must be searched for environmental liens and AULs.

Does the purchase price being paid for this property reasonably reflect the fair market value of the property? Yes No *N/A*

If you conclude that there is a difference, have you considered whether the lower purchase price is because contamination is known or believed to be present at the property? Yes No

5. Commonly known or reasonably ascertainable information about the property (40 CFR 312.30).

Are you aware of commonly known or reasonably ascertainable information about the property that would help the environmental professional to identify conditions indicative of releases or threatened releases? For example,

a. Do you know the past uses of the property?

always been an airport

b. Do you know of specific chemicals that are present or once were present at the property?

No

c. Do you know of spills or other chemical releases that have taken place at the property?

No

d. Do you know of any environmental cleanups that have taken place at the property?

No

6. The degree of obviousness of the presence or likely presence of contamination at the property, and the ability to detect the contamination by appropriate investigation (40 CFR 312.31).

This involves past or present spills, stains, releases, cleanups, etc. on or near the site.

Based on your knowledge and experience related to the property are there any obvious indicators that point to the presence or likely presence of releases at the property?

Yes No

Printed Name: DARRIN TUCK

Darrin Tuck

Your Signature

8-14-18

Date

of separate sheets attached: _____

Explain Yes answers on a separate sheet.

*In certain jurisdictions, federal, tribal, state, or local statutes, or regulations specify that environmental liens and AULs be filed in judicial records rather than in land title records. In such cases judicial records must be searched for environmental liens and AULs.



8/30/18

To:

Rachel Schlick, CEM Environmental Scientist
BEC Environmental, Inc.
7241 W. Sahara Ave., Suite 120
Las Vegas, NV 89117

RE: Service Area, Phase 1 Beatty Airport Transformer 16358

Valley Electric Association strives to be a leader in our efforts to reduce hazardous waste streams. These efforts include, continued advancement in employee education and the encouragement of waste reducing technologies. More specific examples would be the utilities efforts to not only identify but remove electrical equipment contaminated with PCBs above and beyond EPA regulatory requirements.

Valley Electric Association is a “*non-PCB company*” and thus, no EPA regulated PCB electrical equipment, under “40CFR-761”, is located on subject property.

Regards,

Michael D. Park
Facilities and Environmental Superintendent
Valley Electrical Association

ATTACHMENT 3
Local and Regulatory Records

Beatty Airport Fuel Station

Airport Road
Beatty, NV 89003

Inquiry Number: 5389368.8
August 10, 2018

EDR Building Permit Report

Target Property and Adjoining Properties

EDR Building Permit Report: Search Documentation

8/10/18

Site Name:
Beatty Airport Fuel
Airport Road
Beatty, NV 89003

EDR Inquiry # 5389368.8

Client Name:
BEC Environmental, Inc.
7241 West Sahara Ave #120
LAS VEGAS, NV 89117

Contact: Danielle Viglione

Search Documentation

DATA GAP

The complete collection of Building Permit data available to EDR has been searched, and as of 8/10/18, EDR does not have access to building permits in the city where your target property is located (Beatty, NV).

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EDR BUILDING PERMIT REPORT

About This Report

The EDR Building Permit Report provides a practical and efficient method to search building department records for indications of environmental conditions. Generated via a search of municipal building permit records gathered from more than 1,600 cities nationwide, this report will assist you in meeting the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-13), or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

Building permit data can be used to identify current and/or former operations and structures/features of environmental concern. The data can provide information on a target property and adjoining properties such as the presence of underground storage tanks, pump islands, sumps, drywells, etc., as well as information regarding water, sewer, natural gas, electrical connection dates, and current/former septic tanks.

ASTM and EPA Requirements

ASTM E 1527-13 lists building department records as a "standard historical source," as detailed in § 8.3.4.7: "Building Department Records - The term building department records means those records of the local government in which the property is located indicating permission of the local government to construct, alter, or demolish improvements on the property." ASTM also states that "Uses in the area surrounding the property shall be identified in the report, but this task is required only to the extent that this information is revealed in the course of researching the property itself."

EPA's Standards and Practices for All Appropriate Inquiries (AAI) states: "§312.24: Reviews of historical sources of information. (a) Historical documents and records must be reviewed for the purposes of achieving the objectives and performance factors of §312.20(e) and (f). Historical documents and records may include, but are not limited to, aerial photographs, fire insurance maps, building department records, chain of title documents, and land use records."

Methodology

EDR has developed the EDR Building Permit Report through our partnership with BuildFax, the nation's largest repository of building department records. BuildFax collects, updates, and manages building department records from local municipal governments. The database now includes 30 million permits, on more than 10 million properties across 1,600 cities in the United States.

The EDR Building Permit Report comprises local municipal building permit records, gathered directly from local jurisdictions, including both target property and adjoining properties. Years of coverage vary by municipality. Data reported includes (where available): date of permit, permit type, permit number, status, valuation, contractor company, contractor name, and description.

Incoming permit data is checked at seven stages in a regimented quality control process, from initial data source interview, to data preparation, through final auditing. To ensure the building department is accurate, each of the seven quality control stages contains, on average, 15 additional quality checks, resulting in a process of approximately 105 quality control "touch points."

For more information about the EDR Building Permit Report, please contact your EDR Account Executive at (800) 352-0050.



Beatty Airport Fuel Station

Airport Road
Beatty, NV 89003

Inquiry Number: 5389368.5
August 10, 2018

The EDR-City Directory Image Report

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Executive Summary

Findings

City Directory Images

Thank you for your business.

Please contact EDR at 1-800-352-0050
with any questions or comments.

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This Report contains certain information obtained from a variety of public and other sources reasonably available to Environmental Data Resources, Inc. It cannot be concluded from this Report that coverage information for the target and surrounding properties does not exist from other sources. **NO WARRANTY EXPRESSED OR IMPLIED, IS MADE WHATSOEVER IN CONNECTION WITH THIS REPORT. ENVIRONMENTAL DATA RESOURCES, INC. SPECIFICALLY DISCLAIMS THE MAKING OF ANY SUCH WARRANTIES, INCLUDING WITHOUT LIMITATION, MERCHANTABILITY OR FITNESS FOR A PARTICULAR USE OR PURPOSE. ALL RISK IS ASSUMED BY THE USER. IN NO EVENT SHALL ENVIRONMENTAL DATA RESOURCES, INC. BE LIABLE TO ANYONE, WHETHER ARISING OUT OF ERRORS OR OMISSIONS, NEGLIGENCE, ACCIDENT OR ANY OTHER CAUSE, FOR ANY LOSS OR DAMAGE, INCLUDING, WITHOUT LIMITATION, SPECIAL, INCIDENTAL, CONSEQUENTIAL, OR EXEMPLARY DAMAGES. ANY LIABILITY ON THE PART OF ENVIRONMENTAL DATA RESOURCES, INC. IS STRICTLY LIMITED TO A REFUND OF THE AMOUNT PAID FOR THIS REPORT.** Purchaser accepts this Report "AS IS". Any analyses, estimates, ratings, environmental risk levels or risk codes provided in this Report are provided for illustrative purposes only, and are not intended to provide, nor should they be interpreted as providing any facts regarding, or prediction or forecast of, any environmental risk for any property. Only a Phase I Environmental Site Assessment performed by an environmental professional can provide information regarding the environmental risk for any property. Additionally, the information provided in this Report is not to be construed as legal advice.

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EXECUTIVE SUMMARY

DESCRIPTION

Environmental Data Resources, Inc.'s (EDR) City Directory Report is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's City Directory Report includes a search of available city directory data at 5 year intervals.

RECORD SOURCES

EDR's Digital Archive combines historical directory listings from sources such as Cole Information and Dun & Bradstreet. These standard sources of property information complement and enhance each other to provide a more comprehensive report.

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Data by



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RESEARCH SUMMARY

The following research sources were consulted in the preparation of this report. A check mark indicates where information was identified in the source and provided in this report.

<u>Year</u>	<u>Target Street</u>	<u>Cross Street</u>	<u>Source</u>
2014	<input type="checkbox"/>	<input type="checkbox"/>	EDR Digital Archive
2010	<input type="checkbox"/>	<input type="checkbox"/>	EDR Digital Archive
2005	<input type="checkbox"/>	<input type="checkbox"/>	EDR Digital Archive
2000	<input type="checkbox"/>	<input type="checkbox"/>	EDR Digital Archive
1995	<input type="checkbox"/>	<input type="checkbox"/>	EDR Digital Archive
1992	<input checked="" type="checkbox"/>	<input type="checkbox"/>	EDR Digital Archive

FINDINGS

TARGET PROPERTY STREET

Airport Road
Beatty, NV 89003

<u>Year</u>	<u>CD Image</u>	<u>Source</u>
-------------	-----------------	---------------

AIRPORT RD

2014	-	EDR Digital Archive	Street not listed in Source
2010	-	EDR Digital Archive	Street not listed in Source
2005	-	EDR Digital Archive	Street not listed in Source
2000	-	EDR Digital Archive	Street not listed in Source
1995	-	EDR Digital Archive	Street not listed in Source
1992	pg A1	EDR Digital Archive	

FINDINGS

CROSS STREETS

No Cross Streets Identified

City Directory Images

AIRPORT RD 1992

1 AIRPORT TECH SERVICES INC

BEATTY AIRPORT FUEL STATION
AIRPORT ROAD
BEATTY, NV

Inquiry Number: 5389368.7S
AUGUST 14, 2018

EDR Environmental Lien and AUL Search

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com



EDR Environmental Lien and AUL Search

The EDR Environmental Lien Search Report provides results from a search of available current land title records for environmental cleanup liens and other activity and use limitations, such as engineering controls and institutional controls.

A network of professional, trained researchers, following established procedures, uses client supplied address information to:

- search for parcel information and/or legal description;
- search for ownership information;
- research official land title documents recorded at jurisdictional agencies such as recorders' offices, registries of deeds, county clerks' offices, etc.;
- access a copy of the deed;
- search for environmental encumbering instrument(s) associated with the deed;
- provide a copy of any environmental encumbrance(s) based upon a review of key words in the instrument(s) (title, parties involved, and description); and
- provide a copy of the deed or cite documents reviewed.

Thank you for your business.

Please contact EDR at 1-800-352-0050
with any questions or comments.

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EDR Environmental Lien and AUL Search

TARGET PROPERTY INFORMATION

ADDRESS

BEATTY AIRPORT FUEL STATION
AIRPORT ROAD
BEATTY, NV

RESEARCH SOURCE

Source 1: NYE COUNTY RECORDER'S OFFICE
Source 2: NEVADA DIVISION OF ENVIRONMENTAL PROTECTION
Source 3: UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

PROPERTY INFORMATION

Deed 1

Type of Deed: NA
Title is vested in: COUNTY OF NYE
Title received from: NA
Date Executed: NA
Date Recorded: PRIOR TO 1980
Book: NA
Page: NA
Volume: NA
Instrument#: NA
Docket: NA
Land Record Comments: NA
Miscellaneous Comments: NO DEED IMAGE

Legal Description: T12S R46E S25-P#1141604 N N (160) & SW NW (40) & W SW (80) & T12S R46E S26-P#1141604 N NE (80) & T12S R46E S36 P#1141604 W NW (80) LESS RD. TOTAL 429.3 ACRES (BK 408 PG 605 NON-EXCLUSIVE USE OF A PARCEL OF LEVEL, CLEARED DESERT LAND BEING THE NORTH 100' OF THE WEST 150' WITHIN THE FENCED AREA OF BEATTY AIRFIELD, LOCATED IN T12S R46E S25 MDBM CONT .34 AC

Current Owner: COUNTY OF NYE

Property Identifiers: 18-021-02

Comments: NA

EDR Environmental Lien and AUL Search

ENVIRONMENTAL LIEN

Environmental Lien: Found Not Found

If Found:

1st Party: NA

2nd Party: NA

Dated: NA

Recorded: NA

Book: NA

Page: NA

Docket: NA

Volume: NA

Instrument #: NA

Comments:

Miscellaneous:

OTHER ACTIVITY AND USE LIMITATIONS (AULS)

Other AUL's: Found Not Found

If Found:

1st Party: NA

2nd Party: NA

Dated: NA

Recorded: NA

Book: NA

Page: NA

Docket: NA

Volume: NA

Instrument #: NA

Comments:

Miscellaneous:

EDR Environmental Lien and AUL Search

MISCELLANEOUS

Type of Instrument: NONE IDENTIFIED

First Party:

Second Party:

Date Recorded:

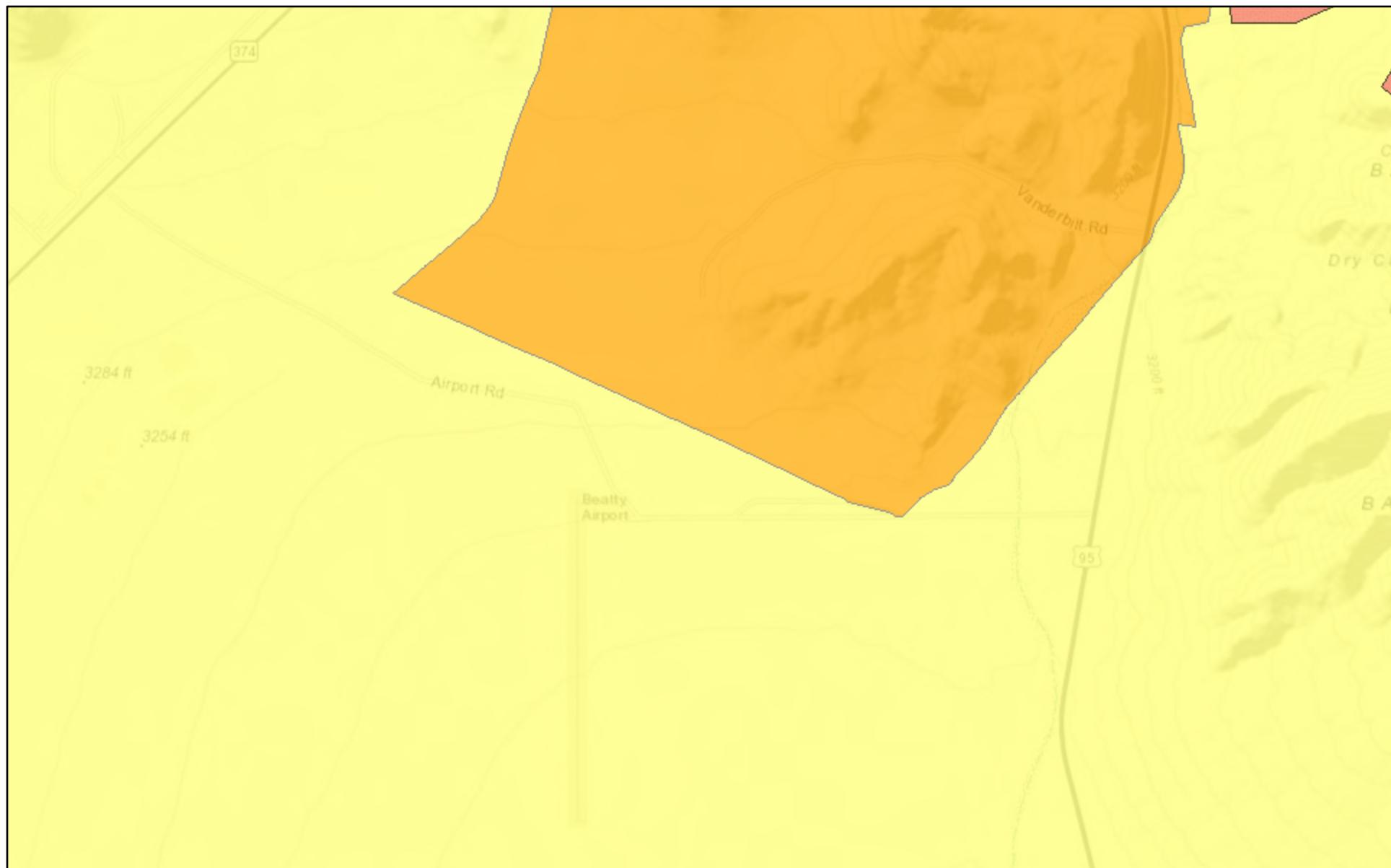
Instrument #:

Book:

Page:

Comments:

MHAZARDS - Nevada



August 29, 2018

Possible Radon risk

Granitic units

200-399 pCi/L

Units containing Shale

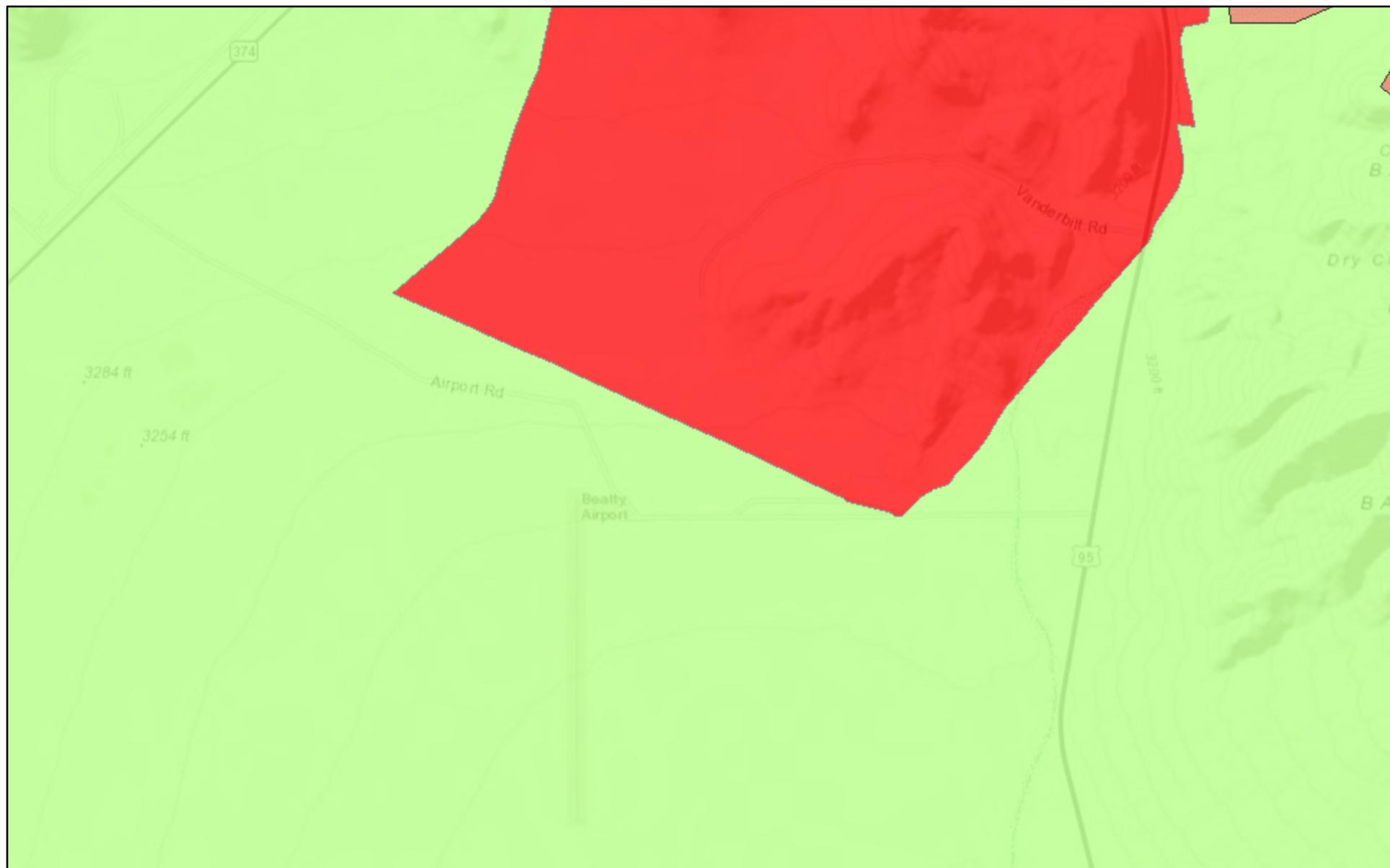
400-1395 pCi/L

0.000-1.99 pCi/L

1:36,112
0 0.25 0.5 1 mi
0 0.38 0.75 1.5 km

UNR Cooperative Extension Sources: Esri, HERE, Garmin, Intermap, Increment P Corp., GEBCO, USGS, FAO, NPS, NRCan, GeoBase, IGN, Nevada Bureau of Mines and Geology

MHAZARDS - Nevada



August 29, 2018

Possible Radon risk

20% - 100% 0%

Units containing Shale

10% - 19%

Granitic units

01% - 9%

1:36,112
0 0.25 0.5 1 mi
0 0.38 0.75 1.5 km

UNR Cooperative Extension Sources: Esri, HERE, Garmin, Intermap, Increment P Corp., GEBCO, USGS, FAO, NPS, NRCan, GeoBase, IGN, Nevada Bureau of Mines and Geology

Management, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, USDA | NBMG | Nevada Bureau of Mines and Geology | FEMA, NBMG | National Weather Service | U.S. Geological Survey (USGS) | NOAA/NWS | Smithsonian Institution | Source: U.S. Census Bureau

BEATTY MUNICIPAL AIRPORT

ACRES-ID: 103583

Address: Vanderbilt Road
Beatty, NV 89003

APN: 018-021-02 and 018-021-07

County: Nye

Latitude: 36° 51' 40.10" N

Longitude: 116° 47' 09.97" W

Size: 460 acres

Beatty Municipal Airport Photo



History:

Two parcels make up the Beatty Municipal Airport site. The property was developed as an airport prior to 1949, with a portion of the site developed as a mining camp prior to 1954. The mining camp was subsequently abandoned.

Environmental Work:

A Phase I Environmental Site Assessment was completed in June 2009, which found an unregulated underground storage tank as well as possible contamination from asbestos. Further environmental assessment was recommended. In 2012, Nye County Public Works removed the identified underground storage tanks. Resulting soil tests revealed no petroleum contamination from the tanks.

Existing Condition:

The property is a general aviation airport and hosts Great Basin Soaring, a small office building, and a private aircraft hangar.

Future Use:

The County is exploring opportunities to expand aviation and associated commercial services at the airport.

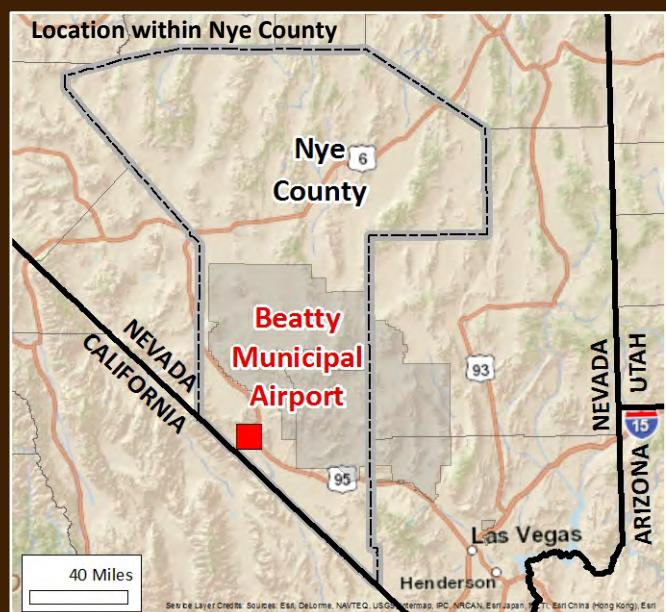
Nye County Contact:

For current county contact information, please visit
www.rdsbc.org/contact-us/

Cooperative Agreement Number: BF96953701

Nye County is a member of the Rural Desert Southwest Brownfields Coalition (RDSBC) along with Esmeralda, Lincoln, Mineral, and White Pine Counties, NV, and Inyo County, CA.

<http://www.rdsbc.org/>



ATTACHMENT 4

EDR Summary Radius Map Report

Beatty Airport Fuel Station

Airport Road

Beatty, NV 89003

Inquiry Number: 5389368.2s

August 10, 2018

EDR Summary Radius Map Report



6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

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Detail Map	3
Map Findings Summary	4
Map Findings	7
Orphan Summary	8
Government Records Searched/Data Currency Tracking	GR-1

GEOCHECK ADDENDUM

Physical Setting Source Addendum	A-1
Physical Setting Source Summary	A-2
Physical Setting SSURGO Soil Map	A-5
Physical Setting Source Map	A-8
Physical Setting Source Map Findings	A-10
Physical Setting Source Records Searched	PSGR-1

Thank you for your business.
 Please contact EDR at 1-800-352-0050
 with any questions or comments.

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This Report contains certain information obtained from a variety of public and other sources reasonably available to Environmental Data Resources, Inc. It cannot be concluded from this Report that coverage information for the target and surrounding properties does not exist from other sources. **NO WARRANTY EXPRESSED OR IMPLIED, IS MADE WHATSOEVER IN CONNECTION WITH THIS REPORT. ENVIRONMENTAL DATA RESOURCES, INC. SPECIFICALLY DISCLAIMS THE MAKING OF ANY SUCH WARRANTIES, INCLUDING WITHOUT LIMITATION, MERCHANTABILITY OR FITNESS FOR A PARTICULAR USE OR PURPOSE. ALL RISK IS ASSUMED BY THE USER. IN NO EVENT SHALL ENVIRONMENTAL DATA RESOURCES, INC. BE LIABLE TO ANYONE, WHETHER ARISING OUT OF ERRORS OR OMISSIONS, NEGLIGENCE, ACCIDENT OR ANY OTHER CAUSE, FOR ANY LOSS OF DAMAGE, INCLUDING, WITHOUT LIMITATION, SPECIAL, INCIDENTAL, CONSEQUENTIAL, OR EXEMPLARY DAMAGES. ANY LIABILITY ON THE PART OF ENVIRONMENTAL DATA RESOURCES, INC. IS STRICTLY LIMITED TO A REFUND OF THE AMOUNT PAID FOR THIS REPORT.** Purchaser accepts this Report "AS IS". Any analyses, estimates, ratings, environmental risk levels or risk codes provided in this Report are provided for illustrative purposes only, and are not intended to provide, nor should they be interpreted as providing any facts regarding, or prediction or forecast of, any environmental risk for any property. Only a Phase I Environmental Site Assessment performed by an environmental professional can provide information regarding the environmental risk for any property. Additionally, the information provided in this Report is not to be construed as legal advice.

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EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-13), the ASTM Standard Practice for Environmental Site Assessments for Forestland or Rural Property (E 2247-16), the ASTM Standard Practice for Limited Environmental Due Diligence: Transaction Screen Process (E 1528-14) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

AIRPORT ROAD
BEATTY, NV 89003

COORDINATES

Latitude (North): 36.8682050 - 36° 52' 5.53"
Longitude (West): 116.7839410 - 116° 47' 2.18"
Universal Tranverse Mercator: Zone 11
UTM X (Meters): 519257.7
UTM Y (Meters): 4080071.0
Elevation: 3163 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property:	TP
Source:	U.S. Geological Survey
Target Property:	N
Source:	U.S. Geological Survey

AERIAL PHOTOGRAPHY IN THIS REPORT

Portions of Photo from:	20150525
Source:	USDA

MAPPED SITES SUMMARY

Target Property Address:
AIRPORT ROAD
BEATTY, NV 89020

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
1	BULLFROG MINE		SWF/LF	Lower	1491, 0.282, SE

EXECUTIVE SUMMARY

TARGET PROPERTY SEARCH RESULTS

The target property was not listed in any of the databases searched by EDR.

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.

Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

SWF/LF: A review of the SWF/LF list, as provided by EDR, and dated 05/29/2018 has revealed that there is 1 SWF/LF site within approximately 0.5 miles of the target property.

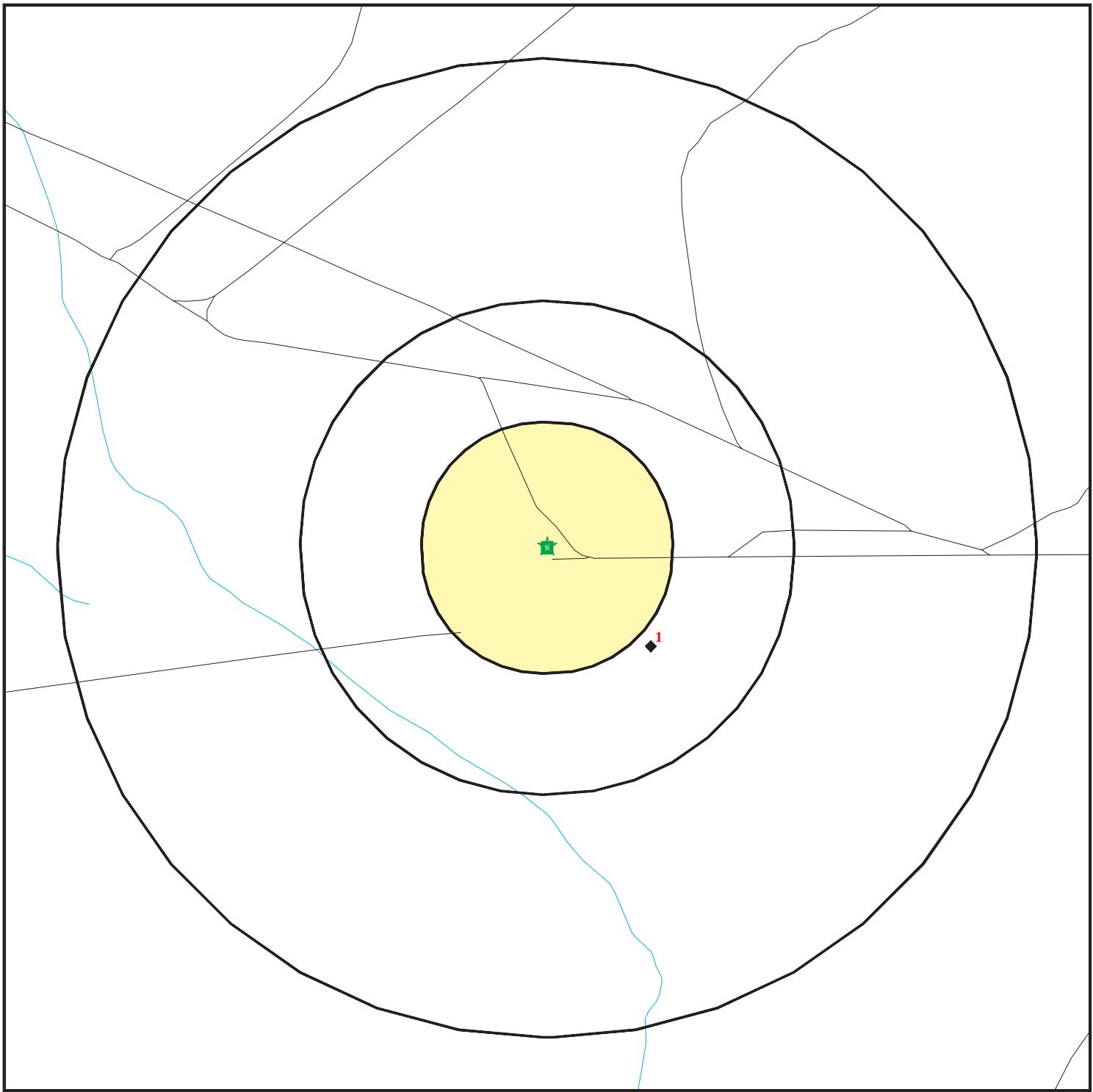
<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
BULLFROG MINE Status: Operating - Pmt Not Reqd Facility Id: 86		SE 1/4 - 1/2 (0.282 mi.)	1	7

Count: 3 records.

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
BEATTY	1023706664	BEATTY AIRPORT	AIRPORT ROAD	89003	FINDS, ECHO
BEATTY	1000109281	BKK CORP BEATTY FACIL	OFF AIRPORT RD 3 MI S OF	89003	SEMS-ARCHIVE, CORRACTS, RCRA-TSDF, RCRA NonGen / NLR SHWS
NYE COUNTY	S103876783	TONOPAH SAND AND GRAVEL	TONOPAH AIRPORT		

OVERVIEW MAP - 5389368.2S



- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- National Priority List Sites
- Dept. Defense Sites

Indian Reservations BIA	Upgradient Area
100-year flood zone	
500-year flood zone	

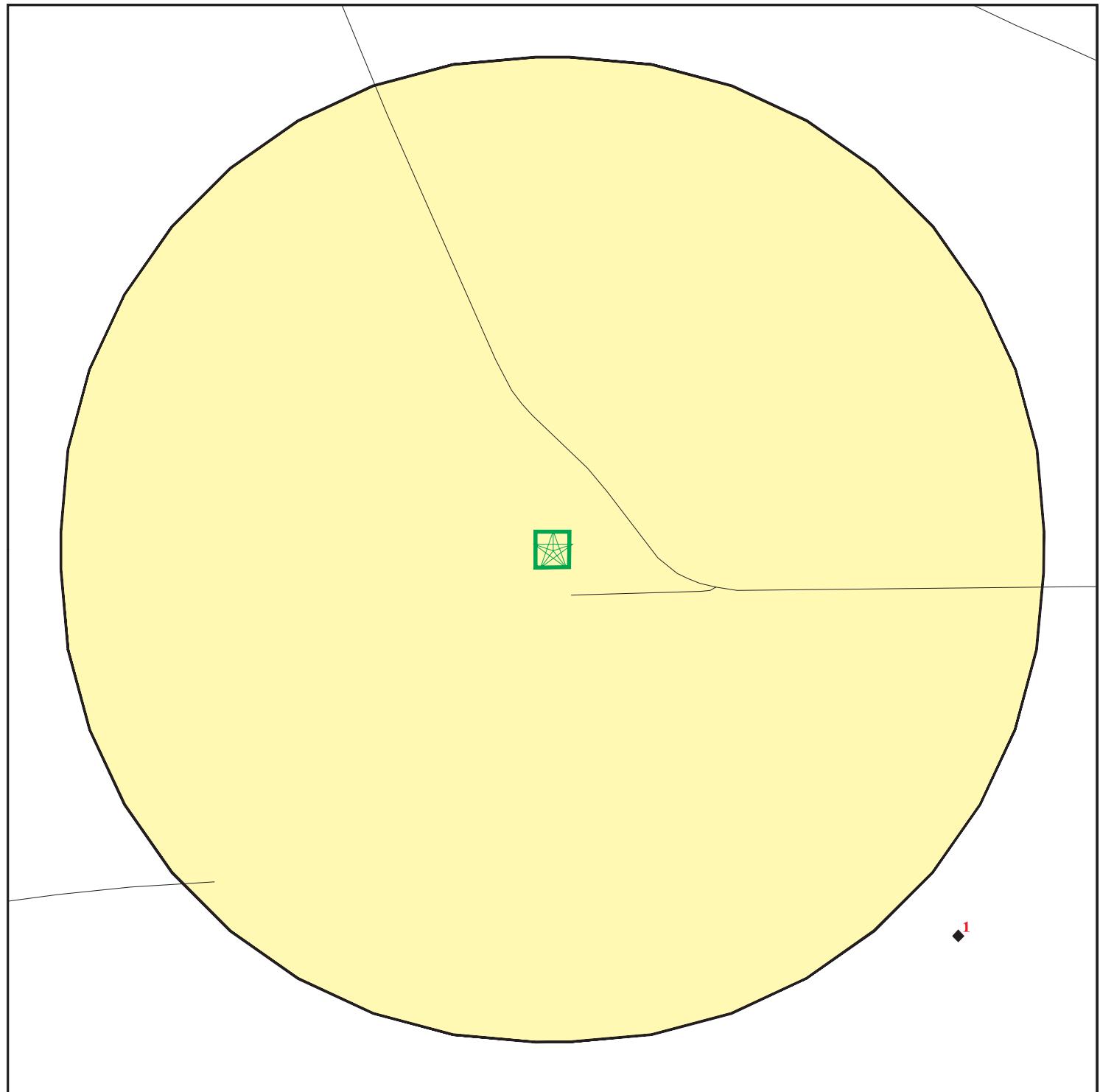


This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: Beatty Airport Fuel Station
ADDRESS: Airport Road
 Beatty NV 89003
LAT/LONG: 36.868205 / 116.783941

CLIENT: BEC Environmental, Inc.
CONTACT: Danielle Viglione
INQUIRY #: 5389368.2s
DATE: August 10, 2018 3:45 pm

DETAIL MAP - 5389368.2S



 Target Property

 Sites at elevations higher than or equal to the target property

 Sites at elevations lower than the target property

 Manufactured Gas Plants

 Sensitive Receptors

 National Priority List Sites

 Dept. Defense Sites

0

1/16

1/8

1/4 Miles

 Indian Reservations BIA
 100-year flood zone
 500-year flood zone



This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: Beatty Airport Fuel Station
ADDRESS: Airport Road
Beatty NV 89003
LAT/LONG: 36.868205 / 116.783941

CLIENT: BEC Environmental, Inc.
CONTACT: Danielle Viglione
INQUIRY #: 5389368.2s
DATE: August 10, 2018 3:47 pm

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
<u>STANDARD ENVIRONMENTAL RECORDS</u>								
<i>Federal NPL site list</i>								
NPL	1.000		0	0	0	0	NR	0
Proposed NPL	1.000		0	0	0	0	NR	0
NPL LIENS	0.001		0	NR	NR	NR	NR	0
<i>Federal Delisted NPL site list</i>								
Delisted NPL	1.000		0	0	0	0	NR	0
<i>Federal CERCLIS list</i>								
FEDERAL FACILITY	0.500		0	0	0	NR	NR	0
SEMS	0.500		0	0	0	NR	NR	0
<i>Federal CERCLIS NFRAP site list</i>								
SEMS-ARCHIVE	0.500		0	0	0	NR	NR	0
<i>Federal RCRA CORRACTS facilities list</i>								
CORRACTS	1.000		0	0	0	0	NR	0
<i>Federal RCRA non-CORRACTS TSD facilities list</i>								
RCRA-TSDF	0.500		0	0	0	NR	NR	0
<i>Federal RCRA generators list</i>								
RCRA-LQG	0.250		0	0	NR	NR	NR	0
RCRA-SQG	0.250		0	0	NR	NR	NR	0
RCRA-CESQG	0.250		0	0	NR	NR	NR	0
<i>Federal institutional controls / engineering controls registries</i>								
LUCIS	0.500		0	0	0	NR	NR	0
US ENG CONTROLS	0.500		0	0	0	NR	NR	0
US INST CONTROL	0.500		0	0	0	NR	NR	0
<i>Federal ERNS list</i>								
ERNS	0.001		0	NR	NR	NR	NR	0
<i>State- and tribal - equivalent CERCLIS</i>								
SHWS	1.000		0	0	0	0	NR	0
<i>State and tribal landfill and/or solid waste disposal site lists</i>								
SWF/LF	0.500		0	0	1	NR	NR	1
<i>State and tribal leaking storage tank lists</i>								
LUST	0.500		0	0	0	NR	NR	0
INDIAN LUST	0.500		0	0	0	NR	NR	0
<i>State and tribal registered storage tank lists</i>								
FEMA UST	0.250		0	0	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
UST	0.250		0	0	NR	NR	NR	0
AST	0.250		0	0	NR	NR	NR	0
INDIAN UST	0.250		0	0	NR	NR	NR	0
<i>State and tribal voluntary cleanup sites</i>								
VCP	0.500		0	0	0	NR	NR	0
INDIAN VCP	0.500		0	0	0	NR	NR	0
<i>State and tribal Brownfields sites</i>								
BROWNFIELDS	0.500		0	0	0	NR	NR	0
<u>ADDITIONAL ENVIRONMENTAL RECORDS</u>								
<i>Local Brownfield lists</i>								
US BROWNFIELDS	0.500		0	0	0	NR	NR	0
<i>Local Lists of Landfill / Solid Waste Disposal Sites</i>								
SWRCY	0.500		0	0	0	NR	NR	0
INDIAN ODI	0.500		0	0	0	NR	NR	0
DEBRIS REGION 9	0.500		0	0	0	NR	NR	0
ODI	0.500		0	0	0	NR	NR	0
IHS OPEN DUMPS	0.500		0	0	0	NR	NR	0
<i>Local Lists of Hazardous waste / Contaminated Sites</i>								
US HIST CDL	0.001		0	NR	NR	NR	NR	0
US CDL	0.001		0	NR	NR	NR	NR	0
<i>Local Land Records</i>								
LIENS 2	0.001		0	NR	NR	NR	NR	0
<i>Records of Emergency Release Reports</i>								
HMIRS	0.001		0	NR	NR	NR	NR	0
<i>Other Ascertainable Records</i>								
RCRA NonGen / NLR	0.250		0	0	NR	NR	NR	0
FUDS	1.000		0	0	0	0	NR	0
DOD	1.000		0	0	0	0	NR	0
SCRD DRYCLEANERS	0.500		0	0	0	NR	NR	0
US FIN ASSUR	0.001		0	NR	NR	NR	NR	0
EPA WATCH LIST	0.001		0	NR	NR	NR	NR	0
2020 COR ACTION	0.250		0	0	NR	NR	NR	0
TSCA	0.001		0	NR	NR	NR	NR	0
TRIS	0.001		0	NR	NR	NR	NR	0
SSTS	0.001		0	NR	NR	NR	NR	0
ROD	1.000		0	0	0	0	NR	0
RMP	0.001		0	NR	NR	NR	NR	0
RAATS	0.001		0	NR	NR	NR	NR	0
PRP	0.001		0	NR	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
PADS	0.001		0	NR	NR	NR	NR	0
ICIS	0.001		0	NR	NR	NR	NR	0
FTTS	0.001		0	NR	NR	NR	NR	0
MLTS	0.001		0	NR	NR	NR	NR	0
COAL ASH DOE	0.001		0	NR	NR	NR	NR	0
COAL ASH EPA	0.500		0	0	0	NR	NR	0
PCB TRANSFORMER	0.001		0	NR	NR	NR	NR	0
RADINFO	0.001		0	NR	NR	NR	NR	0
HIST FTTS	0.001		0	NR	NR	NR	NR	0
DOT OPS	0.001		0	NR	NR	NR	NR	0
CONSENT	1.000		0	0	0	0	NR	0
INDIAN RESERV	0.001		0	NR	NR	NR	NR	0
FUSRAP	1.000		0	0	0	0	NR	0
UMTRA	0.500		0	0	0	NR	NR	0
LEAD SMELTERS	0.001		0	NR	NR	NR	NR	0
US AIRS	0.001		0	NR	NR	NR	NR	0
US MINES	0.250		0	0	NR	NR	NR	0
ABANDONED MINES	0.001		0	NR	NR	NR	NR	0
FINDS	0.001		0	NR	NR	NR	NR	0
DOCKET HWC	0.001		0	NR	NR	NR	NR	0
ECHO	0.001		0	NR	NR	NR	NR	0
UXO	1.000		0	0	0	0	NR	0
FUELS PROGRAM	0.250		0	0	NR	NR	NR	0
AIRS	0.001		0	NR	NR	NR	NR	0
COAL ASH	0.500		0	0	0	NR	NR	0
Financial Assurance	0.001		0	NR	NR	NR	NR	0
HMRI	0.001		0	NR	NR	NR	NR	0
NPDES	0.001		0	NR	NR	NR	NR	0

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP	1.000	0	0	0	0	NR	0
EDR Hist Auto	0.125	0	NR	NR	NR	NR	0
EDR Hist Cleaner	0.125	0	NR	NR	NR	NR	0

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA HWS	0.001	0	NR	NR	NR	NR	0
RGA LF	0.001	0	NR	NR	NR	NR	0
RGA LUST	0.001	0	NR	NR	NR	NR	0
- Totals --		0	0	0	1	0	1

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

Map ID
Direction
Distance
Elevation

Site

MAP FINDINGS

Database(s) EDR ID Number
EPA ID Number

1 BULLFROG MINE

SWF/LF S114389288

N/A

SE

1/4-1/2 BEATTY, NV

0.282 mi.

1491 ft.

Relative: [Click here for full text details](#)

Lower SWF/LF

Status: Operating - Pmt Not Reqd

Facility Id: 86

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

St	Acronym	Full Name	Government Agency	Gov Date	Arvl. Date	Active Date
NV	AIRS	Permitted Airs Facility Listing	Division of Environmental Protection	02/07/2018	03/21/2018	04/24/2018
NV	AST	Aboveground Storage Tank List	Department of Conservation and Natural Resour	01/25/2018	03/21/2018	04/23/2018
NV	BROWNFIELDS	Project Tracking Database	Division of Environmental Protection	06/18/2018	06/20/2018	07/20/2018
NV	COAL ASH	Coal Ash Disposal Sites	Division of Environmental Protection	05/30/2017	05/30/2017	09/28/2017
NV	Financial Assurance 1	Financial Assurance Information Listing	Department of Environmental Protection	06/01/2017	06/19/2017	09/28/2017
NV	Financial Assurance 2	Financial Assurance Information	Division of Environmental Protection	05/29/2018	05/31/2018	07/20/2018
NV	HMRI	Hazardous Materials Repository Information Data	State Emergency Response Commission	08/05/2008	08/05/2008	08/13/2008
NV	LUST	Sites Database	Department of Conservation and Natural Resour	06/18/2018	06/20/2018	07/20/2018
NV	NPDES	Permitted Facility Listing	Department of Environmental Protection	06/21/2018	06/26/2018	07/31/2018
NV	RGA HWS	Recovered Government Archive State Hazardous Waste Facilite	Department of Conservation and Natural Resour		07/01/2013	12/26/2013
NV	RGA LF	Recovered Government Archive Solid Waste Facilities List	Department of Conservation and Natural Resour		07/01/2013	01/16/2014
NV	RGA LUST	Recovered Government Archive Leaking Underground Storage Tan	Department of Conservation and Natural Resour		07/01/2013	12/26/2013
NV	SHWS	Sites Database	Department of Conservation and Natural Resour	06/18/2018	06/20/2018	07/20/2018
NV	SWF/LF	Landfill List	Department of Conservation and Natural Resour	05/29/2018	05/31/2018	07/20/2018
NV	SWRCY	Recycling Information Listing	Department of Environmental Protection	05/11/2018	05/14/2018	06/01/2018
NV	UST	Underground Storage Tank List	Department of Conservation and Natural Resour	01/25/2018	03/21/2018	04/23/2018
NV	VCP	Voluntary Cleanup Program Sites	Department of Conservation & Natural Resource	06/18/2018	06/20/2018	07/20/2018
US	2020 COR ACTION	2020 Corrective Action Program List	Environmental Protection Agency	09/30/2017	05/08/2018	07/20/2018
US	ABANDONED MINES	Abandoned Mines	Department of Interior	03/08/2018	03/13/2018	06/08/2018
US	BRS	Biennial Reporting System	EPA/NTIS	12/31/2015	02/22/2017	09/28/2017
US	COAL ASH DOE	Steam-Electric Plant Operation Data	Department of Energy	12/31/2005	08/07/2009	10/22/2009
US	COAL ASH EPA	Coal Combustion Residues Surface Impoundments List	Environmental Protection Agency	07/01/2014	09/10/2014	10/20/2014
US	CONSENT	Superfund (CERCLA) Consent Decrees	Department of Justice, Consent Decree Library	03/31/2018	04/16/2018	06/29/2018
US	CORRACTS	Corrective Action Report	EPA	03/01/2018	03/28/2018	06/22/2018
US	DEBRIS REGION 9	Torres Martinez Reservation Illegal Dump Site Locations	EPA, Region 9	01/12/2009	05/07/2009	09/21/2009
US	DOCKET HWC	Hazardous Waste Compliance Docket Listing	Environmental Protection Agency	01/04/2018	01/19/2018	04/13/2018
US	DOD	Department of Defense Sites	USGS	12/31/2005	11/10/2006	01/11/2007
US	DOT OPS	Incident and Accident Data	Department of Transportation, Office of Pipeli	07/31/2012	08/07/2012	09/18/2012
US	Delisted NPL	National Priority List Deletions	EPA	05/13/2018	05/30/2018	06/22/2018
US	ECHO	Enforcement & Compliance History Information	Environmental Protection Agency	02/25/2018	03/17/2018	06/08/2018
US	EDR Hist Auto	EDR Exclusive Historical Auto Stations	EDR, Inc.			
US	EDR Hist Cleaner	EDR Exclusive Historical Cleaners	EDR, Inc.			
US	EDR MGP	EDR Proprietary Manufactured Gas Plants	EDR, Inc.			
US	EPA WATCH LIST	EPA WATCH LIST	Environmental Protection Agency	08/30/2013	03/21/2014	06/17/2014
US	ERNS	Emergency Response Notification System	National Response Center, United States Coast	03/19/2018	03/27/2018	06/08/2018
US	FEDERAL FACILITY	Federal Facility Site Information listing	Environmental Protection Agency	11/07/2016	01/05/2017	04/07/2017
US	FEDLAND	Federal and Indian Lands	U.S. Geological Survey	12/31/2005	02/06/2006	01/11/2007
US	FEMA UST	Underground Storage Tank Listing	FEMA	05/15/2017	05/30/2017	10/13/2017
US	FINDS	Facility Index System/Facility Registry System	EPA	02/21/2018	02/23/2018	03/23/2018
US	FTTS	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fu	EPA/Office of Prevention, Pesticides and Toxi	04/09/2009	04/16/2009	05/11/2009
US	FTTS INSP	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fu	EPA	04/09/2009	04/16/2009	05/11/2009
US	FUDS	Formerly Used Defense Sites	U.S. Army Corps of Engineers	01/31/2015	07/08/2015	10/13/2015
US	FUELS PROGRAM	EPA Fuels Program Registered Listing	EPA	02/20/2018	02/21/2018	03/23/2018
US	FUSRAP	Formerly Utilized Sites Remedial Action Program	Department of Energy	12/23/2016	12/27/2016	02/17/2017
US	HIST FTTS	FIFRA/TSCA Tracking System Administrative Case Listing	Environmental Protection Agency	10/19/2006	03/01/2007	04/10/2007
US	HIST FTTS INSP	FIFRA/TSCA Tracking System Inspection & Enforcement Case Lis	Environmental Protection Agency	10/19/2006	03/01/2007	04/10/2007
US	HMIRS	Hazardous Materials Information Reporting System	U.S. Department of Transportation	03/26/2018	03/27/2018	06/08/2018

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

St	Acronym	Full Name	Government Agency	Gov Date	Arvl. Date	Active Date
US	ICIS	Integrated Compliance Information System	Environmental Protection Agency	11/18/2016	11/23/2016	02/10/2017
US	IHS OPEN DUMPS	Open Dumps on Indian Land	Department of Health & Human Services, Indian	04/01/2014	08/06/2014	01/29/2015
US	INDIAN LUST R1	Leaking Underground Storage Tanks on Indian Land	EPA Region 1	04/13/2018	05/18/2018	07/20/2018
US	INDIAN LUST R10	Leaking Underground Storage Tanks on Indian Land	EPA Region 10	04/12/2018	05/18/2018	07/20/2018
US	INDIAN LUST R4	Leaking Underground Storage Tanks on Indian Land	EPA Region 4	05/08/2018	05/18/2018	07/20/2018
US	INDIAN LUST R5	Leaking Underground Storage Tanks on Indian Land	EPA, Region 5	04/12/2018	05/18/2018	07/20/2018
US	INDIAN LUST R6	Leaking Underground Storage Tanks on Indian Land	EPA Region 6	04/01/2018	05/18/2018	07/20/2018
US	INDIAN LUST R7	Leaking Underground Storage Tanks on Indian Land	EPA Region 7	04/24/2018	05/18/2018	07/20/2018
US	INDIAN LUST R8	Leaking Underground Storage Tanks on Indian Land	EPA Region 8	04/25/2018	05/18/2018	07/20/2018
US	INDIAN LUST R9	Leaking Underground Storage Tanks on Indian Land	Environmental Protection Agency	04/10/2018	05/18/2018	07/20/2018
US	INDIAN ODI	Report on the Status of Open Dumps on Indian Lands	Environmental Protection Agency	12/31/1998	12/03/2007	01/24/2008
US	INDIAN RESERV	Indian Reservations	USGS	12/31/2014	07/14/2015	01/10/2017
US	INDIAN UST R1	Underground Storage Tanks on Indian Land	EPA, Region 1	04/13/2018	05/18/2018	07/20/2018
US	INDIAN UST R10	Underground Storage Tanks on Indian Land	EPA Region 10	04/12/2018	05/18/2018	07/20/2018
US	INDIAN UST R4	Underground Storage Tanks on Indian Land	EPA Region 4	05/08/2018	05/18/2018	07/20/2018
US	INDIAN UST R5	Underground Storage Tanks on Indian Land	EPA Region 5	04/12/2018	05/18/2018	07/20/2018
US	INDIAN UST R6	Underground Storage Tanks on Indian Land	EPA Region 6	04/01/2018	05/18/2018	07/20/2018
US	INDIAN UST R7	Underground Storage Tanks on Indian Land	EPA Region 7	04/24/2018	05/18/2018	07/20/2018
US	INDIAN UST R8	Underground Storage Tanks on Indian Land	EPA Region 8	04/25/2018	05/18/2018	07/20/2018
US	INDIAN UST R9	Underground Storage Tanks on Indian Land	EPA Region 9	04/10/2018	05/18/2018	07/20/2018
US	INDIAN VCP R1	Voluntary Cleanup Priority Listing	EPA, Region 1	07/27/2015	09/29/2015	02/18/2016
US	INDIAN VCP R7	Voluntary Cleanup Priority Listing	EPA, Region 7	03/20/2008	04/22/2008	05/19/2008
US	LEAD SMELTER 1	Lead Smelter Sites	Environmental Protection Agency	05/13/2018	05/30/2018	06/29/2018
US	LEAD SMELTER 2	Lead Smelter Sites	American Journal of Public Health	04/05/2001	10/27/2010	12/02/2010
US	LIENS 2	CERCLA Lien Information	Environmental Protection Agency	05/13/2018	05/30/2018	06/29/2018
US	LUCIS	Land Use Control Information System	Department of the Navy	05/14/2018	05/18/2018	07/20/2018
US	MLTS	Material Licensing Tracking System	Nuclear Regulatory Commission	08/30/2016	09/08/2016	10/21/2016
US	NPL	National Priority List	EPA	05/13/2018	05/30/2018	06/22/2018
US	NPL LIENS	Federal Superfund Liens	EPA	10/15/1991	02/02/1994	03/30/1994
US	ODI	Open Dump Inventory	Environmental Protection Agency	06/30/1985	08/09/2004	09/17/2004
US	PADS	PCB Activity Database System	EPA	06/01/2017	06/09/2017	10/13/2017
US	PCB TRANSFORMER	PCB Transformer Registration Database	Environmental Protection Agency	05/24/2017	11/30/2017	12/15/2017
US	PRP	Potentially Responsible Parties	EPA	10/25/2013	10/17/2014	10/20/2014
US	Proposed NPL	Proposed National Priority List Sites	EPA	05/13/2018	05/30/2018	06/22/2018
US	RAATS	RCRA Administrative Action Tracking System	EPA	04/17/1995	07/03/1995	08/07/1995
US	RADINFO	Radiation Information Database	Environmental Protection Agency	04/03/2018	04/05/2018	06/29/2018
US	RCRA NonGen / NLR	RCRA - Non Generators / No Longer Regulated	Environmental Protection Agency	03/01/2018	03/28/2018	06/22/2018
US	RCRA-CESQG	RCRA - Conditionally Exempt Small Quantity Generators	Environmental Protection Agency	03/01/2018	03/28/2018	06/22/2018
US	RCRA-LQG	RCRA - Large Quantity Generators	Environmental Protection Agency	03/01/2018	03/28/2018	06/22/2018
US	RCRA-SQG	RCRA - Small Quantity Generators	Environmental Protection Agency	03/01/2018	03/28/2018	06/22/2018
US	RCRA-TSDF	RCRA - Treatment, Storage and Disposal	Environmental Protection Agency	03/01/2018	03/28/2018	06/22/2018
US	RMP	Risk Management Plans	Environmental Protection Agency	11/02/2017	11/17/2017	12/08/2017
US	ROD	Records Of Decision	EPA	05/13/2018	05/30/2018	06/29/2018
US	SCRD DRYCLEANERS	State Coalition for Remediation of Drycleaners Listing	Environmental Protection Agency	01/01/2017	02/03/2017	04/07/2017
US	SEMS	Superfund Enterprise Management System	EPA	05/18/2018	05/30/2018	06/22/2018
US	SEMS-ARCHIVE	Superfund Enterprise Management System Archive	EPA	05/18/2018	05/30/2018	06/22/2018
US	SSTS	Section 7 Tracking Systems	EPA	12/31/2009	12/10/2010	02/25/2011

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

St	Acronym	Full Name	Government Agency	Gov Date	Arvl. Date	Active Date
US	TRIS	Toxic Chemical Release Inventory System	EPA	12/31/2016	01/10/2018	01/12/2018
US	TSCA	Toxic Substances Control Act	EPA	12/31/2016	06/21/2017	01/05/2018
US	UMTRA	Uranium Mill Tailings Sites	Department of Energy	06/23/2017	10/11/2017	11/03/2017
US	US AIRS (AFS)	Aerometric Information Retrieval System Facility Subsystem (EPA	10/12/2016	10/26/2016	02/03/2017
US	US AIRS MINOR	Air Facility System Data	EPA	10/12/2016	10/26/2016	02/03/2017
US	US BROWNFIELDS	A Listing of Brownfields Sites	Environmental Protection Agency	03/19/2018	03/21/2018	06/08/2018
US	US CDL	Clandestine Drug Labs	Drug Enforcement Administration	02/22/2018	03/01/2018	05/11/2018
US	US ENG CONTROLS	Engineering Controls Sites List	Environmental Protection Agency	02/13/2018	02/27/2018	05/11/2018
US	US FIN ASSUR	Financial Assurance Information	Environmental Protection Agency	03/01/2018	03/27/2018	06/22/2018
US	US HIST CDL	National Clandestine Laboratory Register	Drug Enforcement Administration	02/22/2018	03/01/2018	05/11/2018
US	US INST CONTROL	Sites with Institutional Controls	Environmental Protection Agency	02/13/2018	02/27/2018	05/11/2018
US	US MINES	Mines Master Index File	Department of Labor, Mine Safety and Health A	05/03/2018	05/31/2018	06/29/2018
US	US MINES 2	Ferrous and Nonferrous Metal Mines Database Listing	USGS	12/05/2005	02/29/2008	04/18/2008
US	US MINES 3	Active Mines & Mineral Plants Database Listing	USGS	04/14/2011	06/08/2011	09/13/2011
US	UXO	Unexploded Ordnance Sites	Department of Defense	09/30/2016	10/31/2017	01/12/2018
CT	CT MANIFEST	Hazardous Waste Manifest Data	Department of Energy & Environmental Protecti	01/03/2018	02/14/2018	03/22/2018
NY	NY MANIFEST	Facility and Manifest Data	Department of Environmental Conservation	04/30/2018	05/03/2018	06/07/2018
US	AHA Hospitals	Sensitive Receptor: AHA Hospitals	American Hospital Association, Inc.			
US	Medical Centers	Sensitive Receptor: Medical Centers	Centers for Medicare & Medicaid Services			
US	Nursing Homes	Sensitive Receptor: Nursing Homes	National Institutes of Health			
US	Public Schools	Sensitive Receptor: Public Schools	National Center for Education Statistics			
US	Private Schools	Sensitive Receptor: Private Schools	National Center for Education Statistics			
NV	Daycare Centers	Sensitive Receptor: Child Care Facility List	Department of Human Resources			
US	Flood Zones	100-year and 500-year flood zones	Emergency Management Agency (FEMA)			
US	NWI	National Wetlands Inventory	U.S. Fish and Wildlife Service			
NV	State Wetlands	Wetland Inventory	Natural Heritage Program			
US	Topographic Map		U.S. Geological Survey			
US	Oil/Gas Pipelines		PennWell Corporation			
US	Electric Power Transmission Line Data		PennWell Corporation			

STREET AND ADDRESS INFORMATION

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GEOCHECK® - PHYSICAL SETTING SOURCE ADDENDUM

TARGET PROPERTY ADDRESS

BEATTY AIRPORT FUEL STATION
AIRPORT ROAD
BEATTY, NV 89003

TARGET PROPERTY COORDINATES

Latitude (North):	36.868205 - 36° 52' 5.54"
Longitude (West):	116.783941 - 116° 47' 2.19"
Universal Tranverse Mercator:	Zone 11
UTM X (Meters):	519257.7
UTM Y (Meters):	4080071.0
Elevation:	3163 ft. above sea level

USGS TOPOGRAPHIC MAP

Target Property Map:	6721052 GOLD CENTER, NV
Version Date:	2014
North Map:	6721046 BEATTY, NV
Version Date:	2014

EDR's GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

Assessment of the impact of contaminant migration generally has two principle investigative components:

1. Groundwater flow direction, and
2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW DIRECTION INFORMATION

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

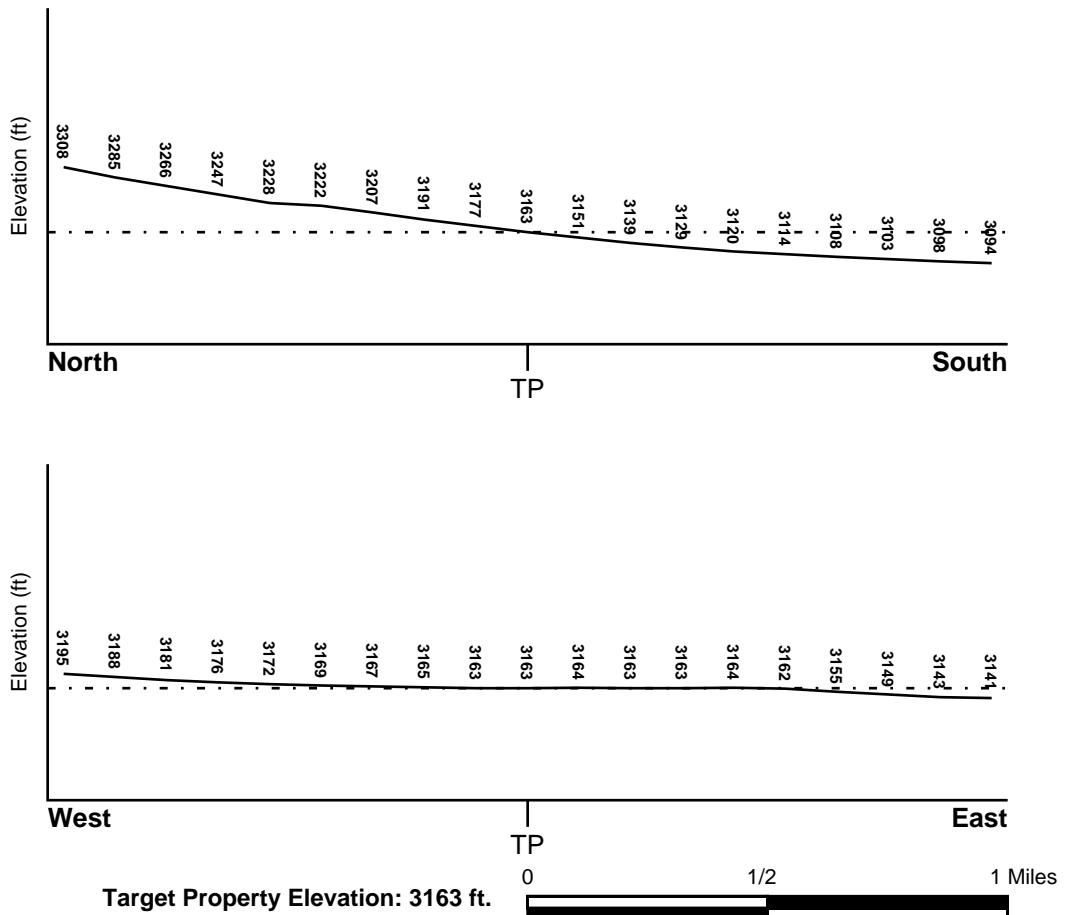
TOPOGRAPHIC INFORMATION

Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

TARGET PROPERTY TOPOGRAPHY

General Topographic Gradient: General South

SURROUNDING TOPOGRAPHY: ELEVATION PROFILES



Source: Topography has been determined from the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

HYDROLOGIC INFORMATION

Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

FEMA FLOOD ZONE

<u>Flood Plain Panel at Target Property</u>	<u>FEMA Source Type</u>
32023C7950E	FEMA FIRM Flood data
<u>Additional Panels in search area:</u>	<u>FEMA Source Type</u>
32023C7695E	FEMA FIRM Flood data

NATIONAL WETLAND INVENTORY

<u>NWI Quad at Target Property</u>	NWI Electronic
GOLD CENTER	Data Coverage YES - refer to the Overview Map and Detail Map

HYDROGEOLOGIC INFORMATION

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Site-Specific Hydrogeological Data*:

Search Radius:	1.25 miles
Status:	Not found

AQUIFLOW®

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

<u>MAP ID</u>	<u>LOCATION FROM TP</u>	<u>GENERAL DIRECTION GROUNDWATER FLOW</u>
Not Reported		

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW VELOCITY INFORMATION

Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY

Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

ROCK STRATIGRAPHIC UNIT

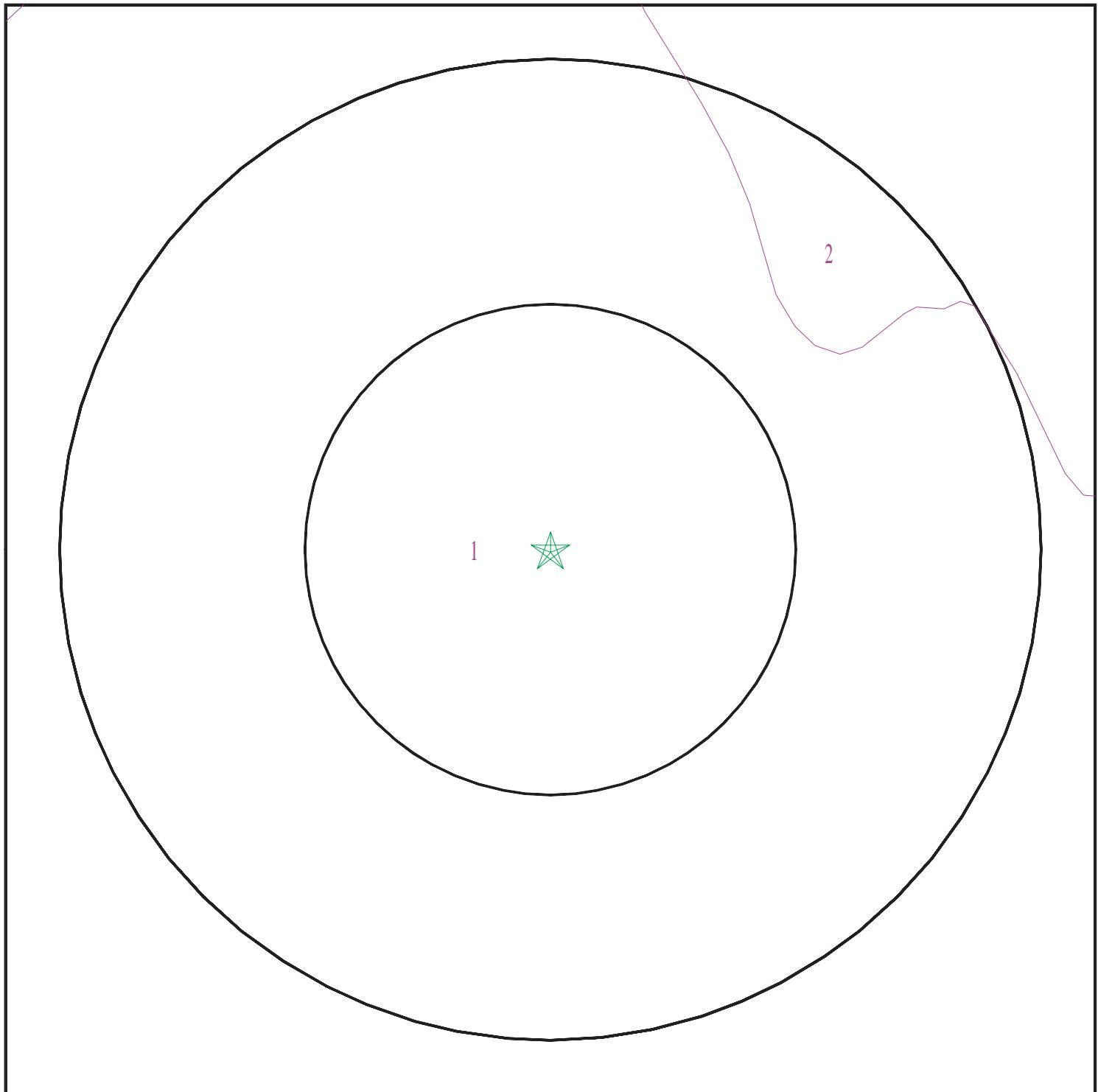
Era: Cenozoic
System: Tertiary
Series: Pliocene felsic volcanic rocks
Code: Tpf *(decoded above as Era, System & Series)*

GEOLOGIC AGE IDENTIFICATION

Category: Volcanic Rocks

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

SSURGO SOIL MAP - 5389368.2s



★ Target Property

~ SSURGO Soil

~ Water

0

1/16

1/8

1/4 Miles



SITE NAME: Beatty Airport Fuel Station
ADDRESS: Airport Road
Beatty NV 89003
LAT/LONG: 36.868205 / 116.783941

CLIENT: BEC Environmental, Inc.
CONTACT: Danielle Viglione
INQUIRY #: 5389368.2s
DATE: August 10, 2018 3:47 pm

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. The following information is based on Soil Conservation Service SSURGO data.

Soil Map ID: 1

Soil Component Name: Yermo

Soil Surface Texture: very gravelly sandy loam

Hydrologic Group: Class B - Moderate infiltration rates. Deep and moderately deep, moderately well and well drained soils with moderately coarse textures.

Soil Drainage Class: Well drained

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: High

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	5 inches	very gravelly sandy loam	Granular materials (35 pct. or less passing No. 200), Stone Fragments, Gravel and Sand.	GC-GM	Max: 42 Min: 14	Max: 9 Min: 7.9
2	5 inches	59 inches	stratified extremely gravelly sandy loam to gravelly loam	Granular materials (35 pct. or less passing No. 200), Stone Fragments, Gravel and Sand.	GC-GM	Max: 42 Min: 14	Max: 9 Min: 7.9

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Soil Map ID: 2

Soil Component Name: Yermo
 Soil Surface Texture: very gravelly sandy loam
 Hydrologic Group: Class B - Moderate infiltration rates. Deep and moderately deep, moderately well and well drained soils with moderately coarse textures.
 Soil Drainage Class: Well drained
 Hydric Status: Not hydric
 Corrosion Potential - Uncoated Steel: High
 Depth to Bedrock Min: > 0 inches
 Depth to Watertable Min: > 0 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	5 inches	very gravelly sandy loam	Granular materials (35 pct. or less passing No. 200), Stone Fragments, Gravel and Sand.	GC-GM	Max: 42 Min: 14	Max: 9 Min: 7.9
2	5 inches	59 inches	stratified extremely gravelly sandy loam to gravelly loam	Granular materials (35 pct. or less passing No. 200), Stone Fragments, Gravel and Sand.	GC-GM	Max: 42 Min: 14	Max: 9 Min: 7.9

LOCAL / REGIONAL WATER AGENCY RECORDS

EDR Local/Regional Water Agency records provide water well information to assist the environmental professional in assessing sources that may impact ground water flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

WELL SEARCH DISTANCE INFORMATION

<u>DATABASE</u>	<u>SEARCH DISTANCE (miles)</u>
Federal USGS	1.000
Federal FRDS PWS	Nearest PWS within 0.001 miles
State Database	1.000

FEDERAL USGS WELL INFORMATION

<u>MAP ID</u>	<u>WELL ID</u>	<u>LOCATION</u> <u>FROM TP</u>
No Wells Found		

FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

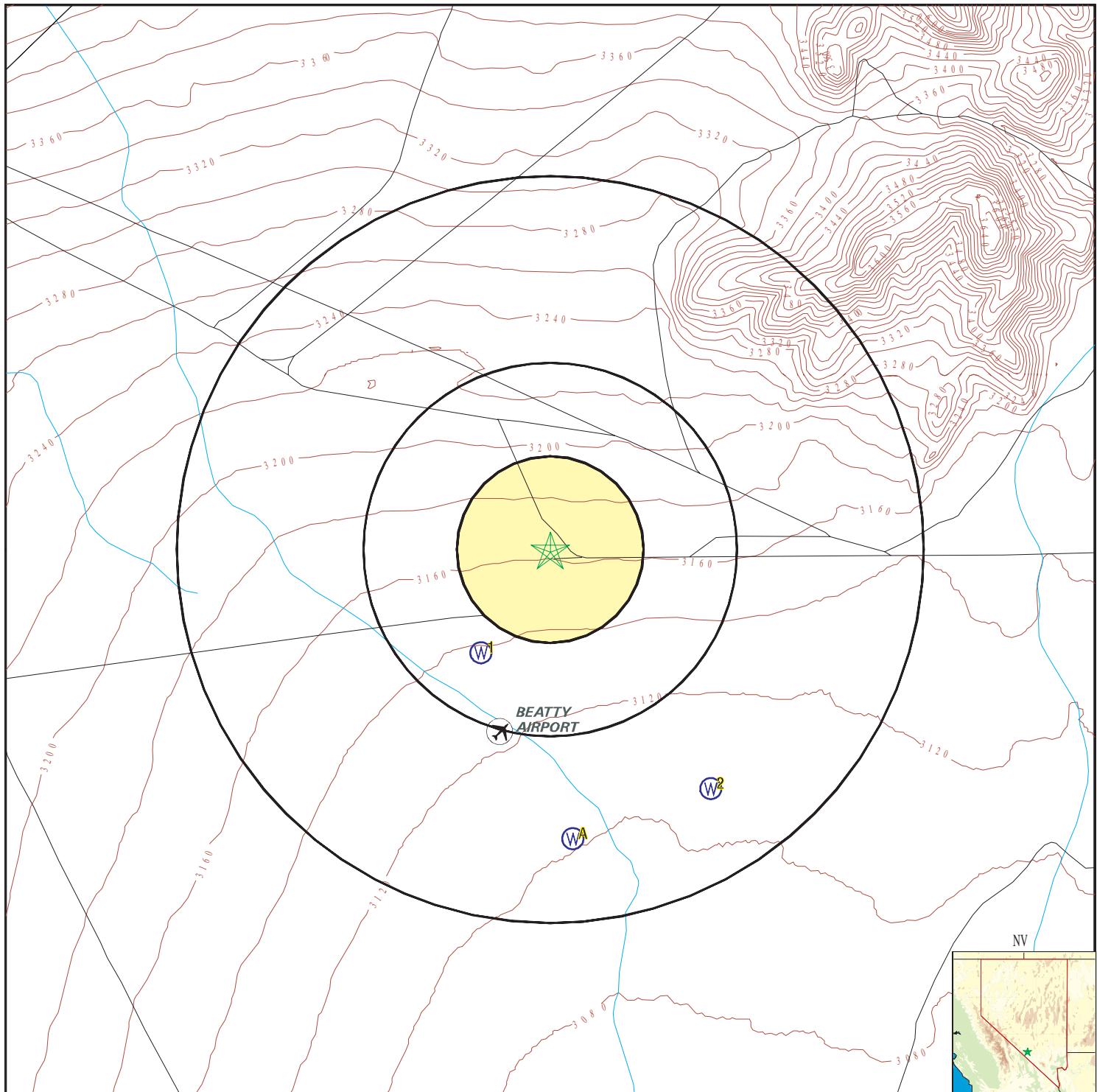
<u>MAP ID</u>	<u>WELL ID</u>	<u>LOCATION</u> <u>FROM TP</u>
No PWS System Found		

Note: PWS System location is not always the same as well location.

STATE DATABASE WELL INFORMATION

<u>MAP ID</u>	<u>WELL ID</u>	<u>LOCATION</u> <u>FROM TP</u>
1	NV5000000051076	1/4 - 1/2 Mile SW
2	NV5000000013430	1/2 - 1 Mile SE
A3	NV5000000013429	1/2 - 1 Mile South
A4	NV5000000051075	1/2 - 1 Mile South

PHYSICAL SETTING SOURCE MAP - 5389368.2s



- County Boundary
- Major Roads
- Contour Lines
- Airports
- Earthquake epicenter, Richter 5 or greater
- Water Wells
- Public Water Supply Wells
- Cluster of Multiple Icons

- Groundwater Flow Direction
- Indeterminate Groundwater Flow at Location
- Groundwater Flow Varies at Location
- Closest Hydrogeological Data
- Oil, gas or related wells

SITE NAME: Beatty Airport Fuel Station
ADDRESS: Airport Road
 Beatty NV 89003
LAT/LONG: 36.868205 / 116.783941

CLIENT: BEC Environmental, Inc.
CONTACT: Danielle Viglione
INQUIRY #: 5389368.2s
DATE: August 10, 2018 3:47 pm

GEOCHECK®- PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation

Database EDR ID Number

1
SW [Click here for full text details](#)
1/4 - 1/2 Mile
Lower

NV WELLS NV5000000051076

2
SE [Click here for full text details](#)
1/2 - 1 Mile
Lower

NV WELLS NV5000000013430

A3
South [Click here for full text details](#)
1/2 - 1 Mile
Lower

NV WELLS NV5000000013429

A4
South [Click here for full text details](#)
1/2 - 1 Mile
Lower

NV WELLS NV5000000051075

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

RADON

AREA RADON INFORMATION

State Database: NV Radon

Radon Test Results

# Tests	# < 4 pCi/L	# > 4 pCi/L	% > 4 pCi/L	Average	Max
4	4	0	0	1.73	2.7

Federal EPA Radon Zone for NYE County: 2

Note: Zone 1 indoor average level > 4 pCi/L.

: Zone 2 indoor average level >= 2 pCi/L and <= 4 pCi/L.

: Zone 3 indoor average level < 2 pCi/L.

Federal Area Radon Information for Zip Code: 89020

Number of sites tested: 4

Area	Average Activity	% <4 pCi/L	% 4-20 pCi/L	% >20 pCi/L
Living Area - 1st Floor	1.300 pCi/L	100%	0%	0%
Living Area - 2nd Floor	Not Reported	Not Reported	Not Reported	Not Reported
Basement	Not Reported	Not Reported	Not Reported	Not Reported

PHYSICAL SETTING SOURCE RECORDS SEARCHED

TOPOGRAPHIC INFORMATION

USGS 7.5' Digital Elevation Model (DEM)

Source: United States Geologic Survey

EDR acquired the USGS 7.5' Digital Elevation Model in 2002 and updated it in 2006. The 7.5 minute DEM corresponds to the USGS 1:24,000- and 1:25,000-scale topographic quadrangle maps. The DEM provides elevation data with consistent elevation units and projection.

Source: U.S. Geological Survey

HYDROLOGIC INFORMATION

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.

Source: FEMA

Telephone: 877-336-2627

Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory

Source: Natural Heritage Program

Telephone: 775-684-2900

HYDROGEOLOGIC INFORMATION

AQUIFLOW^R Information System

Source: EDR proprietary database of groundwater flow information

EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

GEOLOGIC INFORMATION

Geologic Age and Rock Stratigraphic Unit

Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - A digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

STATSGO: State Soil Geographic Database

Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)

The U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS) leads the national Conservation Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps.

SSURGO: Soil Survey Geographic Database

Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)

Telephone: 800-672-5559

SSURGO is the most detailed level of mapping done by the Natural Resources Conservation Service, mapping scales generally range from 1:12,000 to 1:63,360. Field mapping methods using national standards are used to construct the soil maps in the Soil Survey Geographic (SSURGO) database. SSURGO digitizing duplicates the original soil survey maps. This level of mapping is designed for use by landowners, townships and county natural resource planning and management.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

LOCAL / REGIONAL WATER AGENCY RECORDS

FEDERAL WATER WELLS

PWS: Public Water Systems

Source: EPA/Office of Drinking Water

Telephone: 202-564-3750

Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

PWS ENF: Public Water Systems Violation and Enforcement Data

Source: EPA/Office of Drinking Water

Telephone: 202-564-3750

Violation and Enforcement data for Public Water Systems from the Safe Drinking Water Information System (SDWIS) after August 1995. Prior to August 1995, the data came from the Federal Reporting Data System (FRDS).

USGS Water Wells: USGS National Water Inventory System (NWIS)

This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on wells, springs, and other sources of groundwater.

STATE RECORDS

Nevada Well Log Database

Source: Dept of Conservation and Natural Resources, Division of Water Resources

Telephone: 775-687-4380

OTHER STATE DATABASE INFORMATION

Oil and Gas Well Database

Source: Nevada Bureau of Mines and Geology

Telephone: 775-784-6691

Oil and gas well location in the state of Nevada.

RADON

State Database: NV Radon

Source: State Health Division

Telephone: 775-687-7531

Radon Test Results By Zip Code

Area Radon Information

Source: USGS

Telephone: 703-356-4020

The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey.

The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

EPA Radon Zones

Source: EPA

Telephone: 703-356-4020

Sections 307 & 309 of IRRA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

OTHER

Airport Landing Facilities: Private and public use landing facilities

Source: Federal Aviation Administration, 800-457-6656

Epicenters: World earthquake epicenters, Richter 5 or greater

Source: Department of Commerce, National Oceanic and Atmospheric Administration

Earthquake Fault Lines: The fault lines displayed on EDR's Topographic map are digitized quaternary faultlines, prepared in 1975 by the United States Geological Survey

PHYSICAL SETTING SOURCE RECORDS SEARCHED

STREET AND ADDRESS INFORMATION

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ATTACHMENT 5
Historic Map Reports and Imagery Data

Beatty Airport Fuel Station
Airport Road
Beatty, NV 89003

Inquiry Number: 5389368.3

August 10, 2018

Certified Sanborn® Map Report



6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

Certified Sanborn® Map Report

08/10/18

Site Name:

Beatty Airport Fuel Station
Airport Road
Beatty, NV 89003
EDR Inquiry # 5389368.3

Client Name:

BEC Environmental, Inc.
7241 West Sahara Ave #120
LAS VEGAS, NV 89117
Contact: Danielle Viglione



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The Sanborn Library is continually enhanced with newly identified map archives. This report accesses all maps in the collection as of the day this report was generated.

Certified Sanborn Results:

Certification # 2287-4329-AA31

PO # 804.17.002

Project Beatty Airport Fuel Station



Sanborn® Library search results

Certification #: 2287-4329-AA31

UNMAPPED PROPERTY

This report certifies that the complete holdings of the Sanborn Library, LLC collection have been searched based on client supplied target property information, and fire insurance maps covering the target property were not found.

The Sanborn Library includes more than 1.2 million fire insurance maps from Sanborn, Bromley, Perris & Browne, Hopkins, Barlow and others which track historical property usage in approximately 12,000 American cities and towns. Collections searched:

- Library of Congress
- University Publications of America
- EDR Private Collection

The Sanborn Library LLC Since 1866™

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Beatty Airport Fuel Station
Airport Road
Beatty, NV 89003

Inquiry Number: 5389368.4

August 10, 2018

EDR Historical Topo Map Report with QuadMatch™



6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

Site Name:

Beatty Airport Fuel Station
Airport Road
Beatty, NV 89003
EDR Inquiry # 5389368.4

Client Name:

BEC Environmental, Inc.
7241 West Sahara Ave #120
LAS VEGAS, NV 89117
Contact: Danielle Viglione



EDR Topographic Map Library has been searched by EDR and maps covering the target property location as provided by BEC Environmental, Inc. were identified for the years listed below. EDR's Historical Topo Map Report is designed to assist professionals in evaluating potential liability on a target property resulting from past activities. EDR's Historical Topo Map Report includes a search of a collection of public and private color historical topographic maps, dating back to the late 1800s.

Search Results:**Coordinates:**

P.O.#	804.17.002	Latitude:	36.868205 36° 52' 6" North
Project:	Beatty Airport Fuel Station	Longitude:	-116.783941 -116° 47' 2" West
		UTM Zone:	Zone 11 North
		UTM X Meters:	519257.22
		UTM Y Meters:	4080273.87
		Elevation:	3162.39' above sea level

Maps Provided:

2014
1987, 1988
1954
1942

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Topo Sheet Key

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

2014 Source Sheets



Gold Center
2014
7.5-minute, 24000



Beatty
2014
7.5-minute, 24000

1987, 1988 Source Sheets

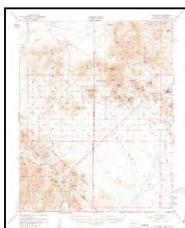


Beatty
1987
7.5-minute, 24000
Aerial Photo Revised 1982



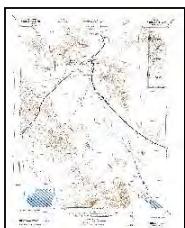
Gold Center
1988
7.5-minute, 24000
Aerial Photo Revised 1982

1954 Source Sheets

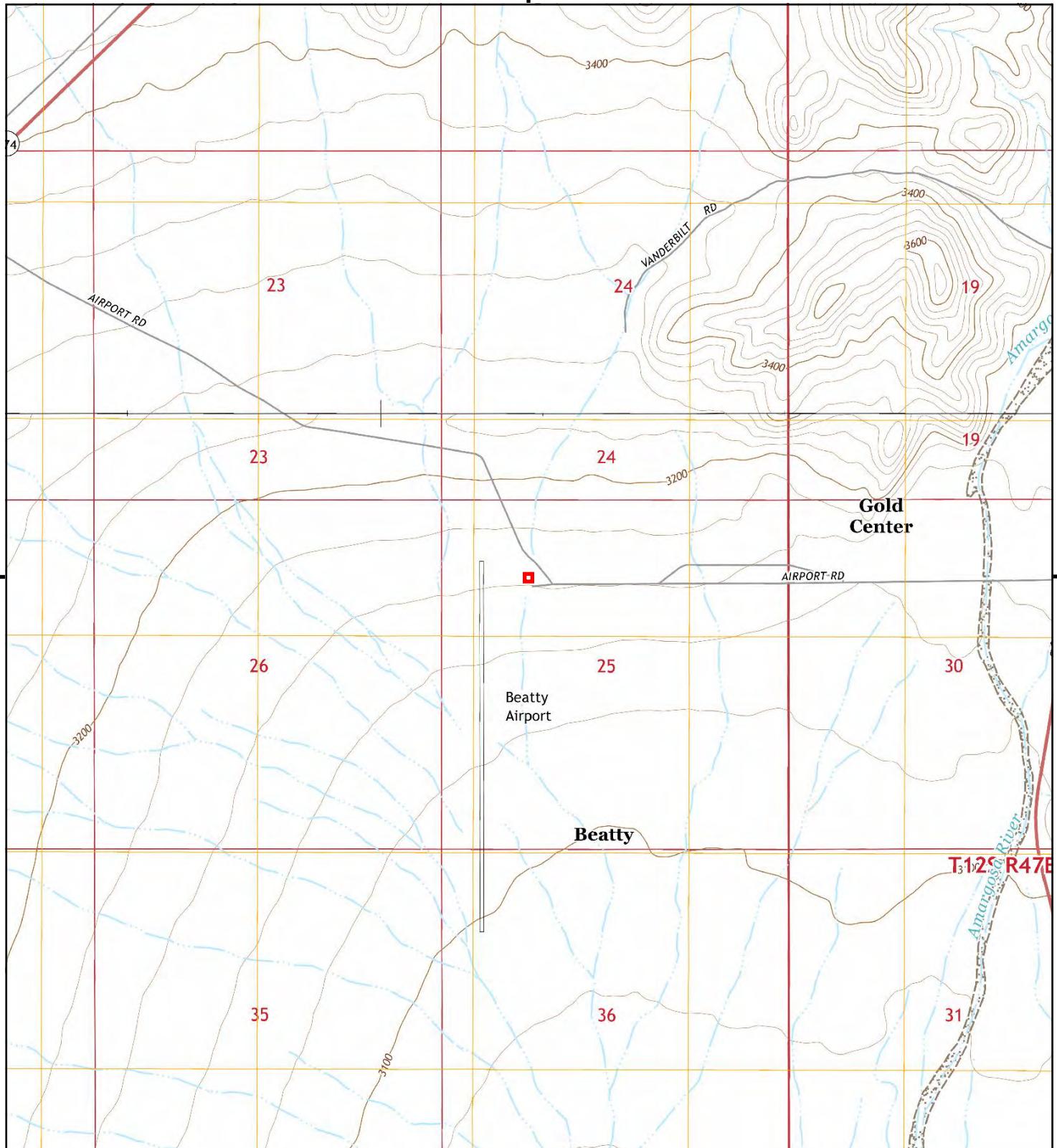


Bullfrog
1954
15-minute, 62500
Aerial Photo Revised 1952

1942 Source Sheets

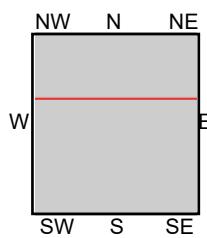


BULLFROG
1942
30-minute, 125000



This report includes information from the following map sheet(s).

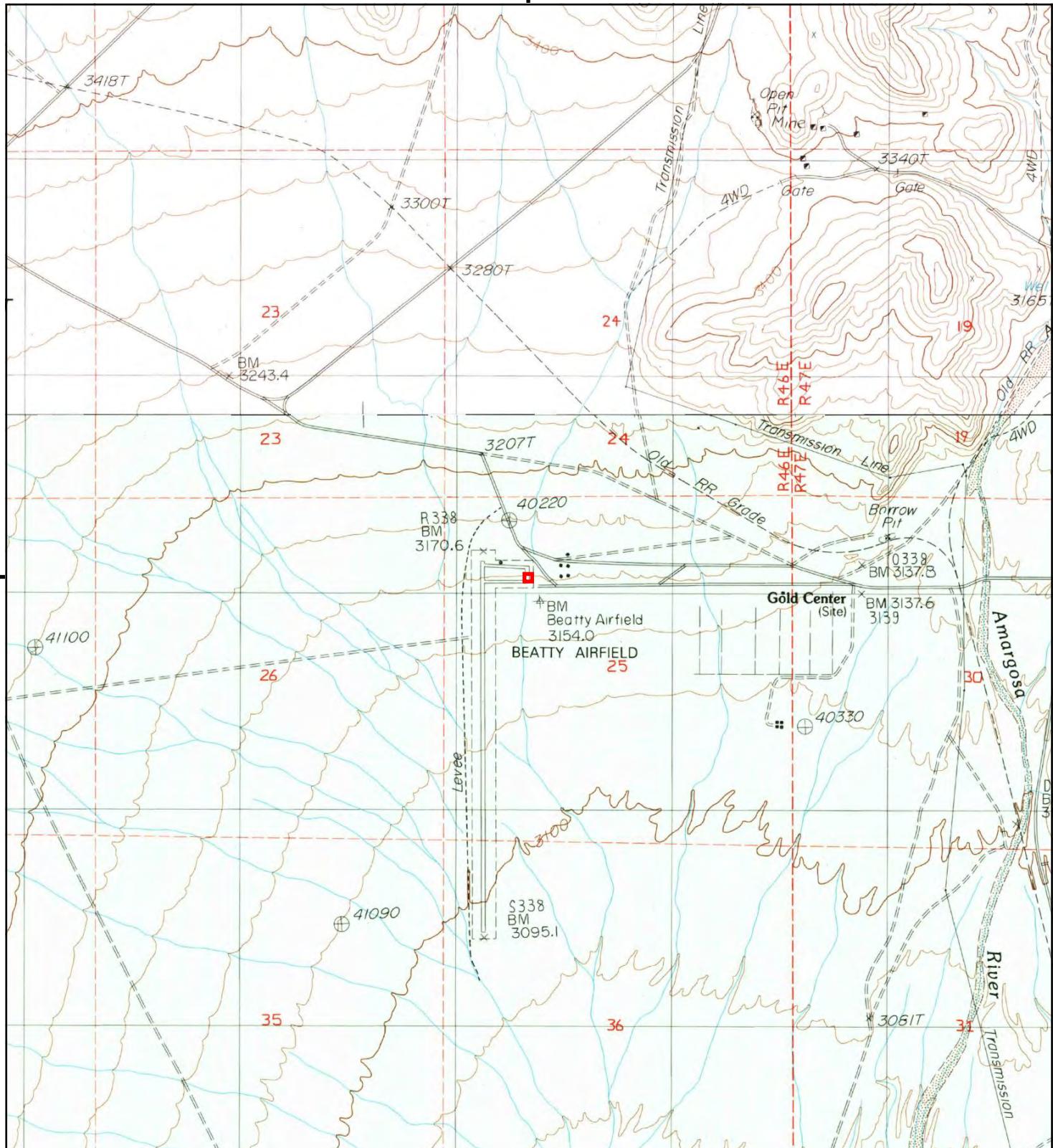
0 Miles 0.25 0.5 1 1.5



TP, Gold Center, 2014, 7.5-minute
N, Beatty, 2014, 7.5-minute

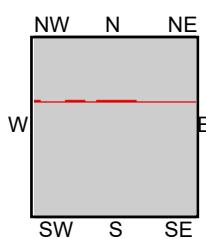
SITE NAME: Beatty Airport Fuel Station
ADDRESS: Airport Road
Beatty, NV 89003
CLIENT: BEC Environmental, Inc.





This report includes information from the following map sheet(s).

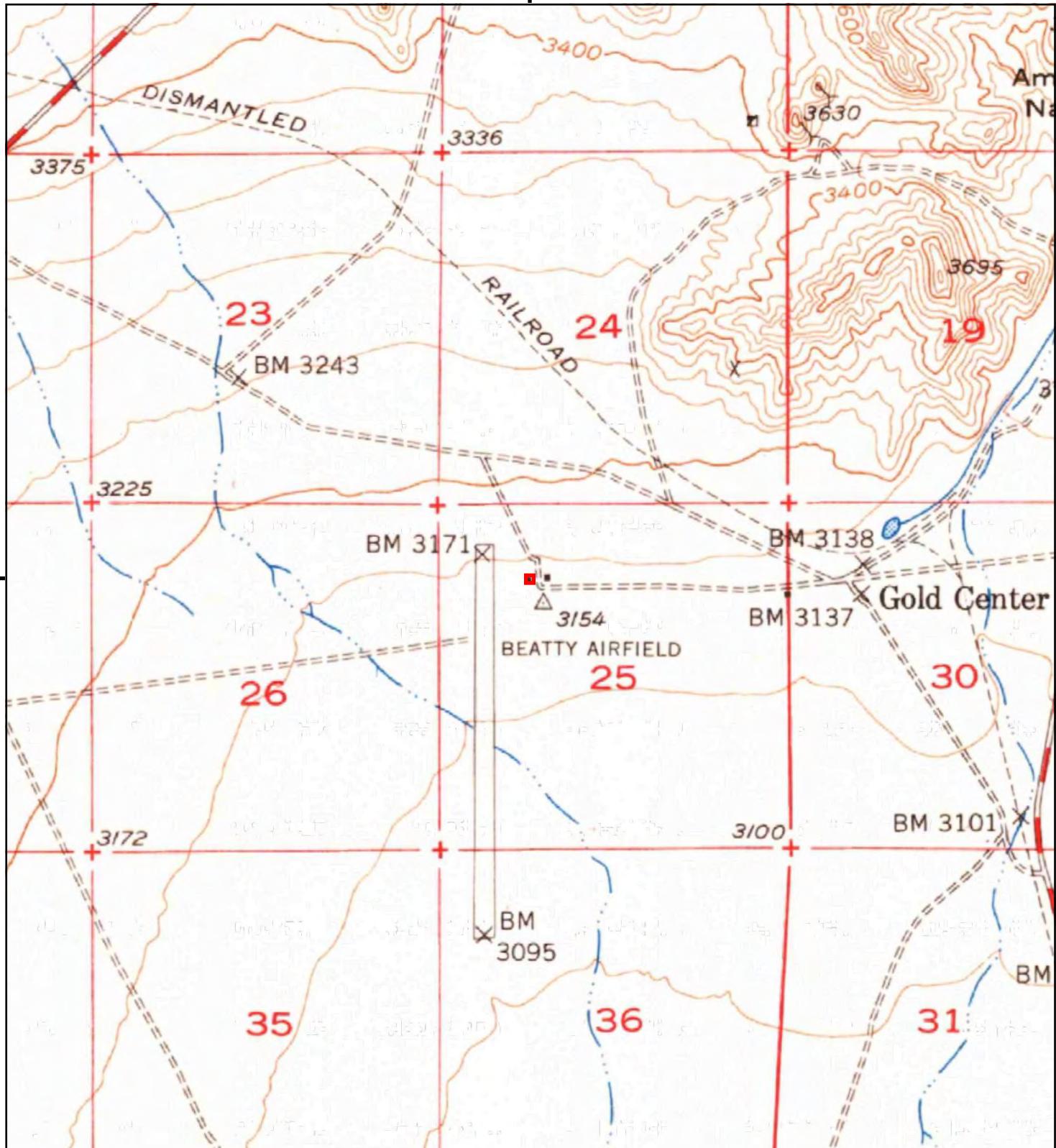
0 Miles 0.25 0.5 1 1.5



TP, Gold Center, 1988, 7.5-minute
N, Beatty, 1987, 7.5-minute

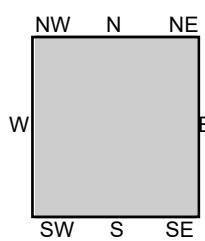
SITE NAME: Beatty Airport Fuel Station
ADDRESS: Airport Road
Beatty, NV 89003
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This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5



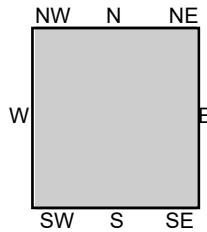
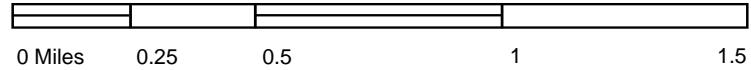
TP, Bullfrog, 1954, 15-minute

SITE NAME: Beatty Airport Fuel Station
ADDRESS: Airport Road
Beatty, NV 89003
CLIENT: BEC Environmental, Inc.





This report includes information from the following map sheet(s).



TP, BULLFROG, 1942, 30-minute

SITE NAME: Beatty Airport Fuel Station
ADDRESS: Airport Road
Beatty, NV 89003
CLIENT: BEC Environmental, Inc.



Beatty Airport Fuel Station

Airport Road

Beatty, NV 89003

Inquiry Number: 5389368.11

August 10, 2018

The EDR Aerial Photo Decade Package



6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

Site Name:

Beatty Airport Fuel Station
 Airport Road
 Beatty, NV 89003
 EDR Inquiry # 5389368.11

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 7241 West Sahara Ave #120
 LAS VEGAS, NV 89117
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Environmental Data Resources, Inc. (EDR) Aerial Photo Decade Package is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's professional researchers provide digitally reproduced historical aerial photographs, and when available, provide one photo per decade.

Search Results:

<u>Year</u>	<u>Scale</u>	<u>Details</u>	<u>Source</u>
2013	1"=500'	Flight Year: 2013	USDA/NAIP
2010	1"=500'	Flight Year: 2010	USDA/NAIP
2006	1"=500'	Flight Year: 2006	USDA/NAIP
1999	1"=750'	Flight Date: September 05, 1999	USGS
1993	1"=500'	Acquisition Date: June 03, 1993	USGS/DOQQ
1987	1"=750'	Flight Date: June 21, 1987	USGS
1982	1"=500'	Flight Date: April 16, 1982	USGS
1952	1"=500'	Flight Date: June 15, 1952	USGS
1948	1"=500'	Flight Date: November 28, 1948	USGS
1945	1"=500'	Flight Date: October 20, 1945	USGS

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INQUIRY #: 5389368.11

YEAR: 2013



= 500'

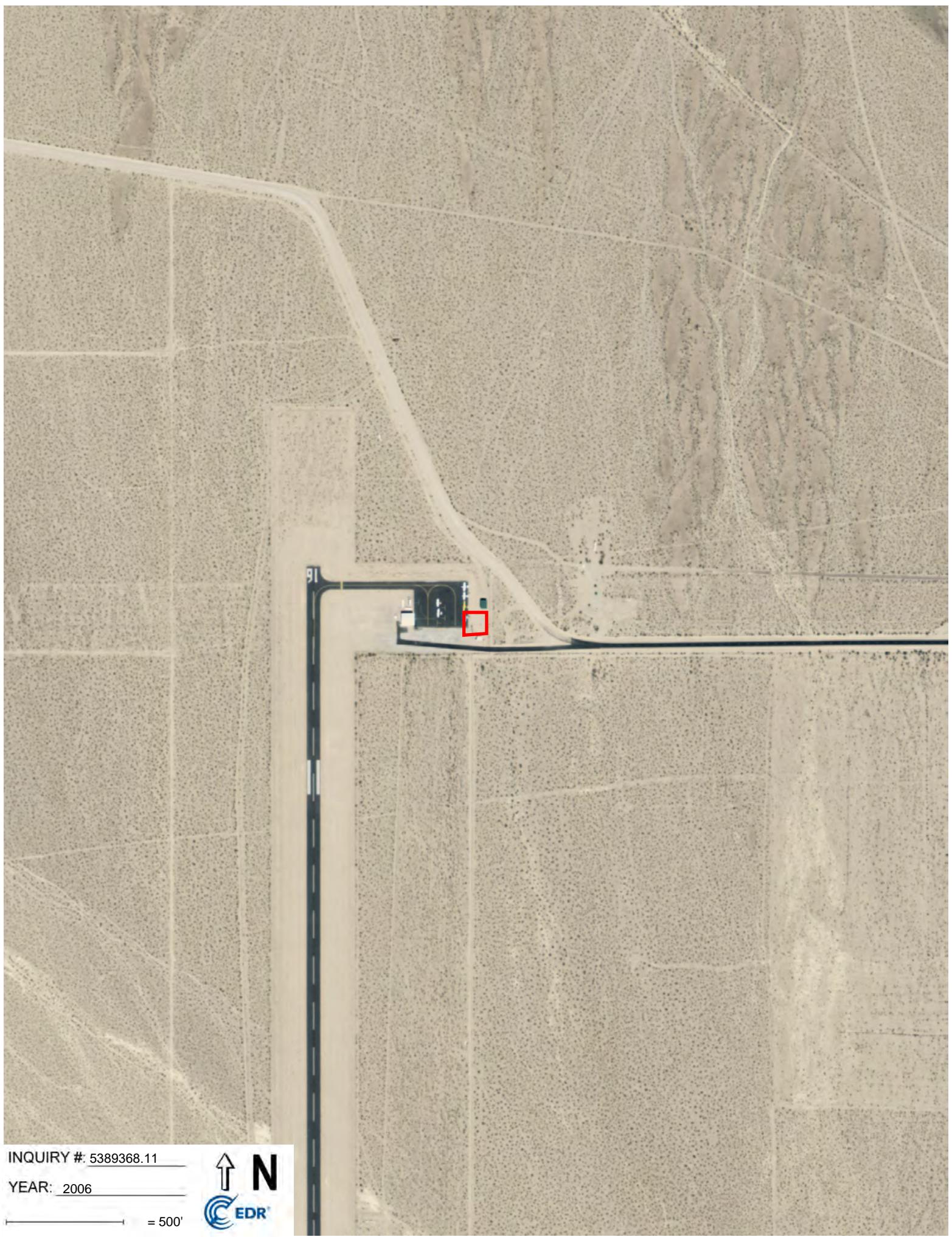


INQUIRY #: 5389368.11

YEAR: 2010

= 500'





INQUIRY #: 5389368.11

YEAR: 2006



= 500'

INQUIRY #: 5389368.11

YEAR: 1999

= 750'



Subject boundary not shown because it
exceeds image extent or image is not
georeferenced.



INQUIRY #: 5389368.11

YEAR: 1993

= 500'





INQUIRY #: 5389368.11

YEAR: 1987

= 750'



Subject boundary not shown because it exceeds image extent or image is not georeferenced.



INQUIRY #: 5389368.11

YEAR: 1982

= 500'



Subject boundary not shown because it exceeds image extent or image is not georeferenced.



INQUIRY #: 5389368.11

YEAR: 1952

= 500'





INQUIRY #: 5389368.11

YEAR: 1948

= 500'





INQUIRY #: 5389368.11

YEAR: 1945

= 500'



ATTACHMENT 6
Site Reconnaissance Documentation

Photo 1



Looking northeast across subject site from southwest corner. Modular office building on north side of site was stored on concrete blocks.

Photo 3



De minimis leaking on generator. Did not appear to impact soil.

Photo 5



Metal pipe for electric conduit near the transformer. Gravel near transformer discolored relative to other gravel on site.

Photo 2



Generator shed outside south boundary of subject site. Green diesel generator with mixed metal debris visible.

Photo 4



Pad mounted transformer. Valley Electric Association confirmed the transformer did not contain PCBs.

Photo 6



Abandoned tanker truck and utility meter observed during area reconnaissance.

ATTACHMENT 7

Environmental Professional Resumes and
Certifications

State of Nevada



Department of Conservation and Natural Resources Division of Environmental Protection

This is to certify that

Rachel O Schlick

having given satisfactory evidence of the necessary qualifications as required by the Nevada Revised Statute 459.400 to 459.600, inclusive, and Nevada Administrative Code 459.970 to 459.9729, inclusive, has been granted certification as a

Environmental Manager

in the State of Nevada

In testimony whereof, witness the signature of the Administrator and the Seal of the State of Nevada.

2447

Certification Number

10/18/2019

Expiration Date

A handwritten signature in black ink, appearing to read "G. Lovato".

Greg Lovato, Administrator

Attachment 7

Endangered Species

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United States Department of the Interior

FISH AND WILDLIFE SERVICE
Southern Nevada Fish And Wildlife Office
4701 N. Torrey Pines Drive
Las Vegas, NV 89130-2301
Phone: (702) 515-5230 Fax: (702) 515-5231



In Reply Refer To:

August 09, 2018

Consultation Code: 08ENVS00-2018-SLI-0238

Event Code: 08ENVS00-2018-E-00311

Project Name: Beatty Airport Fuel Station

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>; <http://www.towerkill.com>; and <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List
- USFWS National Wildlife Refuges and Fish Hatcheries
- Migratory Birds
- Wetlands

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Southern Nevada Fish And Wildlife Office

4701 N. Torrey Pines Drive
Las Vegas, NV 89130-2301
(702) 515-5230

Project Summary

Consultation Code: 08ENVS00-2018-SLI-0238

Event Code: 08ENVS00-2018-E-00311

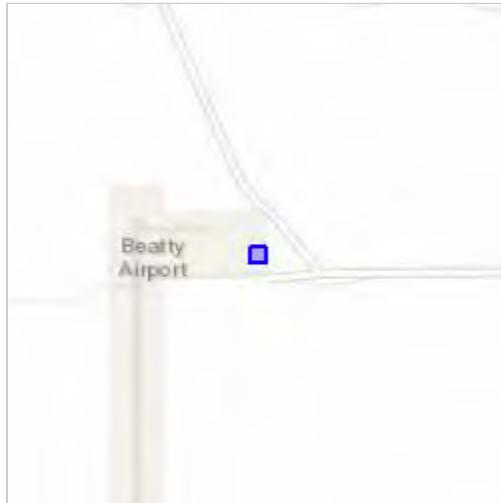
Project Name: Beatty Airport Fuel Station

Project Type: Federal Grant / Loan Related

Project Description: Installation of a 12,000 gallon fueling station at the Beatty Airport in Beatty, Nevada.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/36.86820260171751N116.78395140200024W>



Counties: Nye, NV

Endangered Species Act Species

There is a total of 8 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Birds

NAME	STATUS
Southwestern Willow Flycatcher <i>Empidonax traillii extimus</i>	Endangered
There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/6749	

NAME	STATUS
Yuma Clapper Rail <i>Rallus longirostris yumanensis</i>	Endangered
No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/3505	

Reptiles

NAME	STATUS
Desert Tortoise <i>Gopherus agassizii</i>	Threatened
Population: Wherever found, except AZ south and east of Colorado R., and Mexico There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/4481	

Fishes

NAME	STATUS
Ash Meadows Amargosa Pupfish <i>Cyprinodon nevadensis mionectes</i> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/529	Endangered
Ash Meadows Speckled Dace <i>Rhinichthys osculus nevadensis</i> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/3415	Endangered
Devils Hole Pupfish <i>Cyprinodon diabolis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/7409	Endangered
Warm Springs Pupfish <i>Cyprinodon nevadensis pectoralis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4823	Endangered

Insects

NAME	STATUS
Ash Meadows Naucorid <i>Ambrysus amargosus</i> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2564	Threatened

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

USFWS National Wildlife Refuge Lands And Fish Hatcheries

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

Migratory Birds

Certain birds are protected under the Migratory Bird Treaty Act¹ and the Bald and Golden Eagle Protection Act².

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described [below](#).

1. The [Migratory Birds Treaty Act](#) of 1918.
2. The [Bald and Golden Eagle Protection Act](#) of 1940.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

THERE ARE NO FWS MIGRATORY BIRDS OF CONCERN WITHIN THE VICINITY OF YOUR PROJECT AREA.

Migratory Birds F AQ

Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

[Nationwide Conservation Measures](#) describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. [Additional measures](#) and/or [permits](#) may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [E-bird Explore Data Tool](#).

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: [The Cornell Lab of Ornithology All About Birds Bird Guide](#), or (if you are unsuccessful in locating the bird of interest there), the [Cornell Lab of Ornithology Neotropical Birds guide](#). If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are [Birds of Conservation Concern](#) (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Eagle Act](#) requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the [Diving Bird Study](#) and the [nanotag studies](#) or contact [Caleb Spiegel](#) or [Pam Loring](#).

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to [obtain a permit](#) to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ “What does IPaC use to generate the migratory birds potentially occurring in my specified location”. Please be aware this report provides the “probability of presence” of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the “no data” indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ “Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds” at the bottom of your migratory bird trust resources page.

Wetlands

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

RIVERINE

- [R4SBC](#)



BRIAN SANDOVAL
Governor

STATE OF NEVADA
DEPARTMENT OF WILDLIFE

6980 Sierra Center Parkway, Suite 120
Reno, Nevada 89511
(775) 688-1500 • Fax (775) 688-1495

TONY WASLEY
Director

ELIZABETH O'BRIEN
Deputy Director

JACK ROBB
Deputy Director

Danielle Viglione
Environmental Technician
BEC Environmental
7241 W. Sahara Ave., Suite 120
Las Vegas, Nevada 89117

August 10, 2018

Re: Beatty Airport Fuel Station Project

Dear Danielle Viglione:

I am responding to your request for information from the Nevada Department of Wildlife (NDOW) on the known or potential occurrence of wildlife resources in the vicinity of the Beatty Airport Fuel Station Project located in Nye County, Nevada. In order to fulfill your request an analysis was performed using the best available data from the NDOW's wildlife occurrences, raptor nest sites and ranges, greater sage-grouse leks and habitat, and big game distributions databases. No warranty is made by the NDOW as to the accuracy, reliability, or completeness of the data for individual use or aggregate use with other data. These data should be considered **sensitive** and may contain information regarding the location of sensitive wildlife species or resources. All appropriate measures should be taken to ensure that the use of this data is strictly limited to serve the needs of the project described on your GIS Data Request Form. Abuse of this information has the potential to adversely affect the existing ecological status of Nevada's wildlife resources and could be cause for the denial of future data requests.

To adequately provide wildlife resource information in the vicinity of the proposed project the NDOW delineated an area of interest that included a four-mile buffer around the project area provided by you on Thursday, August 9, 2018. Wildlife resource data was queried from the NDOW databases based on this area of interest. The results of this analysis are summarized below.

Big Game - Occupied bighorn sheep and mule deer distributions exist outside of the project area within portions of the four-mile buffer area. No known occupied elk or pronghorn antelope distributions exist in the vicinity of the project area. Please refer to the attached maps for details regarding big game distributions relative to the proposed project area.

Greater Sage-Grouse - There is no known greater sage-grouse habitat in the vicinity of the project area.

Raptors - Various species of raptors, which use diverse habitat types, may reside in the vicinity of the project area. American kestrel, bald eagle, barn owl, burrowing owl, Cooper's hawk, ferruginous hawk, golden eagle, great horned owl, long-eared owl, merlin, northern goshawk, northern harrier, northern pygmy owl, northern saw-whet owl, osprey, peregrine falcon, red-tailed hawk, rough-legged hawk, sharp-shinned hawk, Swainson's hawk, turkey vulture, and western screech owl have distribution ranges that include the project area and four-mile buffer area. Furthermore, Cooper's hawk, golden eagle, and prairie falcon have been directly observed in the vicinity of the project area.

Raptor species are protected by State and Federal laws. In addition, bald eagle, burrowing owl, California spotted owl, ferruginous hawk, flammulated owl, golden eagle, northern goshawk, peregrine falcon, prairie falcon, and short-eared owl are NDOW species of special concern and are target species for conservation as outlined by the Nevada Wildlife Action Plan. Per the *Interim Golden Eagle Technical Guidance: Inventory and Monitoring Protocols; and Other Recommendations in Support of Golden Eagle Management and Permit Issuance* (United States Fish and Wildlife Service 2010) we have queried our

raptor nest database to include raptor nest sites within ten miles of the proposed project area. There are 37 known raptor nest sites within ten miles of the project area:

Probable Use	Last Check	Last Active	Township/Range/Section
Buteo	5/8/2013		21 0110S 0460E 015
Buteo	5/8/2013		21 0110S 0460E 015
Buteo/Corvid	5/2/2011	5/2/2011	21 0120S 0470E 008
Buteo/Corvid	5/2/2011		21 0110S 0460E 002
Buteo/Corvid	5/2/2011		21 0110S 0460E 008
Buteo/Corvid	5/2/2011		21 0120S 0460E 011
Buteo/Corvid	5/2/2011		21 0120S 0460E 013
Buteo/Corvid	5/2/2011		21 0120S 0470E 008
Corvid	5/8/2013		21 0110S 0460E 021
Eagle	5/2/2011	5/2/2011	21 0120S 0470E 016
Eagle	5/2/2011		21 0110S 0460E 002
Eagle	5/2/2011		21 0110S 0460E 021
Eagle	5/2/2011		21 0110S 0460E 021
Eagle	5/2/2011		21 0110S 0460E 027
Eagle	5/2/2011		21 0110S 0460E 030
Eagle	5/2/2011		21 0110S 0460E 030
Eagle	5/2/2011		21 0110S 0460E 031
Eagle	5/2/2011		21 0110S 0460E 032
Eagle	5/2/2011		21 0110S 0460E 032
Eagle	5/2/2011		21 0120S 0460E 009
Eagle	5/2/2011		21 0120S 0470E 008
Eagle	5/2/2011		21 0120S 0470E 009
Eagle	5/2/2011		21 0120S 0470E 016
Eagle	5/2/2011		21 0120S 0470E 016
Eagle	5/2/2011		21 0120S 0470E 016
Eagle	5/2/2011		21 0120S 0470E 016
Eagle	5/2/2011		21 0120S 0470E 024
Eagle	5/2/2011		21 0120S 0470E 024
Eagle	5/2/2011		21 0120S 0470E 035
Eagle	5/2/2011		21 0120S 0470E 036
Eagle	5/2/2011		21 0130S 0470E 001
Eagle	5/2/2011		21 0130S 0470E 001
Eagle/Buteo	5/2/2011		21 0110S 0460E 025
Eagle/Buteo	5/2/2011		21 0120S 0470E 018
Falcon - Confirmed	5/2/2011	5/2/2011	21 0110S 0460E 025
Owl	5/2/2011	5/2/2011	21 0110S 0460E 013

Other Wildlife Resources

There are no water developments in the vicinity of the project area. Additional species have also been observed in the vicinity of the project area. Please refer to the appendix for details regarding these species.

The proposed project area may also be in the vicinity of abandoned mine workings, which often provide habitat for state and federally protected wildlife, especially bat species, many of which are protected under NAC 503.030. To request data regarding known abandoned mine workings in the vicinity of the project area please contact the Nevada Division of Minerals (<http://minerals.state.nv.us/>).

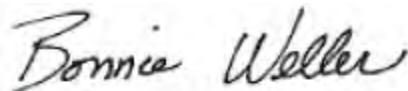
The above information is based on data stored at our Reno Headquarters Office, and does not necessarily incorporate the most up to date wildlife resource information collected in the field. Please contact the Habitat Division Supervising Biologist at our Southern Region Las Vegas Office (702.486.5127) to discuss the current environmental conditions for your project area and the interpretation of our analysis. Furthermore, it should be noted that the information detailed above is preliminary in nature and not necessarily an identification of every wildlife resource concern associated with the proposed project. Consultation with the Supervising Habitat biologist will facilitate the development of appropriate survey protocols and avoidance or mitigation measures that may be required to address potential impacts to wildlife resources.

Brad Hardenbrook - Southern Region Supervising Habitat Biologist (ext. 3600)

Federally listed Threatened and Endangered species are also under the jurisdiction of the United States Fish and Wildlife Service. Please contact them for more information regarding these species.

If you have any questions regarding the results or methodology of this analysis please do not hesitate to contact our GIS office at (775) 688-1439.

Sincerely,



Bonnie Weller, GIS Analyst

Data and Technology Services

Nevada Department of Wildlife

6980 Sierra Center Parkway, Ste. 120

Reno, Nevada 89511

(775) 688-1439

bweller@ndow.org



Appendix: Other Wildlife Species Table

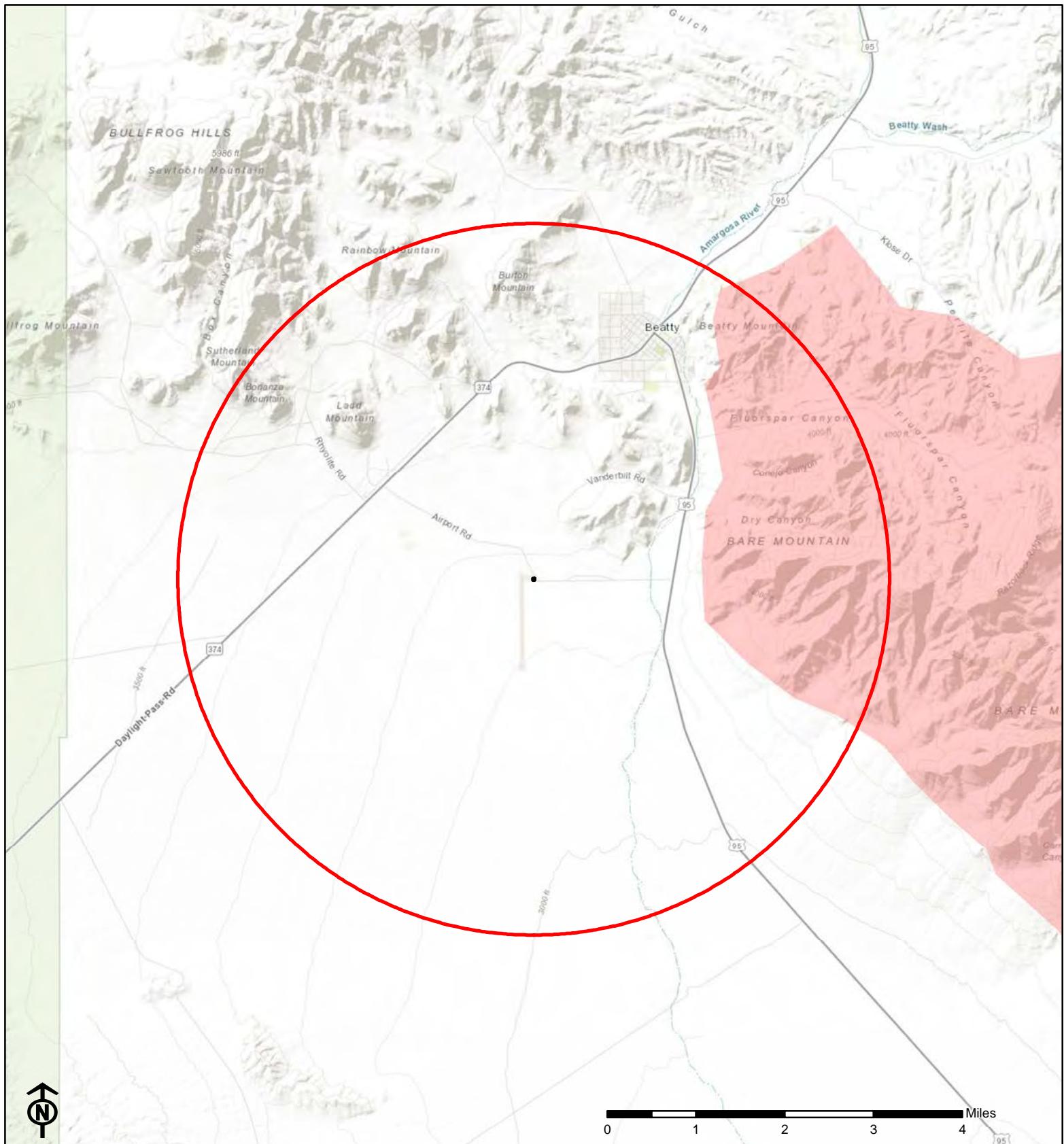
Common Name	ESA	State	SWAP SoCP
Amargosa toad		Protected	Yes
blue-gray gnatcatcher		Protected	
California myotis			
chisel-toothed kangaroo rat			
coachwhip			
common chuckwalla			Yes
common kingsnake			
common nighthawk		Protected	Yes
common side-blotched lizard			
desert banded gecko			Yes
desert glossy snake			
desert horned lizard			Yes
desert spiny lizard			
desert tortoise	Threatened	Threatened	Yes
Gambel's quail			
glossy snake			
gophersnake			
great-tailed grackle		Protected	
Great Basin collared lizard			Yes
Great Basin gophersnake			
Great Basin whiptail			
kit fox		Furbearer	
lesser scaup			
long-nosed leopard lizard			Yes
long-nosed snake			
long-tailed pocket mouse			
Mojave Desert sidewinder			Yes
Mojave patch-nosed snake			
Nevada shovel-nosed snake			Yes
Nevada side-blotched lizard			
northern desert iguana			Yes
northern desert nightsnake			
northern parula		Protected	
northern zebra-tailed lizard			
Oasis Valley speckled dace		Protected	Yes
pallid bat		Protected	
Panamint rattlesnake			
pygmy rabbit			Yes
redhead			Yes
regal ring-necked snake			Yes
sage sparrow		Protected	Yes
southwestern speckled rattlesnake			
southwestern willow flycatcher	Endangered	Endangered	Yes
speckled rattlesnake			
spotted leaf-nosed snake			Yes

striped whipsnake			
Townsend's big-eared bat		Sensitive	Yes
western banded gecko			Yes
western shovel-nosed snake			Yes
western yellow-billed cuckoo	Threatened	Sensitive	Yes
yellow-backed spiny lizard			
zebra-tailed lizard			

ESA: Endangered Species Act Status

State: State of Nevada Special Status

SWAP SoCP: Nevada State Wildlife Action Plan (2012) Species of Conservation Priority



- Project Area
- Four Mile Buffer Area Boundary
- Bighorn Sheep Distribution

Beatty Airport Fuel Station Project Bighorn Sheep Distribution

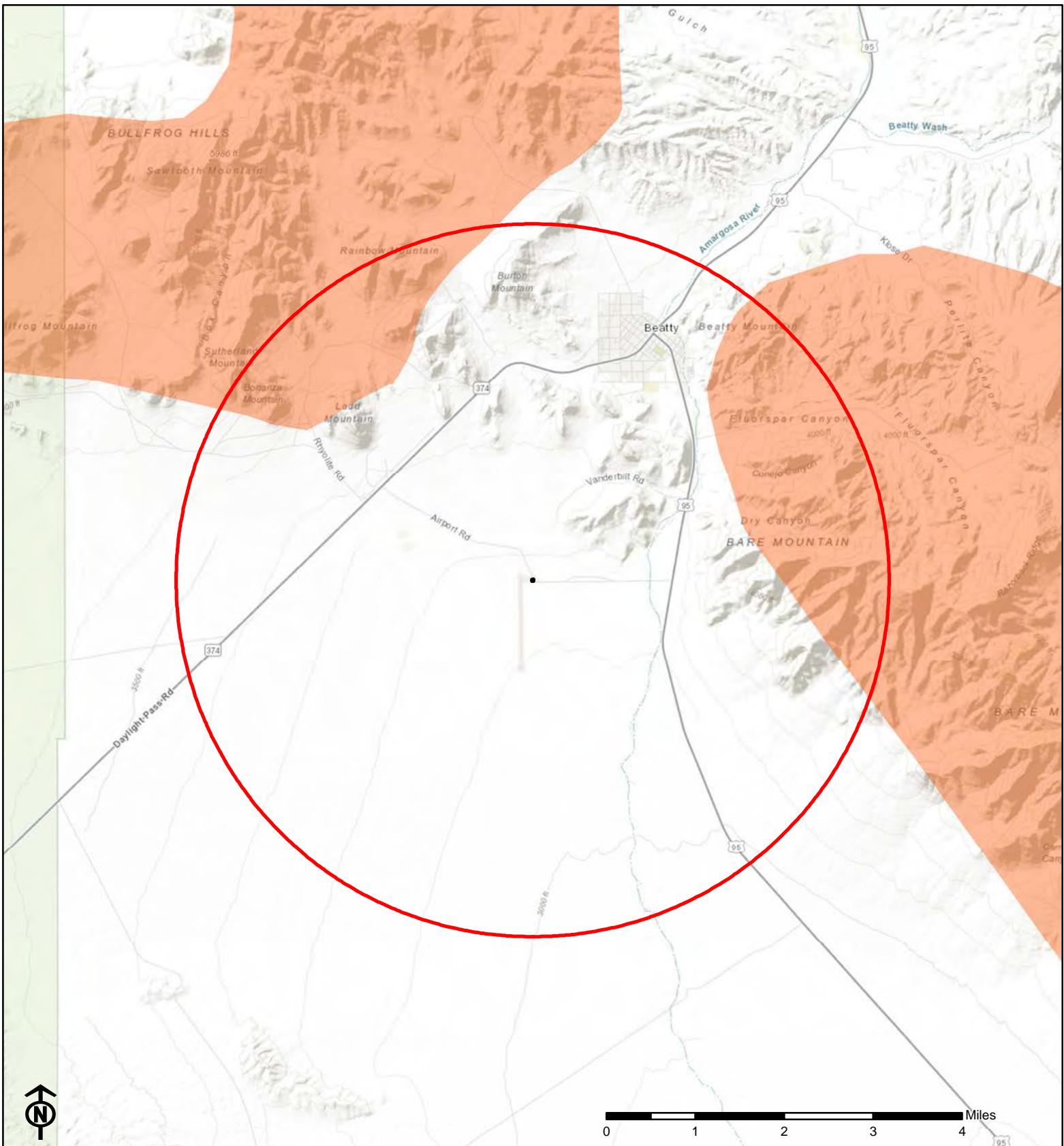
August 10, 2018

Projection: UTM Zone 11 North, NAD83



No warranty is made by the Nevada Department of Wildlife
as to the accuracy, reliability, or completeness of the data
for individual use or aggregate use with other data.





- Project Area
- Four Mile Buffer Area Boundary
- Mule Deer Distribution

Beatty Airport Fuel Station Project Mule Deer Distribution

August 10, 2018

Projection: UTM Zone 11 North, NAD83



No warranty is made by the Nevada Department of Wildlife
as to the accuracy, reliability, or completeness of the data
for individual use or aggregate use with other data.



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STATE OF NEVADA
DEPARTMENT OF CONSERVATION AND NATURAL RESOURCES

Nevada Natural Heritage Program

Brian Sandoval
Governor

Bradley Crowell
Director

Kristin Szabo
Administrator

13 August 2018

Danielle Viglione
BEC Environmental, Inc.
7241 W. Sahara Ave. Suite 120
Las Vegas, NV 89117

RE: Data request received 07 August 2018

Dear Ms. Viglione:

We are pleased to provide the information you requested on endangered, threatened, candidate, and/or At Risk plant and animal taxa recorded within or near the Beatty Airport Fuel Station Project area in Nye County. We searched our database and maps for the following, a 2 kilometer radius around GIS footprint provided, including:

Township 12S Range 46E Section 25

There are no at risk taxa recorded within the given area. However, habitat may be available for, the Mojave desert tortoise, *Gopherus agassizii*, a Federally Threatened Taxon, and the hermit cactus, *Sclerocactus polyancistrus*, a Nevada State Protected cactus under NRS 527.060-120. The Nevada Department of Wildlife (NDOW) manages, protects, and restores Nevada's wildlife resources and associated habitat. Please contact Bonnie Weller, NDOW GIS biologist (775) 688-1439 to obtain further information regarding wildlife resources within and near your area of interest. Removal or destruction of state protected flora species requires a special permit from Nevada Division of Forestry (NRS 527.270).

Please note that our data are dependent on the research and observations of many individuals and organizations and in most cases are not the result of comprehensive or site-specific field surveys. Natural Heritage reports should never be regarded as final statements on the taxa or areas being considered, nor should they be substituted for on-site surveys required for environmental assessments.

Thank you for checking with our program. Please contact us for additional information or further assistance.

Sincerely,

Eric S. Miskow
Biologist/Data Manager

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MaryEllen Giampaoli
 Environmental Compliance Specialist
 P.O. Box 127 Nevada
 4 Private Road
 Blue Diamond, NV 89004

December 23, 2011

Re: Biological Survey Report Beatty Airport, Nye County, Nevada (T12S, 46E, Section 24 and 25, and T12S, 47E, Section 19 and 30)

Dear Ms. Giampaoli:

Pursuant to your request, Darling Environmental & Surveying, Ltd. (Darling) performed biological resource surveys at the Beatty Airport, Nye County, Nevada within T12S, 46E, Section 24 and 25, and T12S, 47E, Section 19 and 30.

The area surveyed is the land inside the airport fence line identified in Figure 1 below. The purpose of the survey was to determine presence or absence of threatened, endangered and other special status species as well as nesting migratory birds.

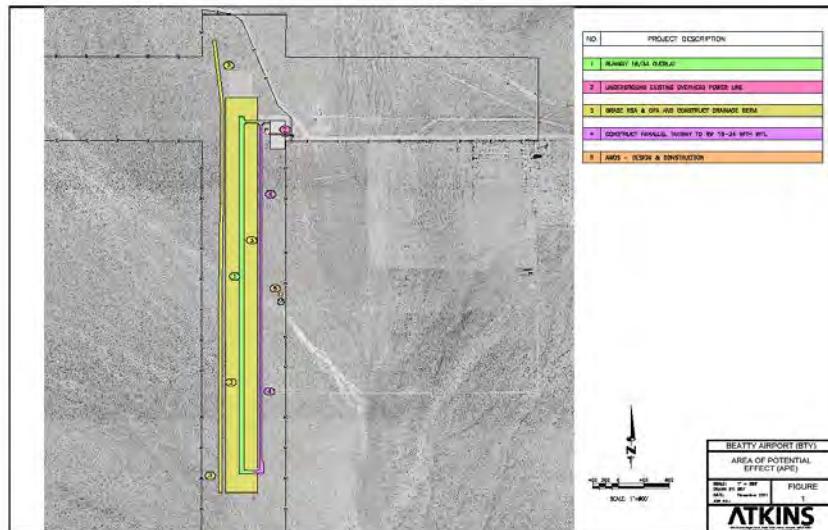


Figure 1. Project Area – Beatty Airport.

Beatty Airport Biological Survey Report

The first 150 feet around the edge of paved airstrip has been cleared of vegetation in the past. Only a few Russian thistle (*Salsola tragus*), also known as “tumbleweeds”, were noted within approximately 150 feet of the paved airstrip (Figure 2). Beyond the 150 clearance limit around the perimeter of the paved airstrip, the area is characterized as a creosote bush (*Larrea tridentata*) community (Figure 3).



Figure 2. Edge of runway

The results of the biological survey are that no threatened, endangered or special status species and no nesting migratory birds were detected.

In particular, surveys were performed to thoroughly search for evidence of the following species:

1. **Mojave desert tortoise, *Gopherus agassizii***, a federally listed threatened species under the Endangered Species Act

Survey results: Rodent burrows were fairly common; however, no tortoise burrows were detected. Scat outside of the burrows was composed of hair and bones, which is conclusive evidence that tortoises, who are vegetarians, did not occupy the burrows. A pipe camera was also used to examine the interior of burrows, and again, no sign of desert tortoises was detect.

2. **Endemic ant, *Neivamyrmex nyensis***, a Taxon determined to be Critically Imperiled by the Nevada Natural Heritage Program

Survey results: No live ants were detected. This endemic species is known from 3,500 foot elevation, southeast of Beatty. The airport is at an elevation of 3,170 and is southwest of Beatty and there are no know detections west of Beatty.

Beatty Airport Biological Survey Report



Figure 3. Creosote Bush Habitat Surrounding Airstrip

3. **Endemic ant, *Neivamyrmex nyensis***, a Taxon determined to be Critically Imperiled by the Nevada Natural Heritage Program

Survey results: No live ants were detected. This endemic species is known from 3,500 foot elevation, southeast of Beatty. The airport is at an elevation of 3,170 and is southwest of Beatty and there are no known detections west of Beatty.

4. **Black woollypod, *Astragalus funereus***, a Nevada Bureau of Land Management Sensitive Species

Survey results: No black woollypod were detected.

5. **Hermit cactus, *Sclerocactus polyancistrus***, a U.S. Forest Service (Region 5) watch species

Survey results: No hermit cactus were detected. These cactus are normally at a higher elevation 3400-6220, in basalt rock hillsides, limestone hillsides and desert pavement habitats on southwest facing slopes that are not present at the airport site.

6. **Western Yellow-billed Cuckoo, *Coccyzus americanus occidentalis***, a Federal Candidate Species

Survey results: There is no dense riparian habitat, thus no yellow-billed cuckoos.

7. Nesting migratory birds

Survey results – No nesting migratory birds were detected. During the spring and early summer breeding season there is a slight possibility of breeding birds in creosote bush community present around the perimeter of the airport. Though there are areas along the Amargosa River north of Beatty with running water where migratory birds normally nest between April and July, the Amargosa River just east of the Beatty Airport is dry except during and immediately after rainstorms (Figure 4). This portion of the Amargosa does not support riparian vegetation or winter nesting migratory birds.



Figure 4. Amargosa River Looking North

Rabbit scat was noted in one area and was uncommon. No rabbits were seen onsite, but blacktailed jackrabbits (*Lepus californicus*) are occasionally seen at other projects around the Beatty area.

If you have any questions or require additional information, please do not hesitate to call me at (520) 298-2725.

Respectfully,
Darling Environmental & Surveying, Ltd.

/s/ Mary E. Darling

Mary E. Darling, MS, JD
Biologist/Principal Owner

cc: David Fanning, Nye County Public Works Directory

Photograph 1



Looking across subject site (framed in red) from the west looking east.

Photograph 2



Russian thistle (*Salsola tragus*), commonly referred to as tumbleweeds, and creosote bush (*Larrea tridentata*) observed on the subject site.

Photograph 3



Western zebra-tailed lizard (*Callisaurus draconoides rhodostictus*) observed on the taxiway. This species is not protected under the Endangered Species Act and is not listed as a Special Status Species with NDOW.

Attachment 8

Explosive and Flammable Hazards

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Beatty Airport Distance Map

N36°52'29.28"

Legend

- 📍 Approx. 6,280 feet
- ✈️ Beatty Airport

Beatty Airport Fueling
Station Proposed
Location

Nearest
Residence

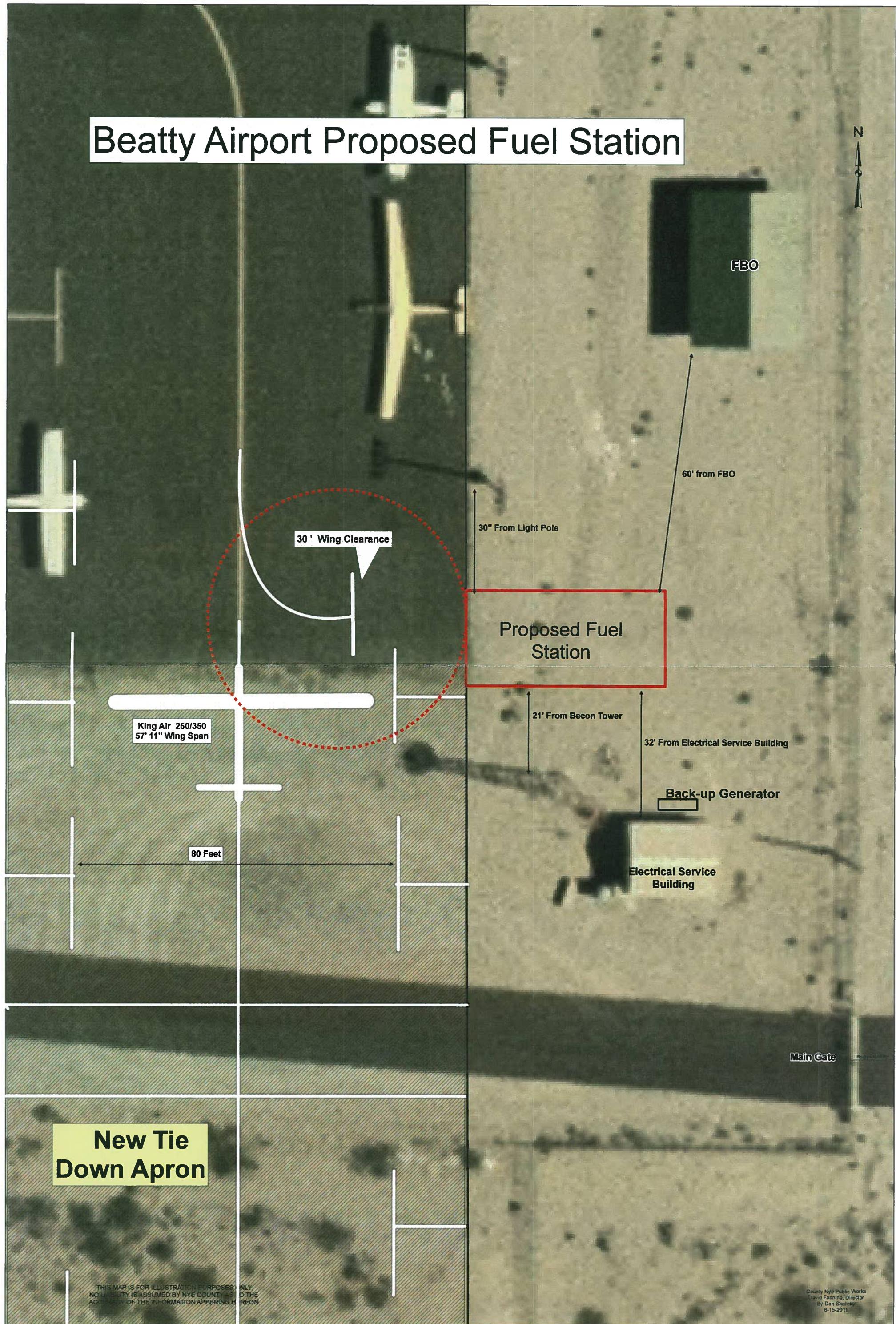
N36°52'3.36"

Gold Center

N36°51'37.44"

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Beatty Airport Proposed Fuel Station



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Directions from Beatty Fire Department to Beatty Airport

Route via US-95, 4.8 miles, 8 minutes

Legend

-  Beatty Airport
-  Beatty Fire Dept
-  Route

Turn left onto Main St  Turn right at the 1st cross street onto 3rd St

Head southeast on Airport Rd  Continue onto Airport Rd  Turn left onto US-95 N
Continue straight

Google Earth

© 2018 Google

Image © 2018 DigitalGlobe

N

2 mi

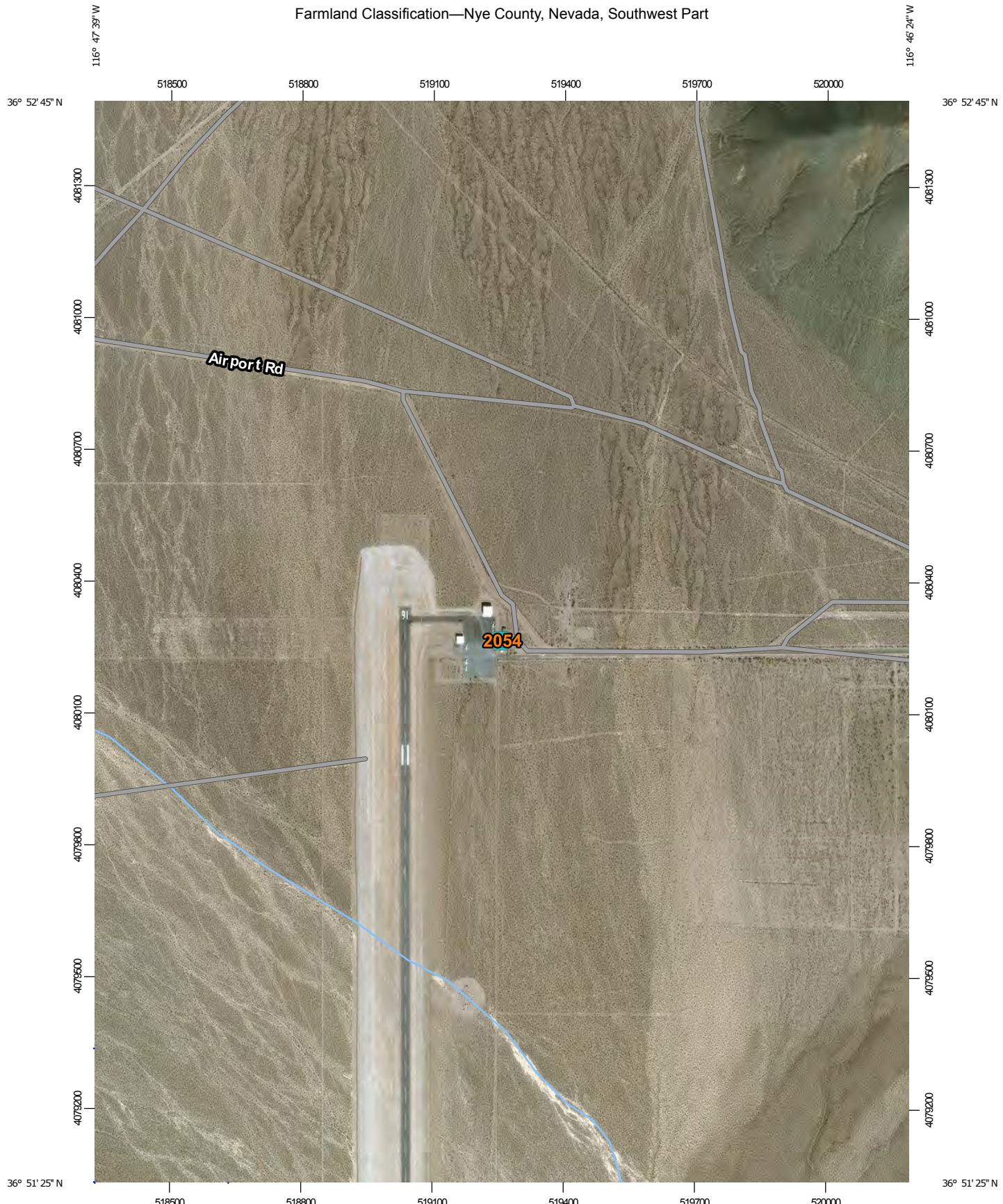
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Attachment 9

Farmlands Protection

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Farmland Classification—Nye County, Nevada, Southwest Part



Map Scale: 1:12,000 if printed on A portrait (8.5" x 11") sheet.

0 150 300 450 600 750 Meters

0 150 300 600 900 Feet
0 500 1000 2000 3000
Map projection: Web Mercator. Corner coordinates: WGS84. Edge ticks: UTM Zone 11N WGS84

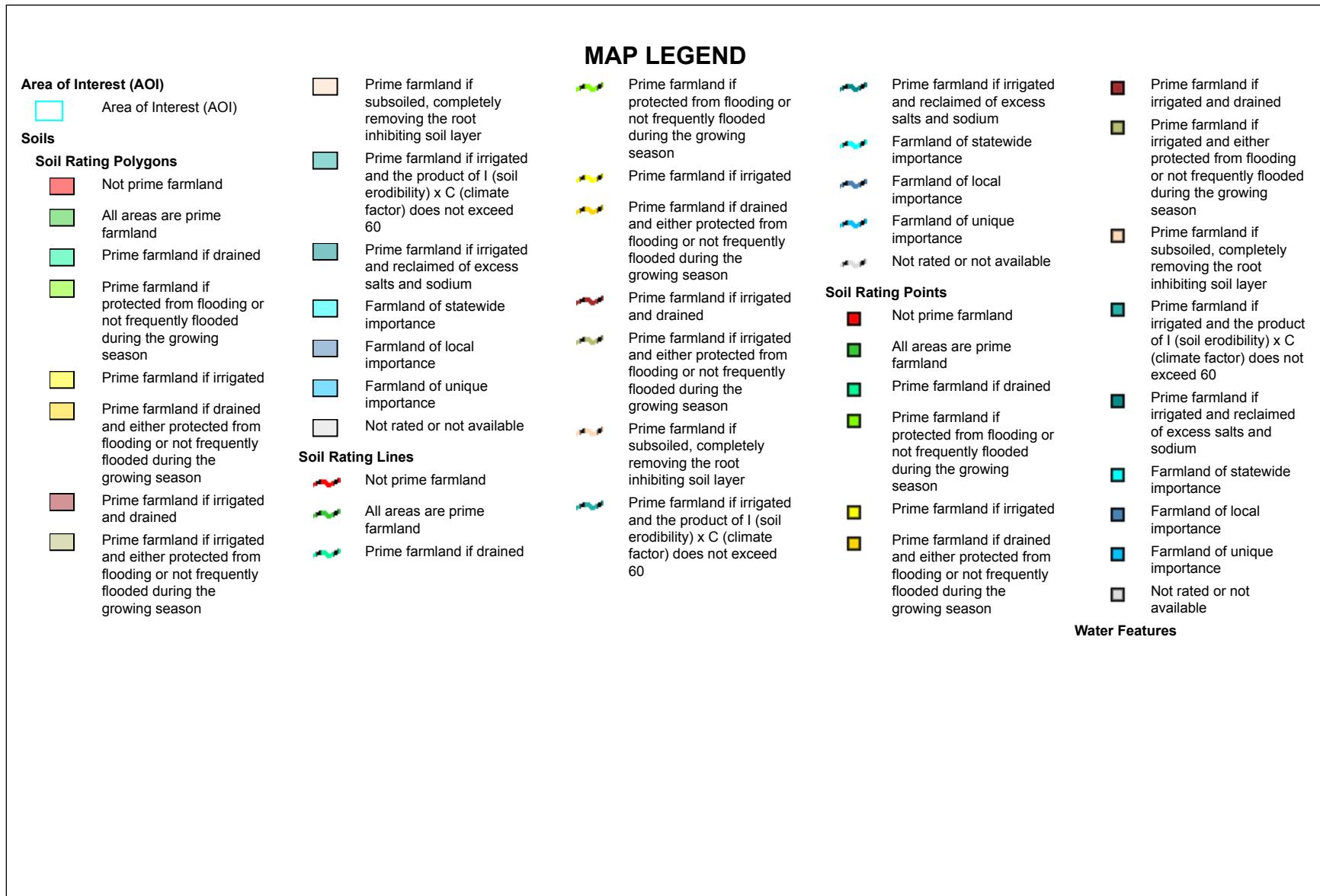


Natural Resources Conservation Service

Web Soil Survey
National Cooperative Soil Survey

9/5/2018
Page 1 of 5

Farmland Classification—Nye County, Nevada, Southwest Part



MAP INFORMATION

 Streams and Canals

Transportation

 Rails

 Interstate Highways

 US Routes

 Major Roads

 Local Roads

Background

 Aerial Photography

The soil surveys that comprise your AOI were mapped at 1:24,000.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service

Web Soil Survey URL:

Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Nye County, Nevada, Southwest Part

Survey Area Data: Version 9, Sep 15, 2017

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jul 19, 2013—Jul 30, 2016

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Farmland Classification

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
2054	Yermo, hot-Yermo-Arizo association	Farmland of statewide importance	0.3	100.0%
Totals for Area of Interest			0.3	100.0%

Description

Farmland classification identifies map units as prime farmland, farmland of statewide importance, farmland of local importance, or unique farmland. It identifies the location and extent of the soils that are best suited to food, feed, fiber, forage, and oilseed crops. NRCS policy and procedures on prime and unique farmlands are published in the "Federal Register," Vol. 43, No. 21, January 31, 1978.

Rating Options

Aggregation Method: No Aggregation Necessary

Aggregation is the process by which a set of component attribute values is reduced to a single value that represents the map unit as a whole.

A map unit is typically composed of one or more "components". A component is either some type of soil or some nonsoil entity, e.g., rock outcrop. For the attribute being aggregated, the first step of the aggregation process is to derive one attribute value for each of a map unit's components. From this set of component attributes, the next step of the aggregation process derives a single value that represents the map unit as a whole. Once a single value for each map unit is derived, a thematic map for soil map units can be rendered. Aggregation must be done because, on any soil map, map units are delineated but components are not.

For each of a map unit's components, a corresponding percent composition is recorded. A percent composition of 60 indicates that the corresponding component typically makes up approximately 60% of the map unit. Percent composition is a critical factor in some, but not all, aggregation methods.

The majority of soil attributes are associated with a component of a map unit, and such an attribute has to be aggregated to the map unit level before a thematic map can be rendered. Map units, however, also have their own attributes. An attribute of a map unit does not have to be aggregated in order to render a corresponding thematic map. Therefore, the "aggregation method" for any attribute of a map unit is referred to as "No Aggregation Necessary".

Tie-break Rule: Lower

The tie-break rule indicates which value should be selected from a set of multiple candidate values, or which value should be selected in the event of a percent composition tie.

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Attachment 10
Historic Preservation

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NEVADA STATE HISTORIC PRESERVATION OFFICE
Recommended Coversheet for Section 106 Review

SHPO USE ONLY

Received Date ____/____/____ Log In Date ____/____/____

Response Date ____/____/____ Log Out Date ____/____/____

Sent Date ____/____/____

If you find this document helpful in preparing a submission document, please include this with your submission. Please type. Due to limited resources and the requirements of federal regulation, we are unable to accept this application electronically.

I. GENERAL INFORMATION

THIS IS A NEW SUBMITTAL

THIS IS MORE INFORMATION RELATING TO UT#

- a. Project Name: Beatty Airport Fueling Station
- b. Project Address and APN (if available): Airport Road, Beatty, Nevada 89003, Portion of APN 18-021-02

c. County: Nye County

d. Federal Agency, Contact Name and Mailing Address (*If you do not know the federal agency involved in your project please contact the party requiring you to apply for Section 106 review, not the SHPO, for this information.*).

Housing and Urban Development:

Elizabeth McDargh

(213) 534-2578

Elizabeth.McDargh@hud.gov

300 North Los Angeles Street, Suite 4054

Los Angeles, CA 90012

e. State Agency (if applicable), Contact Name and Mailing Address:

Nevada Governor's Office of Economic Development (GOED):

Dr. Jean Barrette, Community Development Block Grant (CDBG)

(775) 687-9919

JBarrette@diversifynevada.com

808 West Nye Lane

Carson City, NV 89703

f. Consultant or Applicant Contact Information (if applicable) *including mailing address.*

Consultant:

BEC Environmental, Inc.

Danielle Viglione, Environmental Scientist

(702) 304-9830

Danielle@becnv.com

7241 West Sahara Avenue, Suite 120

Las Vegas, NV 89117

Applicant:

Nye County

Danielle McKee, Grants and Contracts Manager

(775) 751-6394

DMcKee@co.nye.nv.us

2101 East Calvada Boulevard, Suite 200

Pahrump, NV 89048

g. Exact project location map should be submitted. Please see our website for further mapping information: nvshpo.org/review-compliance/guidelines.html.

See Attachment 1, Project Location Maps, Figure 1– Project Location Map and Figure 2– USGS Topographic Map.

1. 30 X 60 Minute USGS Quad Map Name: Gold Center Quadrangle, Nevada-California, 7.5-Minute Series

2. Township: 12 South Range: 46 East Section: 25

II. PROJECT WORK DESCRIPTION AND AREA OF POTENTIAL EFFECTS (APE)

Note: Every project has an APE.

- a. Provide a detailed written description of the project (plans, specifications, Environmental Impact Statements (EIS), Environmental Assessments (EA), etc. can be included with the written description):**

The Nye County Public Works Department is proposing to install one 12,000-gallon above-ground fueling system equipped with a card reader for self-service fueling by pilots and local small businesses using the Beatty Airport. The fueling station will be adjacent to the taxiway turnaround area and will allow 24-hour access for operations, personal, and supply chain services.

Installation of the fuel tank would occur on an approximately 96 foot by 104 foot unpaved, previously disturbed area located on the northeastern portion of the 429.3-acre Beatty Airport parcel. Fencing encompasses the entire airport, inclusive of the project site.

The project would require trenching approximately three to four feet deep for up to 100 feet to install power conduit associated with the tank; however; underground power lines have already been installed in the area, so the excavation would not be new disturbance.

The 12,000-gallon tank would be no more than 13.5-feet tall and would need a 36-inch foundation composed of 24-inch reinforced concrete foundation over 12-inch aggregate base. It would need this foundation where the legs of the tank would be in contact with the ground. For the remainder of the footprint, a 6-inch concrete pad over 6-inch aggregate base would be installed. These concrete pads would be installed below ground surface. The nominal size of the footprint would be 26 feet long by 12 feet wide with the leg portion of the pad being 36-inches wide by 12-feet long. All materials and laydown areas would be within the property boundaries. The approximate location of the fueling station within the project area is depicted on the Beatty Airport Fuel Station figure (see Attachment 2).

During construction, heavy equipment will need access to the site. Additionally, fuel trucks will need access to the site after project completion for the purpose of refueling the tank. The project site is currently accessed from the east via the paved Airport Road by way of U.S. Highway 95, or from the northwest via the unpaved portion of the Airport Road by way of Nevada State Highway 374, both of which provide sufficient access for heavy equipment. The site can also be accessed via air.

Installation of the tank is expected to commence and be completed in 2019.

- b. Provide a localized map indicating the location of the project; road names must be included and legible.**

See Attachment 1, Figure 1 – Project Location Map.

- c. On the above-mentioned map, identify the APE.**

See Attachment 2, Area of Potential Effect (APE), Figure 3 – APE Map.

- d. Provide a written description of the APE (physical, visual, auditory, and atmospheric), the steps taken to identify the APE, and the justification for the boundaries chosen. Please**

consider the height of the proposed undertaking when determining this area.

The geographic area of the project is in an isolated portion of the Great Basin, approximately 2.4 miles southwest of the Town of Beatty in Nye County, Nevada. There are no structures unrelated to the airport within an approximately 1.0-mile radius. The Beatty Airport is a 429.3-acre, T-shaped parcel owned by Nye County and zoned for general commercial use. Nye County also owns a small parcel at the northern boundary of the Airport Parcel zoned as vacant – unknown/other. The Airport parcel is otherwise surrounded on its north, west, portion of the east, and a portion of the south by two large, primarily vacant Bureau of Land Management (BLM) parcels, one of which is zoned as general commercial and one of which is zoned as vacant – unknown/other. The remaining land along the eastern boundary is comprised of two vacant parcels owned by Bragg-Smith International, LLC, one of which is zoned as vacant – unknown/other and one of which is zoned for single family residential with minor improvements.

The project area is a 0.23-acre portion of the larger Beatty Airport parcel, with evidence of previous grading and underground work, with no structures intended for occupancy. The project area is bound to the north by a previously disturbed area containing a modular office building on cement blocks designated as a pilots' lounge. It is bound on the west by the paved airplane taxi-way/turnaround and associated light posts. The southern boundary includes a previously disturbed area containing a generator shed, 50-foot light tower, porta-potty, generator, transmission line support pole, and airport maintenance related debris. The paved airport access road is also to the south of the project site, beyond the generator shed. The project area is bound to the east by a barbed-wire topped chain-link fence which surrounds the entire Airport.

On August 14, 2018, the project area, surrounding airport, and adjacent properties were surveyed on foot (pedestrian survey) to determine the structures/facilities within the APE (see Attachment 2, APE Photo Log). The APE Photo Log contains photos of the project area and surrounding properties to highlight the minimal visual, atmospheric, and audible elements of the proposed action on the surrounding properties.

The 12,000-gallon aboveground fuel tank will be visible from some locations within the airport. The visual, atmospheric, and audible impacts will be consistent with the historic, current, and future use of Beatty Airport as a public airport. The proposed tank location was vacant and undeveloped at the time of the site visit (see Attachment 2, APE Photo Log, Photo 1). Note the lack of vegetation within the fenceline and project area relative to the vegetation visible through the chain link fence, which is indicative of previous ground disturbance. In an interview with Darrin Tuck (Nye County Utilities Superintendent), Tuck stated trenching had previously occurred through the proposed project area for underground utility line installation. A modular office building adjacent to the north boundary of the project area was installed in 2001.

The installed aboveground fuel tank would be visible from the generator shed and light tower, located south of the proposed tank location (see Attachment 2, APE Photo Log, Photo 2). According to the Nye County Assessor, the generator shed and light tower were built in 1963. However, the light tower observed during the site visit was not the same light tower depicted in photographs taken during the Class III Cultural Resource Survey in 2012 (see Attachment 2, APE Photo Log, Photo 3 and Photo 4). The light tower observed in August 2018 was not consistent in appearance or design with the light

tower depicted in the older photographs (see Attachment 2, APE Photo Log, Photo 5) or Google aerial imagery dated September 2015. This indicates the light tower is no more than three years old. Installation of an aboveground fuel tank to provide jet fuel to users of the airport is consistent with its past, current, and future intended use.

The installed aboveground fueling system would have an approximate footprint of 26 feet by 12 feet. The height would be approximately 11.5 feet but may reach 13.5 feet with the installation of a ladder. This would have minimal visual impacts north of the project area. The modular office building (construction year 2001) would block the view of a majority of the installed aboveground fuel tank from this location (see Attachment 2, APE Photo Log, Photo 6).

The installed aboveground fuel tank would have minimal visual impacts south of the project area. The generator shed, modern light tower, and Beatty Airport chain-link fence would blend with the fueling station features, which would not look out of place to an observer (see Attachment 2, APE Photo Log, Photo 7).

The installed aboveground fuel tank would have minimal visual impacts east of the project area. The generator shed, light tower, modular office building, and distant landscape would blend with the fueling station features, which would not look out of place to an observer (see Attachment 2, APE Photo Log, Photo 8).

The installed aboveground fuel tank system would have minimal visual impacts west of the project area, across the taxiway (see Attachment 2, APE Photo Log, Photo 9). The installation of an aboveground fuel tank system would be consistent with past, current, and future intended use of the Beatty Airport and blend with surrounding features.

III. GROUND DISTURBING ACTIVITY (INCLUDING EXCAVATION, GRADING, TREE REMOVALS, UTILITY INSTALLATION, CONSTRUCTION, ETC.)

DOES THIS PROJECT INVOLVE GROUND-DISTURBING ACTIVITY? YES NO (If no, proceed to section IV.)

a. Description of width, length and depth of proposed ground disturbing activity (please include all associated disturbances (access roads, laydown areas, etc.):

The fueling system, including a 12,000-gallon tank, would require a 36-inch deep foundation composed of 24-inch reinforced concrete over a 12-inch aggregate base. It would need a foundation where the legs of the tank are in contact with the ground. The remainder of the fueling system footprint, a 6-inch deep concrete pad over 6-inch aggregate base would be installed. The nominal size of the footprint would be 26 feet long by 12 feet wide (312 square feet) with the leg portion of the pad being 36-inches wide by 12-feet long. The project would require trenching approximately three to four feet deep to install a power conduit associated with the tank; underground power lines have already been installed in the area. All ground-disturbing activity is anticipated to occur within the 0.23-acre project area portion of the parcel.

b. Previous land use and disturbances:

The project activities would occur on a 0.23-acre portion of the existing, previously disturbed Beatty Airport property. Records retrieved from the Nye County Recorder's Office on August 29, 2018, confirmed Nye County as the current owner of the subject site. Right-of-way easements on the Beatty Airport were granted to Valley Electric Association and for public street/road purposes. No other deeds were readily available during the records' review process.

The Improvement List provided by the Nye County Assessor's Office noted a generator shed and a light tower were installed in 1963; fencing, a modular office, and interior improvements were added in 2001; and asphalt was added in 2010. The light tower referenced on the Improvement List had been removed and replaced with an updated light tower sometime within the last six years. Google Earth's aerial imagery and previous cultural survey photographs were reviewed and indicate the light tower was replaced after September 2015.

Based on Aerial Imagery Data provided by Environmental Data Resources, Inc. (EDR) and information provided on the Beatty, Nevada website, the property appears to have historically been an airport since it's public Activation date in 1952. No other disturbances or alternate uses for the site are apparent.

c. Current land use and conditions:

The 0.23-acre project site includes vacant, previously-disturbed land and sparse vegetation. One 30-foot light pole is located along the west boundary of the project site (this is not the 50-foot light tower south of the project site). One pad-mounted transformer is located in the southeast corner of the project site.

d. Does the landowner know of any archaeological resources found on the property?

No.

Please describe: The land owner, Nye County, is not aware of any archaeological resources having been found on the property.

IV. IDENTIFICATION OF HISTORIC PROPERTIES

a. List and date all resources (buildings, structures, objects, archaeological sites) 50 years of age or older located in the APE:

The following resources are photo-documented in Attachment 2 – APE Historic Properties Photo Log.

- Generator Shed, Beatty Airport, built in 1963, APE Historic Properties Photo Log Photograph 1, 2, 3, and 4.

b. List all resources currently listed in the National Register of Historic Places (NRHP) or currently designated under a local preservation ordinance. (If the resource is located within a NRHP-listed or local historic district it is only necessary to identify the district):

No National Register of Historic Places resources were identified within the APE.

c. List all resources previously determined eligible for NRHP listing (see “Instructions for Application for Section 106 Review” on the SHPO website):

No previously determined eligible National Register of Historic Places resources were identified within the APE.

d. Is the APE for the undertaking within the jurisdiction of a Certified Local Government?

- Yes – please include evidence of consultation with the Historic Resources Review Board or appropriate staff representative.
- No – no further documentation necessary.

e. Identify whether or not any previously unevaluated resources in the APE are eligible for NRHP listing.

- The identification process included seeking information, as appropriate, from Indian tribes, local governments, the general public, and any individuals or organizations that may have an interest in, or knowledge of, the historic properties in the area
- The identification and evaluation of historic resources was performed by a Secretary of the Interior-qualified professional (attach qualifications).

Describe the steps taken to identify whether or not the APE contains previously unevaluated NRHP-eligible resources: Nye County Assessor parcel records were reviewed for the parcel located within the APE but did not indicate an initial construction date. Information provided on the Beatty Nevada website lists the airport's Activation date to be April of 1952.

Information was provided via the SHPO Nevada Cultural Resource Information System (NVCRIS) on August 21, 2018. An intensive BLM Class III cultural survey and associated report: A Class III Cultural Resource Survey of 102.34 Acres for the Beatty Airport, Nye County, Nevada was completed in January 2012 (SHPO Resource Number: C281). The non-confidential findings of the survey are summarized below:

- Isolated Occurrence: two isolated occurrences were identified and documented during the survey; both of which were historic period hole-in-cap cans. These two artifacts clearly predated the airport. Isolated occurrences, by definition, do not

meet the criteria necessary for National Register evaluation.

- Historical Period Site: Beatty Airport was identified as an historic period airport. However, the Beatty Airport was not recommended as eligible for the National Register in the survey report.
- No prehistoric artifacts were identified within the project area during the Resource Survey. No mining related sites or other sites were identified within the project area during the Resource Survey.

Although the airport was not recommended as eligible for the National Register in 2012, two individual structures on the airport property were recorded on the Nye County Assessor's Improvement List to have a "construction date" prior to 1968 and are now more than 50 years old: the generator shed and the 50-foot high light tower. Both of these structures had a listed "construction date" of 1963; however, as previously discussed, the light tower has since been replaced.

A site visit was conducted by BEC Environmental, Inc. (BEC) scientists on August 14, 2018, to determine and assess the APE.

The generator shed with the listed construction date of 1963 was present immediately south of the project site. Improvements had been made to the interior of the building. An additional generator was located between the generator shed and the project site, as well as scattered debris associated with airport maintenance activities. The shed would have a direct view of the fueling tank; however, the tank is characteristic of the airport and would be added to a viewshed of other non-historic structures and buildings.

The 50-foot high light tower with the listed construction date of 1963 has since been removed and replaced with a modern light tower. The modern tower is not listed on the Improvement List provided by the Nye County Assessor; however, photos taken, and observations made during the site visit depict a different light pole than those referenced in the 2012 BLM Class III Cultural Resource Survey of the Beatty Airport. Google Earth's aerial imagery was reviewed, and the images indicate the modern light tower replaced the 1963 light tower sometime after September 2015.

A modular office building (construction year 2001) borders the site to the north. This building is included in the APE; however, it was not identified to be 50 years of age or older. This structure creates limited visibility of the project site from further north.

The western half of the APE is entirely made up of the asphalt tarmac. No structures are contained within this portion of the APE.

The southern and eastern portions of the APE are bound by a six-foot chain-link fence topped with barbed wire. This fence partially obscures the view of the airport from outside the property boundary. No other structures are contained within this portion of the APE.

Noise effects from installation of the tank would be temporary and are not expected to exceed the noise level typical of the airport. The noise level is not expected to impact

surrounding vacant properties.

The project is not expected to have any additional atmospheric impacts; the existing isolated rural environment (public access, traffic patterns, or land use) beyond the parcel boundary is not expected to be modified. No traffic restrictions are anticipated.

Based on the isolated rural environment and types of surrounding structures an APE was determined based on visual impacts and is outlined in Attachment 2, Figure 3 – APE Map. Areas and structures outside the APE would not be likely to discern the fuel tank from other structures or observe noticeable changes in the existing visual landscape.

f. Based on the information contained in “b”, please choose one:

- Historic Properties Present in the APE
- No Historic Properties Present in the APE

g. Describe the condition, previous disturbance to, and history of any historic properties located in the APE:

Based on information obtained from the Nevada SHPO Historic Resource Inventory Form for SHPO Resource Number C281, the Beatty Airport was activated in April 1952 and patented on November 19, 1953. The airport is in operation as a public airport, operated by Nye County. Improvements have been added throughout its operation, including the following:

- Generator Shed – Year Built: 1963
- Light Tower – Year Built: 1963 based on Nye County Assessor data. Replaced after 2015, based on historic photograph review
- Asphalt – Year Built: 2010
- Chain-link Fence – Year Built: 2001
- Modular Office – Year Built: 2001
- Interior Finish – Year Built: 2001

The Generator Shed, constructed in 1963, was over 50 years old at the time of this report. It has not been evaluated for National Register of Historic Places eligibility.

Based on information obtained from the Nye County Assessor, the interior of the generator shed was refinished in 2001. The proposed installation location for the fuel tank (see Attachment 1, Preliminary Tank Location) would place the 12,000-gallon fuel tank 32 feet from the “Electrical Service Building,” listed as the Generator Shed on the Assessor’s Improvement List. The aboveground fuel tank would be visible and have de minimis atmospheric impacts on the Generator Shed. The installation of a fuel tank to facilitate aircraft operations at an airport is consistent with the past, present, and future planned use of the Beatty Airport.

V. PHOTOGRAPHS

Note: All photographs should be keyed to a map.

- a. Provide photographs of the project area itself. (Printed digital photographs are acceptable provided they have a high dpi and clear resolution.) Can include streetscape views as well (Google Maps Streetview).

See Attachment 3, Site Photo Log and Figure 5 – Site Photo Map.

- b. Provide photographs of all resources 50 years of age or older located in the APE. Digital images or clear photocopies are acceptable.

See Attachment 2 – APE Historic Properties Photo Log.

VI. DETERMINATION OF EFFECT
Based on the above information, please choose one.

No historic properties affected based on [36 CFR § 800.4(d)(1)], please provide the justification for this determination.

No Adverse Effect [36 CFR § 800.5(b)] on historic properties, explain why the criteria of adverse effect, 36 CFR Part 800.5(a)(1), were found not applicable.

The project is located on the Beatty Airport property (likely built in the early 1950s). One structure constructed during or before 1968 was identified within the APE for the Beatty Airport fueling system: the generator building (built in 1963). The Beatty Airport has been evaluated for eligibility for listing on the National Register of Historic Places and was determined to not be eligible. The generator building has not been evaluated for eligibility for listing on the National Register of Historic Places; however, it is not expected to be adversely impacted by the Beatty Airport Fueling Station project because the addition of the fueling station is not out of character for the *airport* environment. This undertaking will not alter, directly or indirectly, any of the characteristics of a historic property that may qualify the property for inclusion in the National Register.

Adverse Effect [36 CFR § 800.5(d)(2)] on historic properties, explain why the criteria of adverse effect, [36 CFR Part 800.5(a)(1)], were found applicable.

Please print and mail completed form and any additional information to:

***Nevada State Historic Preservation Office
901 S. Stewart Street, Suite 5004
Carson City, Nevada 89701-5248***

Attachment 1
Project Location Maps

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Figure 1 - Project Location Map
Beatty Airport Fueling Station
Airport Road
Nye County, Nevada



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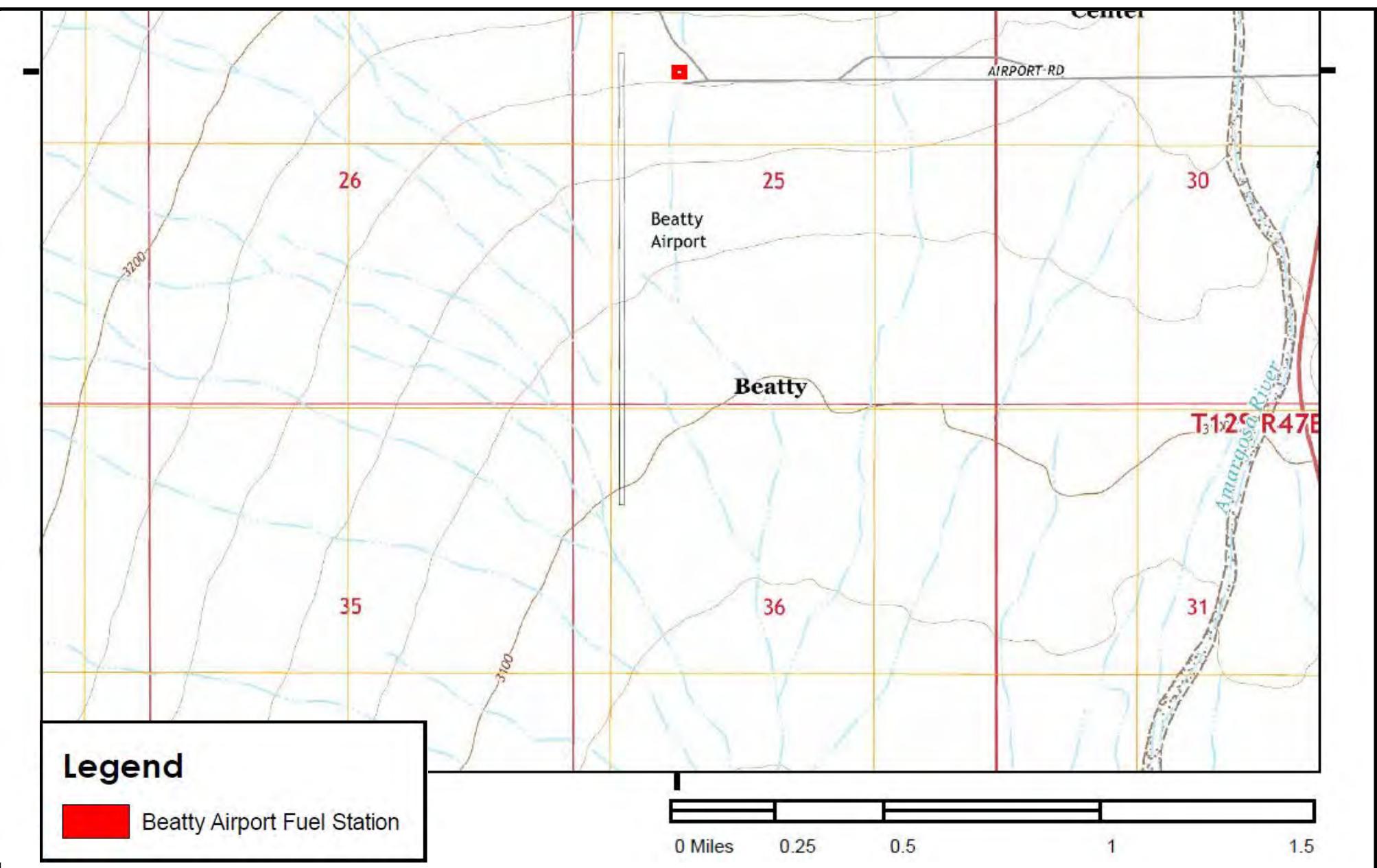
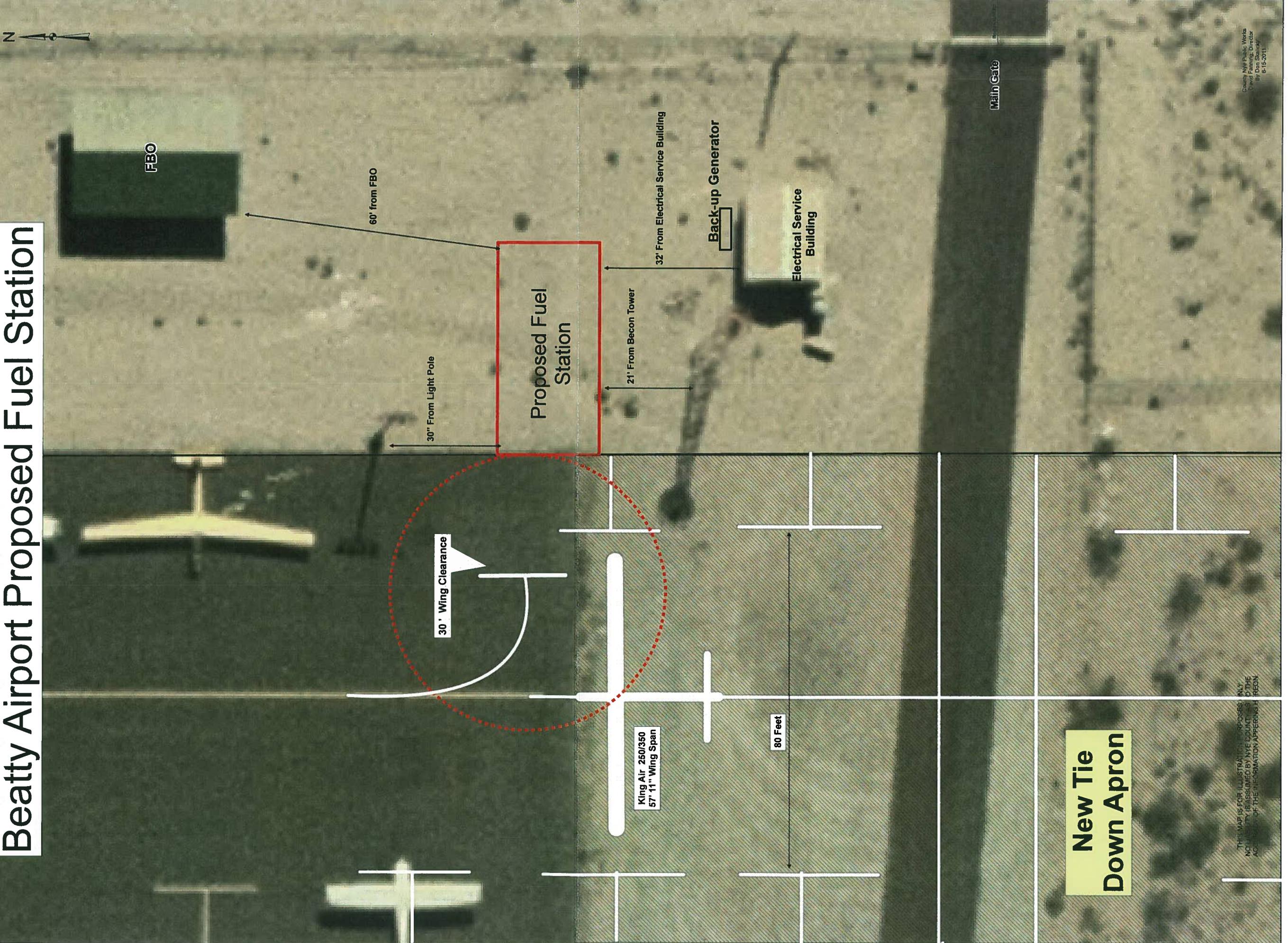


Figure 2 - USGS Topo Map
Beatty Airport Fueling Station
Airport Road
Nye County, Nevada

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Beatty Airport Proposed Fuel Station



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Attachment 2

Area of Potential Effect

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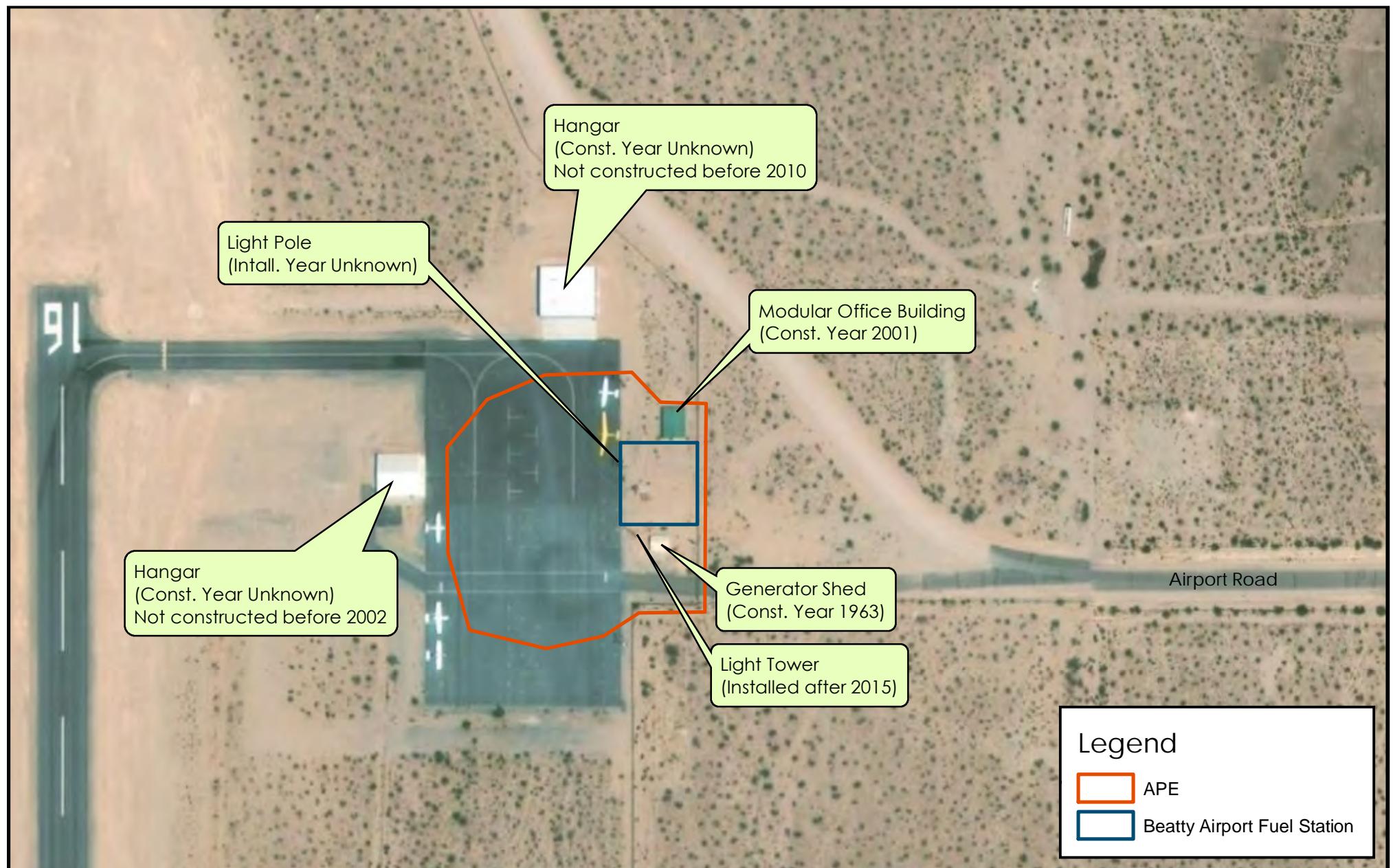


Figure 3 - APE Map
Beatty Airport Fueling Station
Airport Road
Nye County, Nevada



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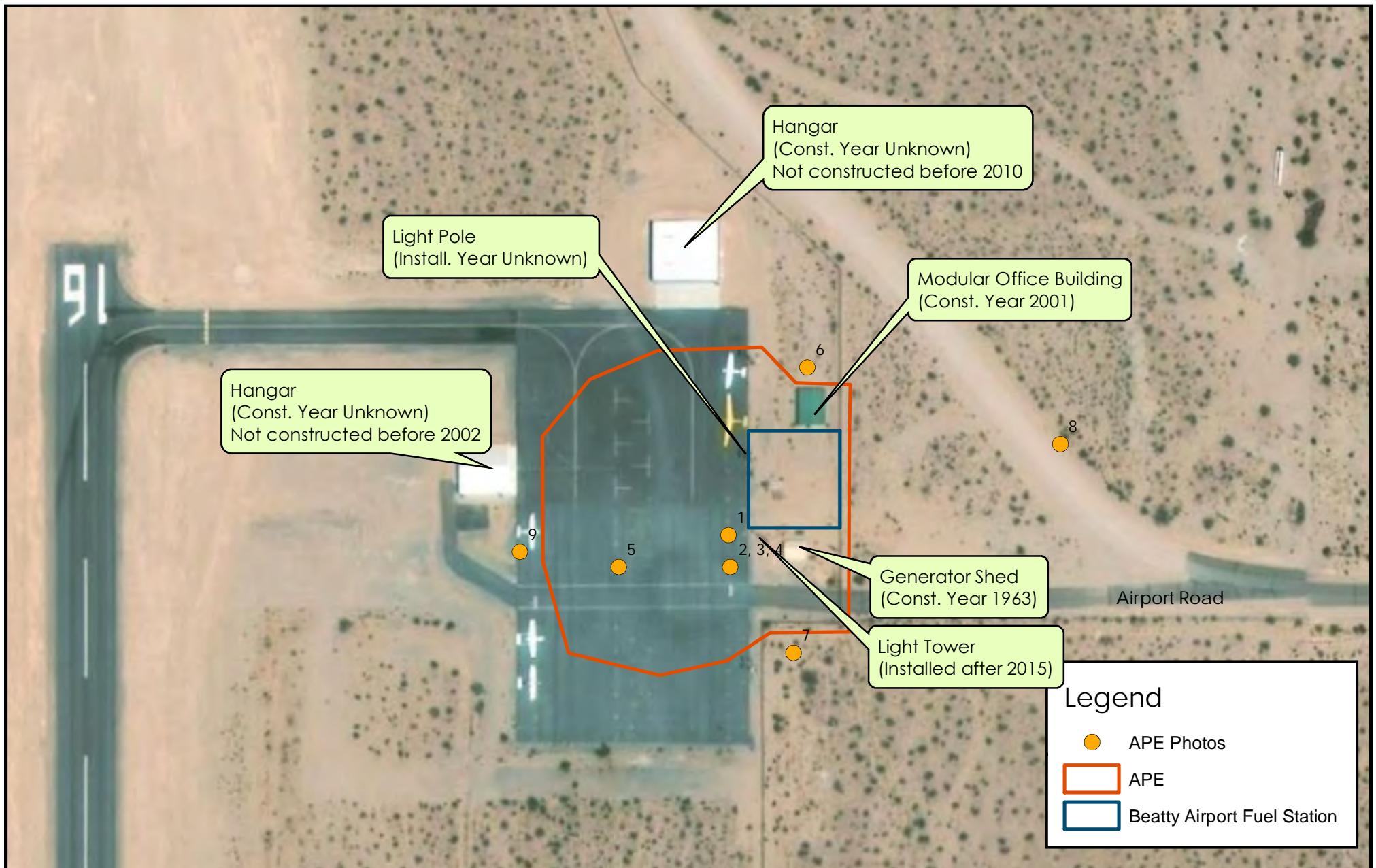


Figure 4 - APE Photo Map
Beatty Airport Fueling Station
Airport Road
Nye County, Nevada



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Photo 1

View looking northeast across project area from outside southwest property boundary. Within APE due to changes in viewshed associated with tank installation.

Photo 2

View looking east at project area and generator shed (construction year 1963) and light tower (installed after 2012).

Photo 3

Figure 9. Building 4 at the Beatty Airport Built in 2001.
Photograph Taken by Jeffrey L. Baker on January 19, 2012.

Photograph of shed and light tower taken in 2012. Image Source: Class III Cultural Resource Survey of 102.34 acres for the Beatty Airport, Nye County, Nevada (Report #7889)

Photo 4

Top of light tower in photo taken in 2012. Image Source: Class III Cultural Resource Survey of 102.34 acres for the Beatty Airport, Nye County, Nevada (Report #7889)

Photo 5

Light tower observed during site visit in August 2018. Not the same light tower depicted in photographs from 2012.

Photo 6

View looking south toward the project area past the modular office building from north of the site. Installation of aboveground fuel tank would have minimal impact on the viewshed from this location.

Photo 7



View looking north toward project area through Beatty Airport fence. Installation of aboveground fuel tank would have minimal impact on the viewshed from this location.

Photo 8



View looking west toward project area from unpaved Airport Road. Installation of aboveground fuel tank would have minimal impact on the viewshed from this location.

Photo 9



View looking east toward project area from across taxiway. Installation of aboveground fuel tank would have minimal impact on the viewshed from this location.

Photo 1



View looking east at west face of generator shed (construction year 1963).

Photo 2



View looking north at south and east face of generator shed.

Photo 3



View looking south at north and east face of generator shed.

Photo 4



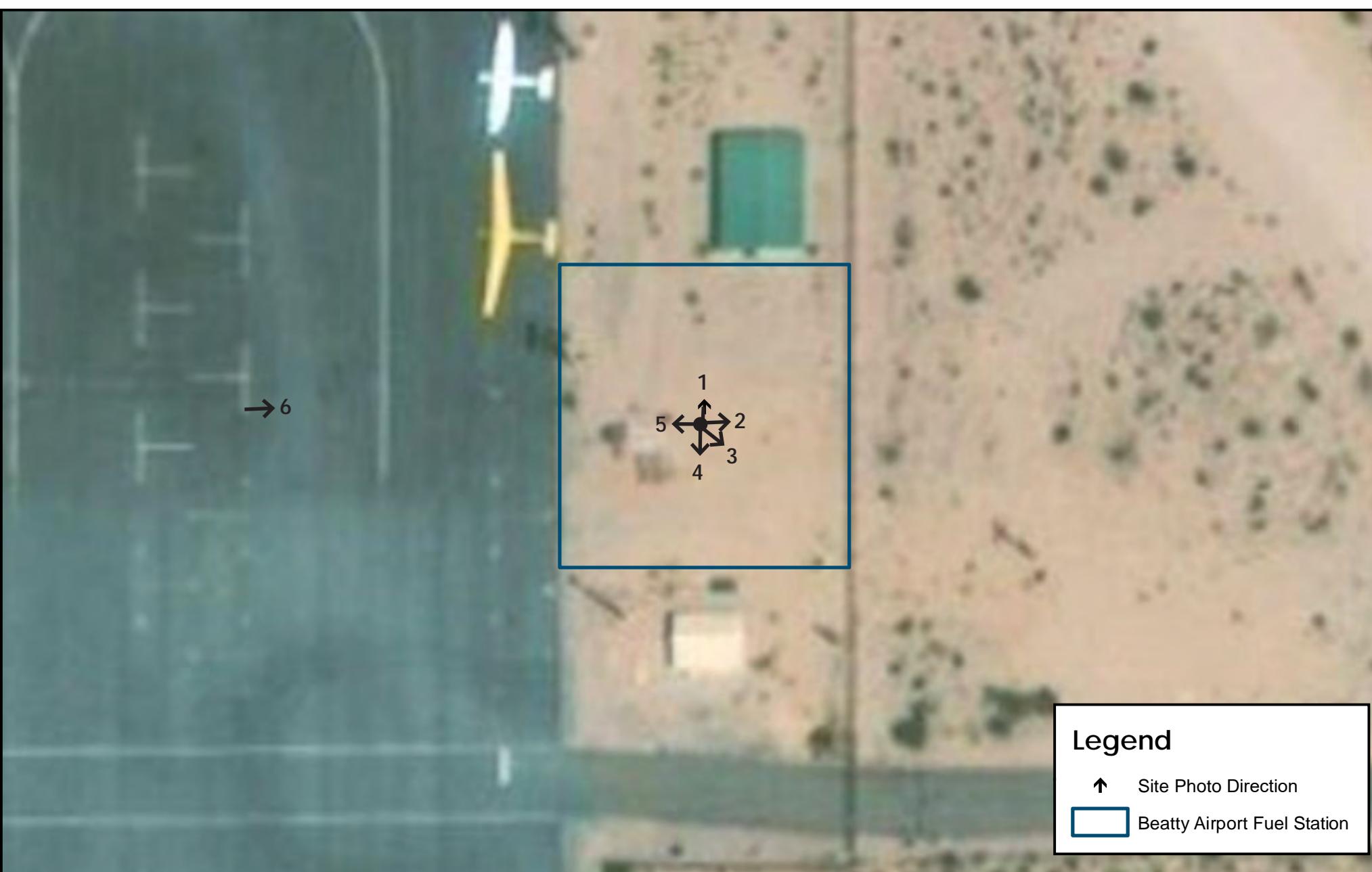
Interior of generator shed, including concrete painted floor and drywall with airport light generator.

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Attachment 3

Site Photos and Photo Location Map

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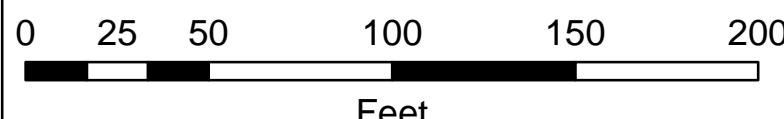
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Legend

- ↑ Site Photo Direction
- Beatty Airport Fuel Station

Figure 5 - Site Photo Map
Beatty Airport Fueling Station
Airport Road
Nye County, Nevada



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Photo 1



View from center of project area looking north. Note the sparse vegetation within the project area. Modular office building located outside the project area.

Photo 3



View from center of project area looking southeast. Pad mounted transformer within project area. Valley Electric Association confirmed this transformer did not contain polychlorinated biphenyls.

Photo 5



View from center of project area looking west. Project area boundary at asphalt.

Photo 2



View from center of project area looking east.

Photo 4



View from center of project area looking south. Generator shed, diesel generator, and debris discernible all located outside the project area.

Photo 6



View from west of project site looking east. Note concrete blocks positioned at asphalt depict approximate proposed location of aboveground fuel tank within project area.

Attachment 11

Noise Abatement and Control

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Noise (EA Level Reviews) – PARTNER

This Worksheet was designed to be used by those “Partners” (including Public Housing Authorities, consultants, contractors, and nonprofits) who assist Responsible Entities and HUD in preparing environmental reviews, but legally cannot take full responsibilities for these reviews themselves. Responsible Entities and HUD should use the RE/HUD version of the Worksheet.

General requirements	Legislation	Regulation
HUD’s noise regulations protect residential properties from excessive noise exposure. HUD encourages mitigation as appropriate.	Noise Control Act of 1972 General Services Administration Federal Management Circular 75-2: “Compatible Land Uses at Federal Airfields”	Title 24 CFR 51 Subpart B
References		
https://www.hudexchange.info/programs/environmental-review/noise-abatement-and-control		

1. What activities does your project involve? Check all that apply:

New construction for residential use

NOTE: HUD assistance to new construction projects is generally prohibited if they are located in an Unacceptable zone, and HUD discourages assistance for new construction projects in Normally Unacceptable zones. See 24 CFR 51.101(a)(3) for further details.

→ *Continue to Question 2.*

Rehabilitation of an existing residential property

NOTE: For major or substantial rehabilitation in Normally Unacceptable zones, HUD encourages mitigation to reduce levels to acceptable compliance standards. For major rehabilitation in Unacceptable zones, HUD strongly encourages mitigation to reduce levels to acceptable compliance standards. See 24 CFR 51 Subpart B for further details.

→ *Continue to Question 2.*

A research demonstration project which does not result in new construction or reconstruction, interstate, land sales registration, or any timely emergency assistance under disaster assistance provisions or appropriations which are provided to save lives, protect property, protect public health and safety, remove debris and wreckage, or assistance that has the effect of restoring facilities substantially as they existed prior to the disaster

→ *If the RE/HUD agrees with this recommendation, the review is in compliance with this section Continue to the Worksheet Summary below.*

None of the above

→ If the RE/HUD agrees with this recommendation, the review is in compliance with this section. Continue to the Worksheet Summary below.

2. Complete the Preliminary Screening to identify potential noise generators in the vicinity (1000' from a major road, 3000' from a railroad, or 15 miles from an airport).

Indicate the findings of the Preliminary Screening below:

There are no noise generators found within the threshold distances above.

→ If the RE/HUD agrees with this recommendation, the review is in compliance with this section Continue to the Worksheet Summary below. Provide a map showing the location of the project relative to any noise generators.

Noise generators were found within the threshold distances.

→ Continue to Question 3.

3. Complete the Noise Assessment Guidelines to quantify the noise exposure. Indicate the findings of the Noise Assessment below:

Acceptable: (65 decibels or less; the ceiling may be shifted to 70 decibels in circumstances described in §24 CFR 51.105(a))

Indicate noise level here: [Click here to enter text.](#)

→ If the RE/HUD agrees with this recommendation, the review is in compliance with this section Continue to the Worksheet Summary below. Provide noise analysis, including noise level and data used to complete the analysis.

Normally Unacceptable: (Above 65 decibels but not exceeding 75 decibels; the floor may be shifted to 70 decibels in circumstances described in 24 CFR 51.105(a))

Indicate noise level here: [Click here to enter text.](#)

If project is rehabilitation:

→ Continue to Question 4. Provide noise analysis, including noise level and data used to complete the analysis.

If project is new construction:

Is the project in a largely undeveloped area¹?

No

¹ A largely undeveloped area means the area within 2 miles of the project site is less than 50 percent developed with urban uses and does not have water and sewer capacity to serve the project.

→ Continue to Question 4. Provide noise analysis, including noise level and data used to complete the analysis, and any other relevant information.

Yes

→ The project requires completion of an Environmental Impact Statement (EIS) pursuant to 51.104(b)(1)(i). Work with the RE/HUD to elevate this review to an EIS-level review.

Unacceptable: (Above 75 decibels)

Indicate noise level here: [Click here to enter text.](#)

If project is rehabilitation:

HUD strongly encourages conversion of noise-exposed sites to land uses compatible with high noise levels. Consider converting this property to a non-residential use compatible with high noise levels.

→ Continue to Question 4. Provide noise analysis, including noise level and data used to complete the analysis, and any other relevant information.

If project is new construction:

The project requires completion of an Environmental Impact Statement (EIS) pursuant to 51.104(b)(1)(i). You may either complete an EIS or provide a waiver signed by the appropriate authority. Indicate your choice:

Convert to an EIS

→ Provide noise analysis, including noise level and data used to complete the analysis.

Continue to Question 4.

Provide waiver

→ Work with the RE/HUD to prepare an Environmental Impact Statement waiver from the Certifying Officer or the Assistant Secretary for Community Planning and Development per 24 CFR 51.104(b)(2) and noise analysis, including noise level and data used to complete the analysis.

Continue to Question 4.

4. HUD strongly encourages mitigation be used to eliminate adverse noise impacts. Work with the RE/HUD to develop mitigation measures that must be implemented to mitigate for the impact or effect, including the timeline for implementation. This information will be automatically included in the Mitigation summary for the environmental review.

Mitigation as follows will be implemented:

[Click here to enter text.](#)

→ *Provide drawings, specifications, and other materials as needed to describe the project's noise mitigation measures. Continue to the Worksheet Summary.*

No mitigation is necessary.

Explain why mitigation will not be made here:

[Click here to enter text.](#)

→ *Continue to the Worksheet Summary.*

Worksheet Summary

Compliance Determination

Provide a clear description of your determination and a synopsis of the information that it was based on, such as:

- Map panel numbers and dates
- Names of all consulted parties and relevant consultation dates
- Names of plans or reports and relevant page numbers
- Any additional requirements specific to your region

The proposed project does not include new construction for residential use, rehabilitation of existing residential property, or a research demonstration project. The proposed project is the installation of an aboveground fueling system at the Beatty Airport, for airport use.

Are formal compliance steps or mitigation required?

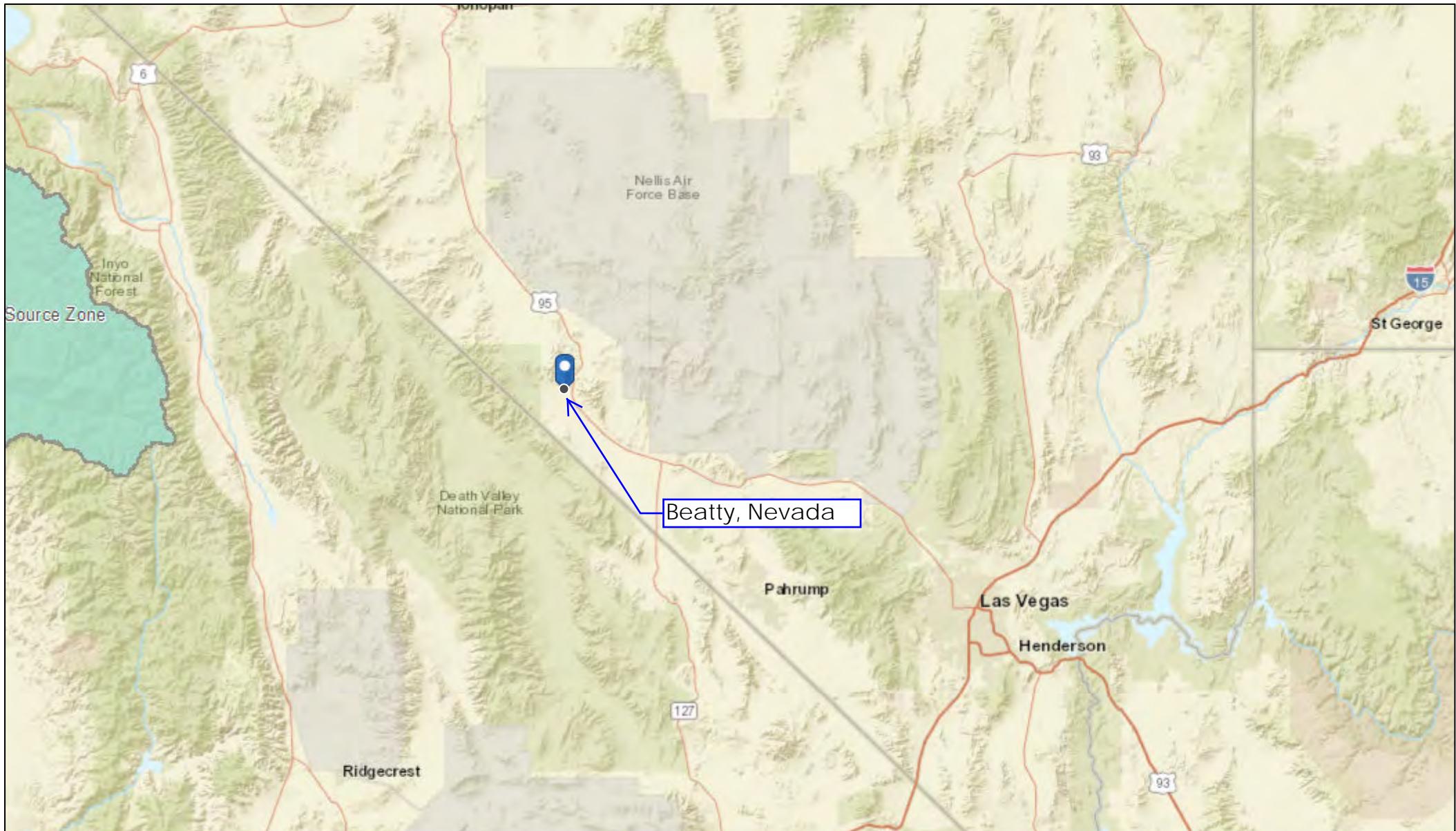
Yes

No

Attachment 12
Sole Source Aquifers

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ArcGIS Web Map



9/5/2018, 1:21:50 PM

Sole Source Aquifers - Labels



SSA

Sources: Esri, HERE, Garmin, NGA, USGS, NPS | US EPA Office of Water | Map Service and data: US EPA Office of Environmental Information (OEI). Data: US Census Bureau |

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Attachment 13
Wetlands Protection

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U.S. Fish and Wildlife Service

National Wetlands Inventory

Beatty Airport



September 5, 2018

Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland

- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

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Wetlands Protection

Distance from project area for Beatty Airport Fueling Station to nearest wetland

Legend

Airport

Distance from Project Area to Nearest Wetland

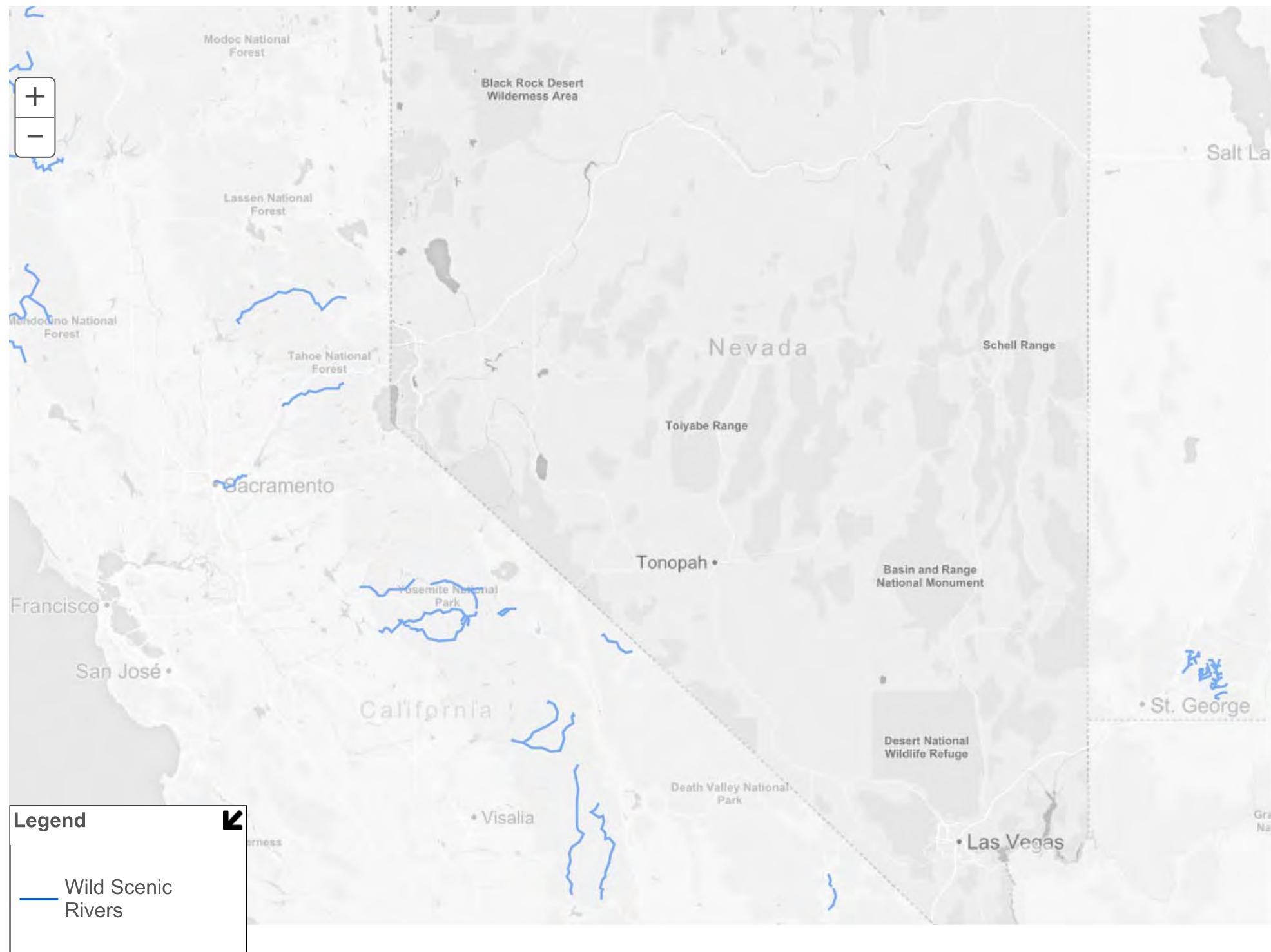


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Attachment 14

Wild and Scenic Rivers

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Attachment 15
Environmental Justice

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Location: User-specified point center at 36.910265, -116.758969

Ring (buffer): 1-mile radius

Description:

Summary of ACS Estimates		2012 - 2016	
Population		636	
Population Density (per sq. mile)		706	
Minority Population		211	
% Minority		33%	
Households		252	
Housing Units		484	
Housing Units Built Before 1950		23	
Per Capita Income		25,208	
Land Area (sq. miles) (Source: SF1)		0.90	
% Land Area		100%	
Water Area (sq. miles) (Source: SF1)		0.00	
% Water Area		0%	
Population by Race		2012 - 2016 ACS Estimates	Percent
Total	636	100%	503
Population Reporting One Race	615	97%	955
White	515	81%	434
Black	0	0%	12
American Indian	0	0%	12
Asian	0	0%	12
Pacific Islander	0	0%	12
Some Other Race	100	16%	473
Population Reporting Two or More Races	21	3%	33
Total Hispanic Population	203	32%	473
Total Non-Hispanic Population	432		
White Alone	424	67%	335
Black Alone	0	0%	12
American Indian Alone	0	0%	12
Non-Hispanic Asian Alone	0	0%	12
Pacific Islander Alone	0	0%	12
Other Race Alone	0	0%	12
Two or More Races Alone	8	1%	18
Population by Sex		2012 - 2016 ACS Estimates	Percent
Male	363	57%	306
Female	272	43%	263
Population by Age		2012 - 2016 ACS Estimates	Percent
Age 0-4	35	5%	90
Age 0-17	159	25%	221
Age 18+	477	75%	254
Age 65+	132	21%	129

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race.

N/A means not available. Source: U.S. Census Bureau, American Community Survey (ACS) 2012 - 2016.

Location: User-specified point center at 36.910265, -116.758969

Ring (buffer): 1-mile radius

Description:

	2012 - 2016 ACS Estimates	Percent	MOE (±)
Population 25+ by Educational Attainment			
Total	451	100%	249
Less than 9th Grade	39	9%	161
9th - 12th Grade, No Diploma	66	15%	101
High School Graduate	112	25%	130
Some College, No Degree	167	37%	135
Associate Degree	7	2%	18
Bachelor's Degree or more	67	15%	59
Population Age 5+ Years by Ability to Speak English			
Total	601	100%	464
Speak only English	402	67%	269
Non-English at Home ¹⁺²⁺³⁺⁴	199	33%	312
¹ Speak English "very well"	144	24%	226
² Speak English "well"	3	1%	37
³ Speak English "not well"	33	5%	120
⁴ Speak English "not at all"	20	3%	137
³⁺⁴ Speak English "less than well"	52	9%	182
²⁺³⁺⁴ Speak English "less than very well"	55	9%	185
Linguistically Isolated Households*			
Total	18	100%	98
Speak Spanish	18	100%	97
Speak Other Indo-European Languages	0	0%	12
Speak Asian-Pacific Island Languages	0	0%	12
Speak Other Languages	0	0%	12
Households by Household Income			
Household Income Base	252	100%	133
< \$15,000	19	8%	40
\$15,000 - \$25,000	20	8%	41
\$25,000 - \$50,000	82	32%	81
\$50,000 - \$75,000	74	29%	132
\$75,000 +	57	22%	53
Occupied Housing Units by Tenure			
Total	252	100%	133
Owner Occupied	141	56%	93
Renter Occupied	112	44%	125
Employed Population Age 16+ Years			
Total	499	100%	306
In Labor Force	284	57%	212
Civilian Unemployed in Labor Force	5	1%	35
Not In Labor Force	215	43%	214

Data Note: Data may not sum to totals due to rounding. Hispanic population can be of any race.

N/A means not available. Source: U.S. Census Bureau, American Community Survey (ACS)

*Households in which no one 14 and over speaks English "very well" or speaks English only.

Location: User-specified point center at 36.910265, -116.758969

Ring (buffer): 1-mile radius

Description:

	2012 - 2016 ACS Estimates	Percent	MOE (±)
Population by Language Spoken at Home*			
Total (persons age 5 and above)	N/A	N/A	N/A
English	N/A	N/A	N/A
Spanish	N/A	N/A	N/A
French	N/A	N/A	N/A
French Creole	N/A	N/A	N/A
Italian	N/A	N/A	N/A
Portuguese	N/A	N/A	N/A
German	N/A	N/A	N/A
Yiddish	N/A	N/A	N/A
Other West Germanic	N/A	N/A	N/A
Scandinavian	N/A	N/A	N/A
Greek	N/A	N/A	N/A
Russian	N/A	N/A	N/A
Polish	N/A	N/A	N/A
Serbo-Croatian	N/A	N/A	N/A
Other Slavic	N/A	N/A	N/A
Armenian	N/A	N/A	N/A
Persian	N/A	N/A	N/A
Gujarathi	N/A	N/A	N/A
Hindi	N/A	N/A	N/A
Urdu	N/A	N/A	N/A
Other Indic	N/A	N/A	N/A
Other Indo-European	N/A	N/A	N/A
Chinese	N/A	N/A	N/A
Japanese	N/A	N/A	N/A
Korean	N/A	N/A	N/A
Mon-Khmer, Cambodian	N/A	N/A	N/A
Hmong	N/A	N/A	N/A
Thai	N/A	N/A	N/A
Laotian	N/A	N/A	N/A
Vietnamese	N/A	N/A	N/A
Other Asian	N/A	N/A	N/A
Tagalog	N/A	N/A	N/A
Other Pacific Island	N/A	N/A	N/A
Navajo	N/A	N/A	N/A
Other Native American	N/A	N/A	N/A
Hungarian	N/A	N/A	N/A
Arabic	N/A	N/A	N/A
Hebrew	N/A	N/A	N/A
African	N/A	N/A	N/A
Other and non-specified	N/A	N/A	N/A
Total Non-English	N/A	N/A	N/A

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race.

N/A means not available. Source: U.S. Census Bureau, American Community Survey (ACS) 2012 - 2016.

*Population by Language Spoken at Home is available at the census tract summary level and up.

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