

1 **Appendix H**

2 **SVPP CUMULATIVE ACTIONS**

SVPP CUMULATIVE IMPACTS (CHAPTER 4)

CEQ regulations implementing NEPA define *cumulative impacts* as “the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable actions (RFA) regardless of what agency (federal or non-federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time” (40 CFR 1508.7).

BLM’s NEPA Handbook states that the purpose of the cumulative effects analysis is to ensure that the decision makers consider the full range of the consequences of the Proposed Action, alternatives to the Proposed Action, and No Action Alternative (BLM 2008a). Assessing the cumulative effects of the actions begins early in the NEPA process, during the identification of issues.

See each resource’s individual section in Chapter 4 for a description of the resource cumulative effects analysis area and rationale for that selection. In addition to the geographic scope of the analysis, a time frame for the analysis must also be established. For this cumulative effects analysis, the temporal scope is the life of the BLM ROW grant for construction and operation of the two-lane Sonoran Valley Parkway, which is 30 years.

LIST OF PROJECTS

The following are a list of actions to consider when analyzing the incremental impact of the SVPP when added to other past, present, and reasonably foreseeable actions in Chapter 4.

Past/Present Actions

- Historic trails (Mormon Battalion Trail/Butterfield Overland Stage Route and the Juan Bautista de Anza NHT corridor); south end of the project area;
- Agricultural activities (particularly on ASLD lands in the study area);
- Recreational use (OHV, hiking, hunting) in area;
- Butterfield Station Landfill, south end of project area;
- SR 238, south end of project area;
- EPNG pipeline and associated access road, parallel to Komatke Road;
- Transwestern Gas pipeline and associated access road, parallel to Komatke Road;
- El Paso Transmission Line (Salt River Project 500 kV) and associated access road, parallel to Komatke Road;
- Arizona Desert Wilderness Act of 1990;
- SDNM, parallel to Komatke Road
- Roads in the SDNM that are currently closed, parallel to Komatke Road;
- MAG Hidden Valley Transportation Framework Study, BLM linear ROW;
- City of Goodyear annexation of BLM lands;
- FCDMC's Rainbow Valley plan of the Metro Phoenix Area Drainage Master Plan (ADMP);

- 1 • Sonoran Solar Energy Project (4 miles west of the north end of the action alternatives);
- 2 • PM₁₀ nonattainment for Maricopa County, entire project area; and
- 3 • Buckeye Parks, Trails and Open Space Master Plan, north area of project area.

4 **Future Actions**

- 5 • Future residential development in the study area (i.e., southern Goodyear, Mobile area, city of
- 6 Maricopa, etc.);
- 7 • Loop 303 alignment; TBD (conceptual alignment only); studies began in 2009;
- 8 • Interstate 11 (Hassayampa Freeway); TBD (conceptual alignment only); planning began in 2012;
- 9 • Potential for roads in the SDNM to reopen;
- 10 • Marisol Solar Park;
- 11 • Sonoran Desert Protection Proposal (wildlife corridor protection/conservation); and
- 12 • BLM Programmatic Weed Environmental Assessment; Waterman Wash.

13 **GUIDANCE**

14 BLM's NEPA Handbook states that the purpose of the cumulative effects analysis is to ensure that the
15 decision makers consider the full range of the consequences of the Proposed Action, alternatives to the
16 Proposed Actions, and No Action Alternative (BLM 2008).

17 Assessing the cumulative effects of the actions begins early in the NEPA process, during the
18 identification of issues. During the scoping process for the SVPP EIS, the public and agency personnel
19 identified issues relating to cumulative effects for consideration and analysis in the EIS. These are listed
20 by resource below, for consideration in the analysis:

21 **Transportation/Access:** Commenter indicated that the primary purpose of the roadway would be to
22 provide transportation to and from the newly annexed portions of the city of Goodyear that currently have
23 limited access. Preliminary issues related to transportation will include roadway alignments, existing and
24 future traffic demands, and cumulative impacts to surrounding communities and public lands.

25 **Wildlife/Connectivity:** Consider the cumulative impact to wildlife habitat, in particular habitat
26 connectivity, of adding another linear facility that may further fragment wildlife habitat.