

January 2009

Approved Resource Management Plan Amendments/Record of Decision (ROD) for Designation of Energy Corridors on Bureau of Land Management-Administered Lands in the 11 Western States



MISSION STATEMENT

It is the mission of the Bureau of Land Management (BLM), an agency of the Department of the Interior, to manage BLM-administered lands and resources in a manner that best serves the needs of the American people. Management is based upon the principles of multiple use and sustained yield while taking into account the long-term needs of future generations for renewable and nonrenewable resources.

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LIST OF ACRONYMS

The following is a list of acronyms and abbreviations, chemical names, and units of measure used in this ROD.

GENERAL ACRONYMS AND ABBREVIATIONS

ACHP	Advisory Council on Historic Preservation
APE	Area of Potential Effect
ARPA	Archaeological and Historic Preservation Act of 1974
ASLM	DOI Assistant Secretary of Land and Minerals Management
ASME	American Society of Mechanical Engineers
BLM	Bureau of Land Management
BMP	best management practice
BOR	Bureau of Reclamation
CDEAC	Clean and Diversified Energy Advisory Committee
CEQ	Council on Environmental Quality
CFR	<i>Code of Federal Regulations</i>
CRMP	cultural resources management plan
DEM	Digital Elevation Model
DO	District Office
DOC	U.S. Department of Commerce
DOD	U.S. Department of Defense
DOE	U.S. Department of Energy
DOI	U.S. Department of the Interior
E.O.	Executive Order
EFH	essential fish habitat
EMF	electromagnetic field
EPA	U.S. Environmental Protection Agency
EPAct	Energy Policy Act of 2005
ESA	Endangered Species Act of 1973
FAA	Federal Aviation Administration
FLPMA	Federal Land Policy and Management Act of 1976
FO	Field Office
FR	<i>Federal Register</i>
FS	U.S. Department of Agriculture's Forest Service
FY	fiscal year

GIS	geographic information system
GPS	global positioning system
IOP	interagency operating procedure
LRMP	land resource and management plan
MFP	Management Framework Plan
MOA	Military Operating Area (also Memorandum of Agreement)
MOU	Memorandum of Understanding
NACo	National Association of Counties
NAGPRA	Native American Graves Protection and Repatriation Act
NCA	National Conservation Area
NEPA	National Environmental Policy Act
NERC	North American Electric Reliability Corporation
NHPA	National Historic Preservation Act of 1966
NIPP	National Infrastructure Protection Plan
NMFS	National Marine Fisheries Service
NOA	Notice of Availability
NOI	Notice of Intent
NPS	National Park Service
OSHA	Occupational Safety and Health Administration
P.L.	Public Law
PA	Programmatic Agreement
PEIS	Programmatic Environmental Impact Statement
POC	point-of-contact
POD	plan of development
RMP	Resource Management Plan
ROD	Record of Decision
ROW(s)	right(s)-of-way
SHPO	State Historic Preservation Office(r)
SIO	Scenic Integrity Objective
SMS	Scenery Management System
SSP	sector-specific plan
SWPPP	storm water pollution prevention plan
THPO	Tribal Historic Preservation Officer
U.S.	United States
USC	<i>United States Code</i>
USDA	U.S. Department of Agriculture

USFWS	U.S. Fish and Wildlife Service
VRM	Visual Resource Management
WGA	Western Governors' Association

RECORD OF DECISION

INTRODUCTION

On August 8, 2005, the President signed into law the Energy Policy Act of 2005 (EPAAct) (Public Law 109-58). In Section 368 of EPAAct, Congress directed the Secretaries of Agriculture, Commerce, Defense, Energy, and the Interior to designate, under their respective authorities, corridors for oil, gas, and hydrogen pipelines and electricity transmission and distribution facilities on Federal land in the 11 contiguous Western States; perform any environmental reviews that may be required to complete the designation of such corridors; incorporate the designated corridors into the relevant agency land use and resource management plans; ensure that additional corridors for oil, gas, and hydrogen pipelines and electricity transmission and distribution facilities on Federal land are promptly identified and designated as necessary; and expedite applications to construct or modify oil, gas, and hydrogen pipelines and electricity transmission and distribution facilities within such corridors. Congress further directed the Secretaries to take into account the need for upgraded and new electricity transmission and distribution facilities to improve reliability, relieve congestion, and enhance the capability of the national grid to deliver electricity. Finally, Congress specified that Section 368 corridors should specify the centerline, width, and compatible uses of the corridors.

This document records the decision that the Department of the Interior (DOI) reached to designate corridors on Bureau of Land Management (BLM) lands by amending 92 land use plans in the 11 contiguous Western States. The Western States are Arizona, California, Colorado, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington, and Wyoming. The DOI is basing this decision on the analyses presented in the *Final Programmatic Environmental Impact Statement, Designation of Energy Corridors on Federal Land in the 11 Western States (DOE/EIS-0386)* (DOE and DOI 2008). This Programmatic Environmental Impact Statement (PEIS) provided the methodology used to locate energy transport corridors in the 11 Western States and identified the corridor locations that were ultimately derived from this process. In addition, the PEIS presented the effects on the environment associated with potential future projects undertaken within the designated corridors.

The PEIS was prepared by the involved agencies in accordance with the National Environmental Policy Act of 1969 (NEPA). The Department of Energy (DOE) and the BLM for the DOI were the lead agencies in preparation of this PEIS. The Department of Agriculture (USDA), Forest Service (FS); Department of Defense (DOD); and DOI Fish and Wildlife Service (USFWS), were the cooperating Federal agencies in preparation of the PEIS. These agencies are collectively referred to as “the Agencies” in this Record of Decision (ROD). The USFS and the DOD will also be amending land use plans to designate corridors. The USFWS will not amend land use plans to designate corridors. Future project proponents will need to comply with existing laws, policies, and regulations for right-of-way (ROW) permits across USFWS managed lands.

Designation of energy transport corridors on Federal lands in the West is a significant step in addressing some of the critical energy infrastructure issues in the West. Energy corridors on Federal lands provide pathways for future pipelines as well as long-distance electrical transmission lines that are expected to help relieve congestion, improve reliability, and enhance the national electric grid. Future use of the corridors should reduce the proliferation of ROWs across the landscape and minimize the environmental footprint from development.

Section 368 corridors are sited to avoid, to the maximum extent possible, significant known resource and environmental conflicts. Corridors are sited to the maximum extent possible to promote renewable energy development in the West, which is currently constrained in part by a lack of transmission capacity. Interagency operating procedures (IOPs) developed and evaluated in the PEIS and adopted with this ROD are expected to foster long-term, systematic planning for energy transport development in the West, provide industry with a coordinated and consistent interagency permitting process, and provide practicable measures to avoid or minimize environmental harm from future development within the corridors. This ROD completes the DOI's responsibilities under EPCA Section 368 to examine and designate energy transport corridors in the West and provides a forward-looking response to the nation's energy needs.

PROTESTS ON THE PROPOSED PLAN AMENDMENTS

This ROD sets forth the decision of the DOI Assistant Secretary, Land and Minerals Management (ASLM), to approve a number of proposed plan amendments. Approval at the ASLM level in the DOI reflects both the Federal cooperative process that brought together bureaus, services, and offices within the DOI, USDA, DOE, DOD and Department of Commerce (DOC) and the mandate from Congress that the Secretaries of these Departments cooperatively designate energy transport corridors. Approval at the ASLM level in DOI means the plan amendments described in this ROD are not subject to any protest to the BLM Director, who is subordinate to the Assistant Secretary, as described in BLM's planning regulations at 43 CFR 1610.5-2. Thus, the BLM protest process is not applicable to the land use plan amendments approved here.

THE DECISION

Section 368 directs the Secretary of the Interior (the Secretary) to designate energy transport corridors under existing authorities, such as those provided by Section 503 of the Federal Land Policy and Management Act of 1976 (43 U.S.C. 1763) (FLPMA). By signing this ROD, the ASLM amends the affected BLM land use plans under the authority of FLPMA and in accordance with BLM planning regulations (43 CFR Part 1600). The approved plan amendments are consistent with the requirements of Section 368 of the Energy Policy Act of 2005. The decision also adopts IOPs to meet the Section 368 requirement to improve the ROW application process and to meet NEPA requirements to provide practicable means to avoid or minimize environmental harm which may result from future ROW grants within the designated

corridors. The approved BLM plan amendments are presented in Appendix A of this ROD and the IOPs are presented in Appendix B of this ROD.

What the Decision to Amend the Resource Management Plans (RMPs) Provides

This ROD records the decision of the ASLM to amend relevant BLM land use plans (identified in Appendix A of this document) and to incorporate Section 368 corridors therein. This decision to amend the land use plans is supported by the information and findings in the PEIS (DOE/EIS-0386). The PEIS identified potential Section 368 corridors; evaluated effects of potential future development within designated corridors; identified mitigation measures for such effects; and developed IOPs applicable to planning, construction, operation, and decommissioning of future projects within the corridors.

Designation of energy transport corridors in BLM land use plans identifies the preferred locations for development of energy transport projects on lands managed by the BLM (BLM lands). As specified in Section 368, these corridors identify a centerline, width, and compatible uses. Appendix A lists the plans that are hereby amended, the responsible BLM office, the corridor identifier, the width, and compatible uses. Where Section 368 corridors follow corridors that were previously designated in local land use plans, the attributes identified in the PEIS (i.e., corridor centerline, width, and compatible uses) will apply.

This decision also adopts IOPs for the administration of energy transport development within the corridors. The PEIS identified these IOPs to meet the requirements of Section 368 to expedite the permitting process (see Appendix B). The IOPs provide coordinated, consistent interagency management procedures for permitting ROWs within the corridors. The IOPs also identify mandatory requirements that will help ensure that future projects developed within Section 368 corridors are planned, constructed, operated, and eventually decommissioned in a manner that protects and enhances environmental resources and long-term sustainability.

What the Decision to Amend the RMPs Does Not Provide

Section 368 directs the Secretary to designate energy transport corridors on Federal land under existing authorities, such as those provided by the FLPMA. Section 368 provides no new authorities to the Secretary for this action. The Secretary is not designating corridors on Tribal, state, or private lands under this authority. This ROD applies only to lands managed by the BLM. Nor does Section 368 provide the Secretary with authority to require energy producers, transporters, and users to be more efficient in their generation, transport, or use of energy or to require utilities to upgrade their systems within Section 368 corridors

Designation of Section 368 corridors and amendment of affected RMPs does not authorize any projects, mandate that future projects be confined to the corridors, or preclude BLM from denying a project in a designated corridor or requesting design revisions to meet unanticipated siting issues there. Future ROW proposals will need to comply with other applicable laws,

regulations, and policies. ROW applicants will not be prevented from proposing projects outside the designated corridors for BLM’s consideration, although such proposals may need to go through the land use plan amendment process to be accommodated.

OVERVIEW OF THE ALTERNATIVES

The Agencies¹ analyzed two alternatives in the PEIS: the No Action Alternative and the Proposed Action Alternative. The Proposed Action is the environmentally preferred alternative and is selected in this ROD. Various other alternatives were proposed and considered, but all were eliminated from further study because of their inability to meet the intent of Section 368. All facets of both alternatives would comply with Federal laws, rules, regulations, and policies.

Alternative 1 — No Action Alternative, Continuation of Current Management

Under the No Action Alternative, the Secretary would not designate Section 368 energy corridors on BLM lands in the West. The BLM would continue to follow current permitting practices to approve project proposals. The No Action Alternative would not amend any land use plans. Management prescriptions in existing plans would not be modified under this alternative.

In general, all BLM lands, unless otherwise designated, segregated, or withdrawn, are available for ROW authorization under FLPMA. Under the No Action Alternative, the BLM would continue to evaluate applications for ROWs and alternative ROW routes following current Federal and state regulations, policies, and permitting processes and requirements. Where necessary, amendment of RMPs to allow project-specific ROWs would occur on a project-by-project basis. Although Federal agencies including the BLM have improved processing of multi-agency projects in recent years, there are still barriers to efficient processing of applications. At present, some of these barriers include inconsistent agency procedures for granting ROWs, inconsistent agency views on whether proposed energy infrastructure projects would address near- or long-term energy needs, a lack of coordination among agencies that administer contiguous tracts of land when responding to applications for a ROW across their respective jurisdictions, and the lack of coordination within agency offices regarding the appropriate geographic locations of corridors or ROWs. This alternative also does not meet the need to enhance the national grid through coordinated, interstate planning.

Rationale for non-selection: The No Action Alternative does not meet the purpose and need expressed by Section 368 of EPAct. Under the No Action Alternative, future long-distance energy transport projects would be unlikely to cross Federal lands within common, shared,

¹ This ROD derives from the PEIS completed by the Agencies named in the Introduction and pertains only to the DOI, Bureau of Land Management. The term “Agencies” is used here when referring to the work completed by these entities for the PEIS.

energy transport corridors, resulting in a proliferation of widely spaced project-specific ROWs fragmenting the Federal landscape. There would be less ability to collocate developmental infrastructure, such as roads and landing areas, for multiple projects and a greater likelihood that environmental effects would be dispersed across the landscape. Long-term, systematic energy transmission planning on the part of governments or the public would continue to be difficult to achieve.

Alternative 2 — Proposed Action Alternative: Designation of Section 368 Corridors and Amendment of RMPs

The Proposed Action Alternative (Proposed Action) is the environmentally preferred alternative. Under the Proposed Action, 92 BLM RMPs would be amended to designate approximately 5,000 miles of Section 368 energy corridors on BLM lands in the 11 Western States (Figure 1). These corridors represent preferred locations on BLM lands for future electric transmission lines and oil, gas, and hydrogen pipelines. Section 368 corridors are identified in all 11 Western States and are designated for either pipeline or transmission line use or both (multimodal). The Agencies identified a width of 3,500 feet for Section 368 corridors unless otherwise specified due to environmental or management constraints or existing local designations. The Proposed Action incorporates energy corridors (or portions of these corridors) that are currently identified in local BLM land use plans in all states except in Wyoming (Table 1); Wyoming has no locally designated corridors that meet Section 368 corridor criteria.

The Agencies that prepared the PEIS coordinated corridor locations across jurisdictional boundaries to ensure continuity of long-distance energy transport across Federal land in the West. The Agencies, primarily the BLM and the FS, through adoption of the IOPs for management of future ROW applications within corridors, are establishing consistent management procedures within and among their respective administrative units to improve the ROW application process and to ensure robust environmental protections during future project development within the designated corridors.

A total of about 6,000 miles of corridors will be designated on Federal land under the Proposed Action. About 82 percent of the more than 6,000 miles of total corridors would occur on BLM-administered lands. In comparison, Forest Service lands would have about 16 percent of the corridors, with 2 percent on other lands (U.S. Fish and Wildlife Service, National Park Service, Department of Defense, and Bureau of Reclamation) (Table 2).

Rationale for selection: Corridor designation itself does not immediately affect the environment, though effects to the environment may occur during future project development under both alternatives. Future project development under either the No Action or the Proposed Action would only take place after compliance with applicable laws and regulations including the National Environmental Policy Act (NEPA). Nevertheless, the Proposed Action, designation of Section 368 corridors by amendment of land use plans, offers significant advantages over the No Action Alternative.

The Proposed Action fulfills the direction expressed by Congress in EPCA Section 368. Under the Proposed Action, the Secretary of the Interior designates corridors for oil, gas, and hydrogen

pipelines and for electricity transmission and distribution facilities on BLM land in the 11 contiguous Western States and incorporates the designated corridors into the relevant land use plans. These Section 368 corridors meet the EAct requirements to improve reliability, relieve congestion, and enhance the capability of the national grid to deliver electricity. The Proposed Action ensures that additional corridors for oil, gas, and hydrogen pipelines and electricity transmission and distribution facilities on Federal land are promptly identified and designated, as the need arises. The Proposed Action identifies IOPs to expedite applications for construction or modification of oil, gas, and hydrogen pipelines and electricity transmission and distribution facilities within such corridors. Finally, the Proposed Action specifies the centerline, width, and compatible uses of each Section 368 corridor. EAct also directed the Secretary to perform any environmental reviews that may be required to complete the designation of such corridors, and the PEIS that accompanies this decision has accomplished that review.

TABLE 1: Miles of Locally Designated Energy Corridors Incorporated into the Proposed Section 368 Energy Corridors on Federal Land, by State and Federal Agency

State	Number of Proposed Corridors Incorporating Locally Designated Corridors ^a	Miles of Locally Designated Energy Corridors (total miles of proposed Section 368 energy corridors in parentheses)					
		BLM	FS	USFWS	BOR ^b	DOD	NPS
Arizona	13 (16)	356 (454)	166 (181)	0 (0)	0 (0)	0 (5)	7 (10)
California	16 (20)	405 (600)	122 (223)	0 (0)	0 (1)	0 (0)	0 (0)
Colorado	9 (19)	178 (308)	36 (112)	1 (3)	0 (0)	0 (2)	0 (1)
Idaho	1 (14)	0 (296)	6 (16)	0 (0)	0 (1)	0 (0)	0 (0)
Montana	4 (8)	9 (56)	13 (180)	0 (0)	0 (0)	0 (0)	0 (0)
Nevada	16 (34)	799 (1,535)	1 (29)	0 (25)	11 (18)	2 (10)	5 (5)
New Mexico	1 (4)	18 (290)	0 (0)	0 (4)	0 (0)	0 (0)	0 (0)
Oregon	8 (12)	333 (431)	0 (134)	0 (0)	0 (0)	0 (0)	0 (0)
Utah	6 (14)	88 (619)	30 (62)	0 (2)	0 (0)	0 (9)	0 (0)
Washington	1 (2)	0 (1)	48 (50)	0 (0)	0 (0)	0 (0)	0 (0)
Wyoming	0 (18)	0 (413)	0 (3)	0 (0)	0 (23)	0 (0)	0 (0)
Total	75 (131)	2,186 (5,002)^c	422 (990)^c	1 (34)^c	11 (44)^c	2 (26)	12 (16)^c

^a Proposed Section 368 corridors having portions that are locally designated. Not all portions of these corridors are locally designated. Total number of proposed Section 368 energy corridors is in parentheses.

^b BOR = Bureau of Reclamation.

^c Slight difference between indicated total and the sum of the stated entries is due to rounding.

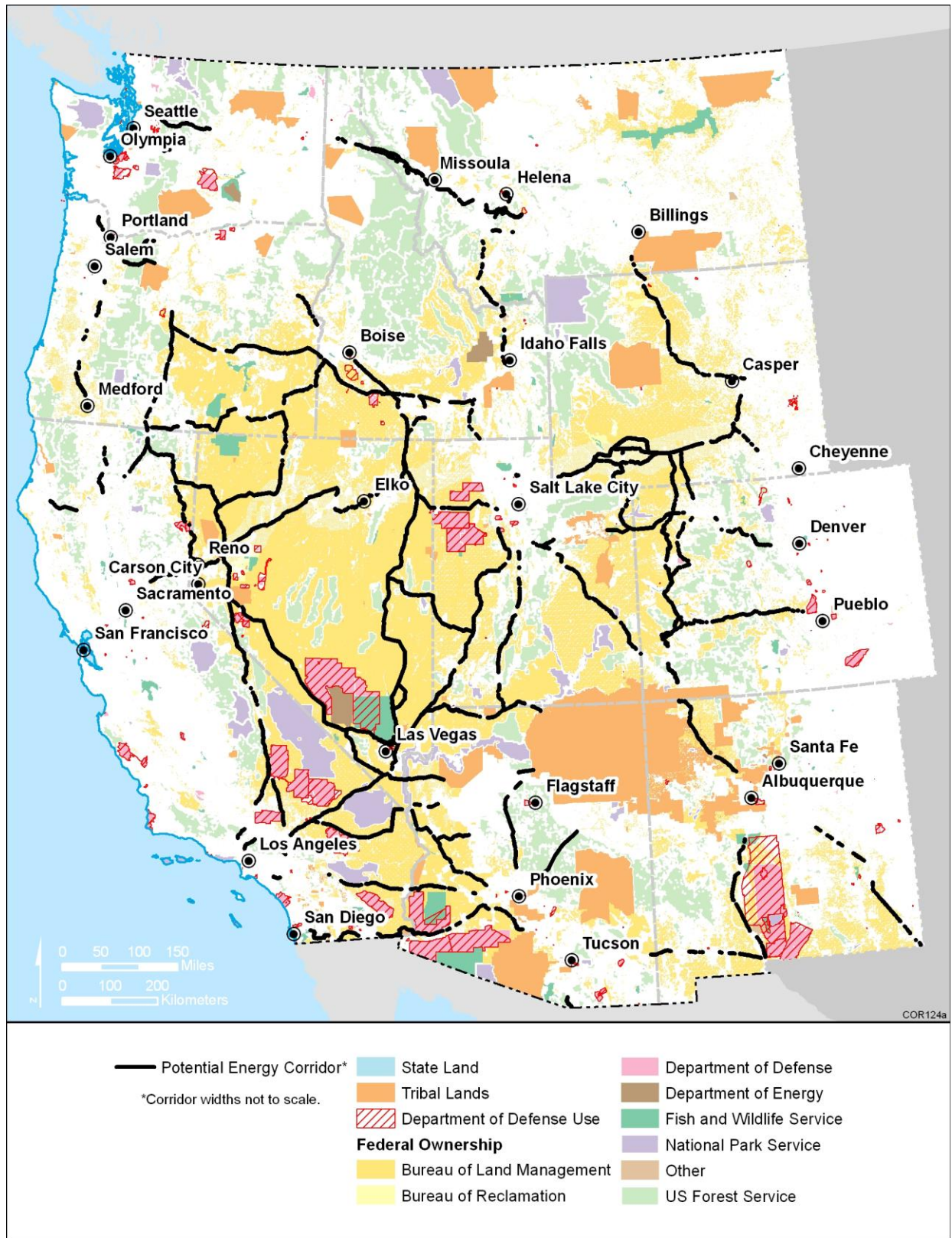


FIGURE 1: Proposed Section 368 Energy Corridors on Federal Lands in the 11 Western States

TABLE 2: Distribution of Proposed Energy Corridors on Federal Land, by Managing Federal Agency

Miles of Proposed Corridors on Federal Land, by Managing Federal Agency							
State	Total Miles of Proposed Corridors	BLM	FS	USFWS	BOR ^a	DOD	NPS ^a
Arizona	650	454	181	0	0	5	10
California	823	600	223	0	1	0	0
Colorado	426	308	112	3	0	2	1
Idaho	314	296	16	0	1	0	0
Montana	236	56	180	0	0	0	0
Nevada	1,622	1,535	29	25	18	10	5
New Mexico	293	290	0	4	0	0	0
Oregon	565	431	134	0	0	0	0
Utah	692	619	63	2	0	9	0
Washington	51	1	50	0	0	0	0
Wyoming	438	413	3	0	23	0	0
Total	6,112 ^b	5,002	990 ^b	34 ^b	44 ^b	26	16 ^b

^a BOR = Bureau of Reclamation; NPS = National Park Service.

^b Slight difference between indicated total and the sum of the stated entries is due to rounding.

There are significant environmental considerations which also support the selection of the Proposed Action. Consolidation of ROW development is expected to help reduce the proliferation of separate ROWs across the landscape. As the result of an intensive 2½-year siting process, Section 368 corridors avoid major, known, environmental conflicts to the maximum extent possible. Interagency operating procedures (IOPs) developed and evaluated in the PEIS and adopted with this ROD are anticipated to foster long-term, systematic planning for energy transport development in the West, provide industry with a coordinated and consistent interagency permitting process, and provide practicable measures to avoid or minimize environmental harm from future development within the corridors. These benefits provide substantial reasons for selecting the Proposed Action as the decision.

NOTICE OF MODIFICATIONS AND CLARIFICATIONS MADE TO THE PROPOSED PLAN AMENDMENTS

Modifications

After careful review of the information provided by the Governors of Arizona, California, Colorado, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington, and Wyoming during the Governors' Consistency Review and additional internal review, the BLM made the following modification:

New Mexico Corridor segment 81-272: A segment of corridor 81-272 in New Mexico, which falls within the Mimbres planning area (see Figure A-7) will not be designated in this ROD. Corridor designation in this area will be addressed as part of ongoing BLM local land use planning efforts on public lands.

Clarifications

The following clarifications and minor corrections have been made to the Final PEIS and are reflected in the approved resource management plan amendments presented in this ROD:

- Appendix A of the Final PEIS, which lists proposed corridor designation land amendments, incorrectly identifies for Arizona a Lower Sonoran RMP. The current RMP is the Lower Gila South Resource Management Plan (RMP), administered by the Lower Sonoran Field Office (FO).
- In Arizona, both the Hassayampa and Kingman Field Offices administer the Lower Gila North Management Framework Plan (MFP), the Hassayampa, Safford, and Tucson FOs administer the Phoenix RMP, and the Safford and Tucson FOs administer the Safford RMP.
- The Arizona Strip RMP listed in Appendix A of the Final PEIS is the Arizona Strip Field Office RMP.
- Figure A-3 in Appendix A of this ROD corrects several corridor labels for Colorado that are incorrect in Part 5 of the Map Atlas, Volume III of the Final PEIS. The corrected corridors shown in Figure A-3 are Corridor 132-133 (incorrectly labeled as 132-222), Corridor 126-133 (incorrectly labeled as 126-217), and Corridor 87-277 (incorrectly labeled as 87-139).
- Because of its relatively small size and the scale of the maps presented in the Final PEIS, Corridor 136-139 in Colorado was not shown in the Colorado maps presented

in Parts 2 and 5 of the Map Atlas, Volume III of the Final PEIS. This corridor is shown in Figure A-3 in Appendix A of this ROD.

- The typographic error of the Black Rock-High Rock Immigrant Trail NCA RMP in Nevada has been corrected.
- For Nevada, the responsible agency offices listed as FOs in the Final PEIS have been revised to District Offices (DOs), the Carson City Consolidated RMP has been changed to the Carson City FO Consolidated RMP, and the Las Vegas FO name has been changed to the Southern Nevada DO.
- The Final PEIS identifies the Surprise RMP as under the jurisdiction of Nevada. Surprise RMP (and Field Office) is under the jurisdiction of BLM California for the public lands they administer in Nevada.
- The San Juan RMP identified for Utah has been renamed the Monticello RMP.
- The ROD identifies six approved Utah RMPs (Kanab RMP, Moab RMP, Richfield RMP, Price RMP, Monticello RMP, and Vernal RMP) that contain statements that right-of-way corridor designations in those plans are consistent with the corridor designations proposed in the Final PEIS, and thus further amendment of these RMPs will not be necessary. These RMPs are included in Appendix A of this ROD.
- The Final PEIS identifies three RMPs (House Range RMP, Pony Express RMP, and Warm Springs RMP) in Utah that would require amendment for corridor designation. Due to restrictions to plan amendments imposed by Section 2815(d) of Public Law 106-65, the National Defense Authorization Act for Fiscal Year 2000 (October 5, 1999), these three plans cannot be amended at this time. Should these restrictions be lifted, the amendments to these plans would become effective and the BLM would provide public notice of the effective date(s) of the amendments. These three plans are included in Appendix A of this ROD.
- The RMPs listed in Tables 3 and Appendix A have been corrected for Oregon; The Andrews-Steens RMP for Lakeview District is changed to the Andrews RMP for Burns District.
- A number of the IOPs (Appendix B) have been edited. These edits are for technical corrections or clarity and are not substantive, and are not indicated in the text.

MANAGEMENT CONSIDERATIONS IN SELECTING THE APPROVED PLAN AMENDMENTS

Many considerations contributed to the selection of the plan amendments approved by this ROD. The Agencies needed to comply with the provisions of Section 368 of the EPAct, and to identify a framework for interagency coordination to do so. Other considerations included:

- Assessing transmission needs in the West;

- Accomplishing the necessary environmental reviews;
- Siting the corridors across the landscape;
- Meeting the Section 368 requirements to expedite the permitting process;
- Establishing procedures to identify and designate future Section 368 corridors, as necessary; and
- Ensuring that the environmental considerations identified in the PEIS would be addressed when the corridors are developed.

Energy Policy Act of 2005

The primary consideration of the Secretary was to meet the requirements of the Energy Policy Act of 2005 (P.L. 109-58), which directs him to designate corridors for oil, gas, and hydrogen pipelines and electricity transmission and distribution facilities, incorporate the designated corridors into relevant RMPs, and meet the other considerations specified in Section 368 of the EAct. Section 368 specifically addresses the need for electricity infrastructure and directs the Agencies to take into account the need for upgraded and new infrastructure, and to take actions to improve reliability, relieve congestion, and enhance the capability of the national grid to deliver energy.

Interagency Cooperation

Section 368 directed five agencies to work together to designate corridors on Federal lands in the 11 Western States. In 2006, the Agencies completed a Memorandum of Understanding (MOU) to define their working relationships. The DOE was designated the lead agency with the BLM as the co-lead. The FS, DOD, and USFWS were identified as cooperating Federal agencies. The Department of Commerce did not sign the MOU but remained a consulting agency. Only those Agencies that manage Federal land (DOD, DOI, and USDA) where Section 368 energy corridors are designated are issuing RODs for such designation. The Agencies established an interagency Executive Team to coordinate work on the PEIS and selected Argonne National Laboratory as the contractor for the PEIS.

Transmission Needs in the West

The requirements of Section 368 reflect Congress's recognition of the importance of energy transport infrastructure to meet the nation's needs. The Agencies took into account various factors in considering the need for energy transport infrastructure in order to identify corridors for designation.

The West has a critical need for long-distance energy transport infrastructure due in part to the West's unique geography and population distribution, where fuel sources and energy generation facilities are often remotely located and large population centers are spread far apart. These factors result in an electricity transmission grid typified by high-voltage transmission lines spanning very long distances. While these long-distance lines are necessary to provide consumers with reliable and affordable power, the required length of these lines and the complex mix of federally administered public lands with private, Tribal, and state-owned lands make planning and siting energy transport infrastructure a challenge.

Many different entities recognize the need for energy transmission infrastructure in the West, for example:

- The Western Governors' Association (WGA) has recognized this need and identified planning factors to consider when addressing this need (WGA 2001, 2008a, 2008b).
- The North American Energy Reliability Corporation (NERC) forecasts continued need for electricity resources and notes the increasing strain on the transmission system (NERC 2007).
- Numerous sources identify the need for transmission infrastructure to promote development of renewable resources such as wind, solar, and geothermal in the West (Black & Veatch 2007, 2008; CDEAC 2006a; DOE 2008; State of Nevada 2007).
- The DOE completed a nationwide analysis of electricity transmission congestion and identified critical congestion areas, congestion areas of concern, and conditional congestion areas in the West (DOE 2006).

Transmission system congestion can lead to rapid rises in electricity prices, and severe congestion may lead to loss of electricity supplies and blackouts in some areas. Although conservation and distributive energy systems may relieve some of the future need for long-distance transmission, current studies and estimates point to the need for this infrastructure for decades in the future (CDEAC 2006b). These studies and considerations offered the basis for identifying the need for energy transmission in the West as well as providing substantive data used in the first steps to identify corridor locations.

Environmental Reviews

Section 368 required the Agencies to conduct any "environmental reviews" necessary to complete the designation of Section 368 energy corridors.² The Agencies concluded that preparing a PEIS at this time to support land use plan amendments and to examine the range of potential effects of future development projects within the corridors is appropriate to meet the requirement to conduct environmental reviews.

² NEPA § 102(2)(c), 42 U.S.C. 4332(2)(c).

Council on Environmental Quality (CEQ) regulations encourage agencies to “integrate the NEPA process with other planning at the earliest possible time to ensure that planning and decisions reflect environmental values, to avoid delays later in the process, and to head off potential conflicts.”³ The NEPA process provided an established and familiar vehicle to examine potential environmental concerns and to allow for early public participation in the Section 368 energy corridor designation process through a mechanism familiar to interested members of the public. The designation of several thousand miles of energy transportation corridors is a large task. The PEIS allowed the Agencies to seek public input through open comment periods and public forums where concerns regarding Section 368 energy corridors could be raised. Public review and comment on the Draft PEIS resulted in a number of changes that were incorporated into the Final PEIS.

The decision to designate thousands of miles of corridors in 11 Western States is a broad-scale action. It is not possible at this time to identify the effects of building a particular transmission line on a specific watershed; nor is it known if, when, or in which corridor such projects will actually be proposed and constructed. In the absence of project-specific location, design, and operation information, it is not possible to evaluate specific environmental impacts associated with future ROW proposals. It is, however, possible and useful to provide a programmatic assessment of the types of resources or environmental concerns likely to occur within the corridors and the types of effects likely to occur from future development. Based on this analysis, the PEIS also identifies management practices to reduce future impacts (IOPs) and possible mitigation measures when impacts occur. The PEIS may greatly assist subsequent, site-specific analyses for individual project proposals by allowing the Agencies to incorporate or tier to the relevant provisions of this PEIS into those later analyses.

Corridor Siting Process

The Agencies followed a systematic, four-step process for identifying corridor locations on Federal lands in the West (Figure 2). Each step built upon the previous one in which alternative corridor locations were examined and rejected. The final selection of corridor locations includes consideration of numerous alternative locations for various corridor segments. This siting process considered current transmission infrastructure serving traditional sources of energy generation, such as coal and gas-fired power plants, as well as areas which could serve the future development of renewable energy including geothermal, hydropower, solar and wind generation. Additional emphasis was given to electricity transmission because of the interconnected nature of the electric grid and because of the congestion and reliability issues that currently face the West. Throughout the corridor siting process, comments received from the public and other stakeholders on corridor locations were considered with regard to both the need for energy corridors in specific locations and the desire to avoid or minimize future impacts to environmental resources.

³ 40 CFR 1501.2.

The Agencies identified a number of criteria for siting corridors. Key among these are the following.

- Section 368 identified the need for an enhanced electrical transmission grid as a driver for corridor designation. Thus, the initial step in the corridor siting process (see below) was to identify an enhanced regional electric grid for the West.
- Corridors that did not support connectivity within this grid were not considered in this analysis.
- Corridors could only be on Federal land, excluding Tribal, state, and private lands from this analysis.
- Corridors had to include feasible development opportunities by meeting essential engineering requirements.
- Corridors had to comply with legal and regulatory requirements and, to the maximum extent possible, avoid known environmental concerns or incompatible land uses.
- Corridors had to be compatible with local BLM land use plans, which identify local areas that are compatible or incompatible with energy transport development and that have been developed in consultation with local communities.
- Corridors should follow existing corridor designations or infrastructure to the extent practicable, to reduce the need for corridor locations on undeveloped land.

The Agencies adopted the siting process summarized below to implement these siting criteria.

Step 1: The Agencies developed an “unrestricted” conceptual West-wide network of energy transport paths that addressed the need to connect energy supply areas (including renewable sources) with demand centers, provided for the long-distance transport of energy, and met the requirements and objectives of Section 368, regardless of land ownership or environmental or regulatory issues. This unrestricted grid was based on studies such as those noted in the Transmission Needs in the West section above, as well as on information provided by the public during scoping.

Step 2: The Agencies refined and revised the locations of individual segments of the conceptual network defined in Step 1 to avoid non-Federal lands as well as major known environmental, land use, and regulatory constraints. The Agencies analyzed geographic information system (GIS)-based data from multiple sources (BLM, USDA FS, USFWS, State Historic Preservation Offices, U.S. Geological Service, DOE, and DOD), resulting in a preliminary corridor network that avoided private, state, and Tribal lands; many important known natural and cultural resources; and many areas incompatible with energy transport corridors because of regulatory or land use constraints.

Step 3: Local Federal land managers and resources staff evaluated the preliminary corridor locations identified in Step 2. Working with the interagency team, these managers adjusted the corridor locations in their administrative units to further avoid important or sensitive resources, to ensure consistency with resource management objectives described in each unit’s land use plans, and to ensure compatibility with adjacent agency units.

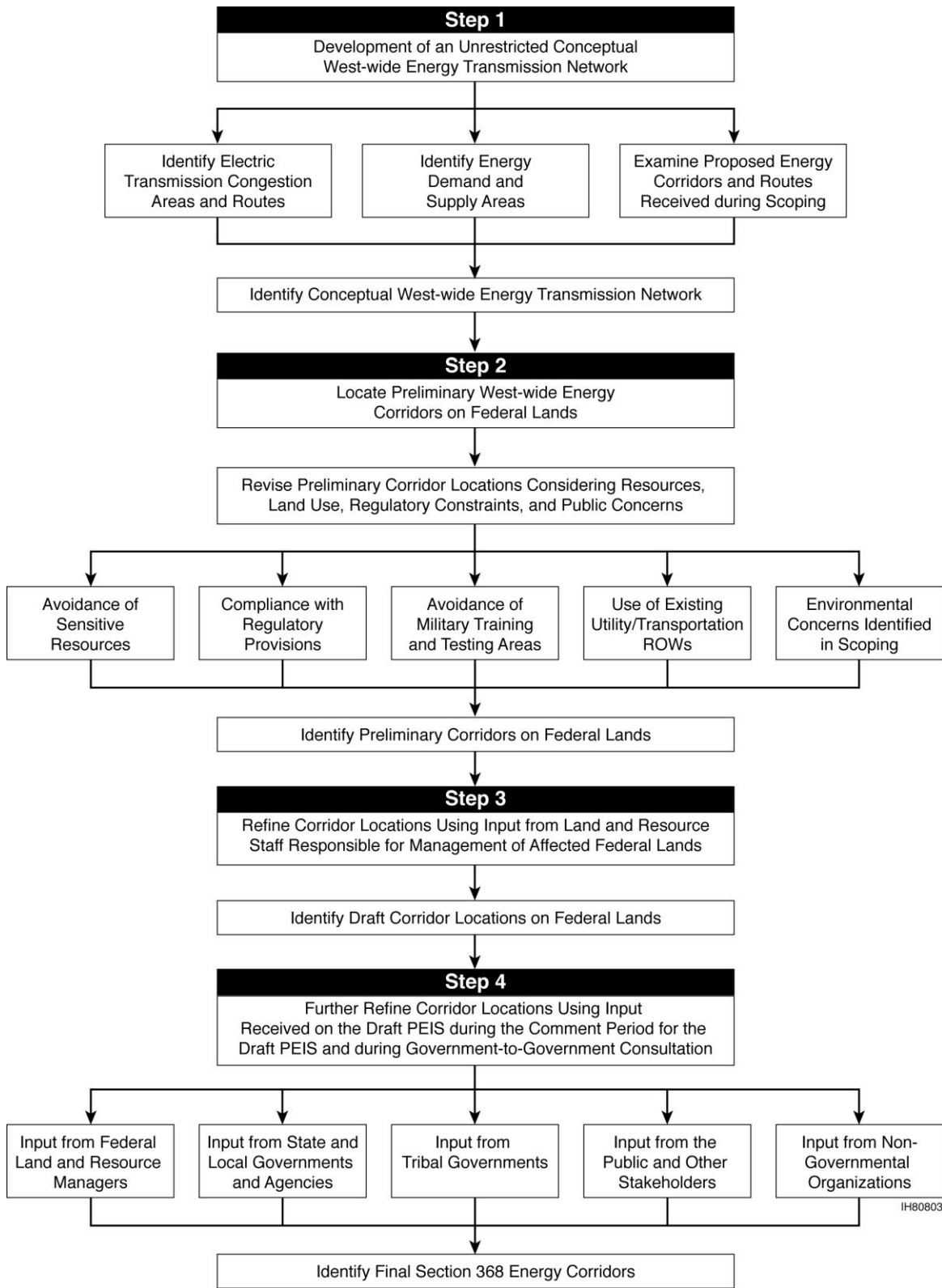


FIGURE 2: Four-Step Corridor Siting Process for Identifying Section 368 Energy Corridor Locations.

Step 4: The Agencies further evaluated and revised corridor locations, as appropriate, in response to concerns expressed by the public, states, Tribes, local governments, nongovernmental organizations, and other stakeholders during the public comment period for the Draft PEIS and during on-going government-to-government consultations. The Agencies also further refined corridor locations to incorporate new information from Federal land and resource managers to ensure consistency with local Federal land management responsibilities and to avoid sensitive resources to the fullest extent possible.

The resulting Section 368 corridors represent 3 years of intensive effort among multiple agencies, Tribes, state and local governments, individuals and groups to identify the best locations for energy transport systems on the public lands. The final set of Section 368 corridors represents consideration of many different alternative locations for corridor segments and represents those that best meet the criteria established in Section 368 and identified above.

Improved Permitting Process

Section 368 directs the Agencies to establish procedures under their respective authorities to expedite the application process for energy-related projects within Section 368 designated corridors. The Agencies are adopting uniform IOPs (Appendix B) for reviewing applications for energy ROWs within designated Section 368 corridors as part of this direction.

Applicants seeking permits to develop long-distance energy transport infrastructure are expected to benefit from consistent procedures (IOPs) that are applicable across administrative boundaries and among different agencies. The IOPs offer uniform processing and performance criteria for energy transportation ROWs in Section 368 corridors for planning, construction, operation, and decommissioning. The IOPs are expected to reduce duplication, increase coordination, and ensure consistency among all participants in the permitting process.

The affected agencies, primarily BLM and the Forest Service, will provide implementation guidance subsequent to the issuance of their respective RODs. This guidance will direct Federal agencies to:

- Select a single project manager as a point-of-contact (POC) for the project to oversee the processing of an application;
- Require a single environmental review document for the project;
- Develop a single cost-recovery agreement and fee schedule, and seek a unified billing process for the applicant; and
- Undertake other such measures to streamline the application process.

The Section 368 streamlining process will be based on the principles of the Service First program implemented by the BLM, FS, National Park Service (NPS), and USFWS (Public Law 106-291, October 11, 2000, Section 330, 43 USC 1701). Applications received by any of the Agencies will undergo an initial review to determine if the application meets Section 368 planning criteria, including a determination if the project crosses multiple jurisdictional

boundaries within a state or is an interstate project. If a proposal is approved as a Section 368 corridor project, only one application will be necessary to proceed with the authorization process.

The POC assigned to the proposed project is expected to have knowledge, experience, and credentials similar to current BLM national project managers. The BLM national project managers are very familiar with the policies and procedures of multiple agencies and jurisdictions, have experience working with large projects and sophisticated applicants, and can manage third-party contracts, if necessary. The POC will oversee all processing of the applications, including environmental reviews, construction activities, post-construction monitoring, and closeout issues, if needed.

Additional Corridors

Congress also directed the Agencies to ensure that additional corridors for oil, gas, and hydrogen pipelines and electricity transmission and distribution facilities on Federal land are promptly identified and designated, as necessary. The BLM will accommodate the need for future energy transport corridors through its normal land use planning process, which provides the standard procedure for designating corridors as the need arises. Where proposals for a ROW appear to meet the criteria established for Section 368 corridors, the BLM may work through the Service First program to designate a long-distance interagency corridor.

Environmental Impact Considerations

The environmental analysis in the PEIS discloses that there would be no effects to the environment from corridor designation itself. Amending the land use plans does not authorize any ground-disturbing activities, and there are no irreversible or irretrievable commitments of resources from corridor designation.

The BLM also recognizes that designating corridors is likely to direct future development to these locations, and that future development will involve many environmental considerations. The PEIS analyzed, at a programmatic level, the effects from future project development on the environment. Based on these analyses, the Agencies developed IOPs that are expected to promote regulatory compliance with appropriate authorities; assure full consideration of impacts to ground and surface water, vegetation, paleontological resources, ecological resources, cultural resources, Tribal traditional cultural resources, and visual resources; and provide a robust suite of management procedures to avoid or minimize environmental harm throughout the life of any future project within a Section 368 corridor.

The Agencies also identified mitigation measures that could be implemented to address the various types of impacts. These mitigation measures are not mandatory, since mitigation procedures need to be suitable to specific situations not identified in a programmatic analysis,

but these measures do establish consistent procedures for common impacts that may be adopted as appropriate in the course of project development.

CONSISTENCY AND CONSULTATION REVIEW

Governors' Consistency Review

As set forth in the BLM's planning regulations, the purpose of the Governor's consistency review is to ensure consistency of the PRMP with officially approved or adopted resource-related plans, and the policies and programs contained therein, of other Federal agencies, State and local governments, and Indian Tribes, so long as the guidance and resource management plans are also consistent with the purpose, policies and programs of Federal laws and regulations applicable to public lands (43 CFR 1610.3-2(a)). The BLM Land Use Planning Handbook (H-1601-1, March 11, 2005, at Glossary-2) states that, "consistency means the proposed land use plan does not conflict with officially approved plans, programs, and policies of Tribes, other Federal Agencies, and state and local governments (to the extent practical with Federal law, regulation, and policy)." This does not require the BLM to adhere to or adopt the plans of other agencies or jurisdictional entities, but rather to give consideration to such plans and make an effort to resolve inconsistencies to the extent practical.

On October 31, 2008, the BLM initiated the 60-day Governors' Consistency Review of the Final PEIS. The BLM received letters from the Governors of Idaho, New Mexico, Utah, and Wyoming; a letter was also received from the Governor of Montana, after the deadline for responses.

While these letters raised a number of issues, none provided information regarding inconsistencies although two letters have resulted in modifications and clarifications to the Final PEIS which are addressed in this ROD:

- The following footnote is added to Table 3 based on a clarification raised by the Governor of Utah with reference three Utah land use plans (The Pony Express RMP, the House Range RMP, and the Warm Springs RMP):

This plan cannot be amended at this time due to restrictions to plan amendments imposed by Section 2815(d) of Public Law 106-65, the National Defense Authorization Act for Fiscal Year 2000 (October 5, 1999). Should these restrictions be lifted, the amendments to this plan would become effective and the BLM would provide public notice of the effective date of the amendments.

- The Governor of New Mexico identified concerns with the southern leg of corridor 81-272, through the Las Cruces area of New Mexico. A segment of corridor 81-272 in New Mexico, which falls within the Mimbres planning area (see Figure A-7) will not be designated in this ROD. Designation of a corridor in this area will be addressed as part of on-going local land use planning efforts on BLM lands.

Cooperating Agencies

The BLM issued invitations to stakeholders (including counties) to apply for Cooperating Agency status in the fall of 2005. Three Federal agencies participated in the PEIS as cooperating agencies including USDA FS, DOD, and USFWS. Two states, three county governments, three conservation districts, and one Tribe requested and received cooperating agency status.⁴ The non-Federal entities sought cooperating agency status by directly contacting the Agencies and requesting cooperating agency status. The role of the cooperating agencies was to provide information to the Agencies addressing environmental, economic, and social issues for consideration during the corridor designation process. The California Energy Commission and California Public Utilities Commission represented the State of California and, in coordination with the BLM and FS, established an interagency team of Federal and state agencies to ensure that the state's energy and infrastructure needs, renewable energy generation policy goals, and environmental concerns were considered in the PEIS. The other cooperating agencies also provided information on Tribal, state, or local issues that assisted the Agencies in siting corridors and developing the PEIS.

Tribal Governments

The Federal/Tribal government-to-government relationship is set forth in an Executive Memorandum of April 29, 1994, Government-to-Government Relations with Native American Tribal Governments, as supplemented on November 6, 2000, by E.O. 13175. In addition, regulations implementing Section 106 of the National Historic Preservation Act of 1966 (NHPA), 16 U.S.C. 470f, require Federal agencies to consult with Indian Tribes for undertakings on Tribal lands and for historic properties of significance to the Tribes that may be affected by an undertaking (36 CFR 800.2 (c)(2)). The BLM works directly with Tribal governments on a government-to-government basis.

Section 368 of the EPC Act applies only to Federal land and there are no Section 368 corridors designated on Tribal lands. The Agencies recognized, however, that designation of energy corridors on Federal lands, and especially on lands adjacent to Tribal land, is of interest to affected Tribes and that future development within corridors would have implications for resources important to Indian Tribes located on Federal lands. The BLM participated in government-to-government consultation for the PEIS as part of an interagency team. The interagency team established a consultation protocol to make sure that the individual agencies coordinated consultation on the PEIS and that Tribal interests were heard and considered. A single point of contact was established at Argonne National Laboratory to answer Tribal requests for information and to track consultation. An interagency Tribal Working Group coordinated consultation among the agencies and Tribes. The Agencies frequently relied on local agency

⁴ The cooperating entities were the States of California and Wyoming; the Coeur d'Alene Tribe; Lincoln, Sweetwater, and Uinta counties, Wyoming; and Lincoln, Sweetwater and Uinta County conservation districts, Wyoming.

representatives to facilitate contacts and meetings with Tribes with whom they had established relationships. Tribes were invited to consult at various times and welcomed to enter the consultation process via any route convenient to them.

All 250 federally recognized Tribes with ancestral ties to the 11 Western States were contacted via multiple mailings to inform them of the PEIS and to invite government-to-government consultation. All were provided copies of the Draft PEIS for comment, with special attention given to those Tribes whose reservations would abut or be approached by the proposed corridors. Eighty Tribes responded to these invitations. All sought and were provided additional information regarding the PEIS, and 40 Tribes engaged in face-to-face meetings with Agency representatives. In addition to concerns raised in meetings with the Agencies, 19 Tribes submitted oral or written public comments on the Draft PEIS.

Tribes contributed substantively to the development of the PEIS, the siting of corridors on BLM lands, and the development of the IOPs. These contributions assisted the Agencies by strengthening the analysis in the PEIS and avoiding certain locations of particular Tribal concern. The BLM will continue to consult with interested Tribes and to implement government-to-government consultation on a project-specific basis as development proceeds.

NHPA — Section 106 Consultation

The Agencies elected to use the NEPA process documented in the PEIS to comply with Section 106 of the NHPA, as allowed per 36 CFR Section 800.8(c). The Agencies made this decision due to the scope and scale of this undertaking, which is the designation of over 6,000 miles of energy transport corridors in 11 Western States. Using the NEPA process to comply with Section 106 reduces redundancies when complying with both laws, offers the broadest possible opportunities and greatest convenience for the public to review and consult on the Agencies' proposed actions, and ensures that concerns pertaining to historic properties are fully integrated into the PEIS and the ROD.

The Section 106 regulations clearly state that integrating the Section 106 compliance process with NEPA does not waive Agency obligations under either law. While the regulations do permit the Agencies to take advantage of the NEPA process, the Agencies must still adhere to the fundamental direction for compliance with Section 106. The Agencies have accordingly completed the following steps to comply with Section 106:

- Notifying the Advisory Council on Historic Preservation (ACHP) and the State Historic Preservation Officers (SHPOs) of the intent to use the NEPA process to comply with Section 106;
- Identifying consulting parties through the NEPA scoping process;
- Identifying historic properties and assessment of effects (the PEIS includes a programmatic evaluation of the types of historic properties likely to occur within the corridors and the types of impacts that could occur during project development);

- Consulting with Tribes, SHPOs, the ACHP, and other interested parties as identified through the NEPA scoping and consultation process;
- Identifying measures to avoid, minimize, or mitigate adverse effects; and
- Review of the draft PEIS by Tribes, SHPOs, Tribal Historic Preservation Officers (THPOs), the ACHP, and other interested parties and resolution of issues raised through consultation and coordination with affected parties.

Future development projects within the designated corridors have the potential to affect historic properties; these projects will be fully subject to compliance with the NHPA. In addition, the Agencies have identified a number of IOPs relevant to cultural resource and related Tribal resource concerns that will apply to future development projects. The IOPs are expected to help to coordinate historic preservation reviews among the various Federal land managing agencies during future development, and constitute measures to avoid, minimize, or mitigate the impacts from future project development within these corridors. These measures have been developed in consultation with the SHPOs, ACHP, federally recognized Tribes, and the public through ongoing consultation and through the review and comment process for the Draft PEIS. The BLM's responsibilities for Section 106 for corridor designation will be satisfied by a binding commitment to the IOPs with the signing of this ROD.

ESA — Section 7 Compliance

ESA Section 7 Requirements

Section 7(a)(2) of the ESA requires federal agencies to ensure, in consultation with either the Secretary of Interior or the Secretary of Commerce and based on the “best scientific and commercial data available,” that their proposed actions are not “likely to jeopardize the continued existence of any [listed] species or result in the destruction or adverse modification of the [critical] habitat of such species.” 16 U.S.C. § 1536(a)(2). However, not all proposed actions of Federal agencies are subject to the consultation requirement. The Section 7 regulations state that consultation is required only when a Federal agency determines that its proposed action “...may affect listed species or critical habitat.” 50 CFR § 401.14(a).

Agency Status under ESA Section 7

The DOI, USDA, and DOD have concluded that they are action agencies for ESA purposes because each manages Federal land where proposed energy corridors may be designated under Section 368. Each action agency is tasked with designating energy corridors on Federal land and incorporating these corridors into appropriate land use plans by amending them.

The DOE has determined that it is not an action agency because it does not manage any Federal lands where proposed energy corridors would be designated under Section 368. As such, the Proposed Action does not involve any action by this agency to incorporate proposed corridors into any land use plans that it may have issued.

Basis for the Action Agencies' "No Effect" Determination under Section 7 of ESA

In determining whether a proposed action "may affect" a listed species, or conversely, whether there will be "no effect," a Federal agency must determine: what activities are encompassed by its proposed action, what the effects of those activities are likely to be on the environment, and whether those effects will "pose any effect" on a listed species or critical habitat. Only those proposed actions that "may affect" a listed species or critical habitat are subject to the ESA's Section 7 consultation requirements.

Consistent with Section 7 of the ESA, when an action agency determines that a Federal action will have no effect on listed species or critical habitat, the agency will make a "no effect" determination. In that case, the ESA regulations do not require concurrence from the U.S. Fish and Wildlife Service or the National Marine Fisheries Service (Services), and the agency's obligations under Section 7(a)(2) for that action are complete.

As described in the PEIS, the BLM examined whether its adoption of land use plan amendments to designate Section 368 corridors "may affect" a listed species or critical habitat, or conversely, whether its action would have "no effect." The BLM determined that designating Federal land under section 368 through land use plan amendments would have no effect on listed species or on critical habitat. First, designating energy corridors through amendments of land use plans has no direct effects on listed species or critical habitats. The land use plan amendments designate an area, identified by centerline, corridor width, and compatible use, that will be the preferred area to be used for Section 368 purposes. Corridor designation does not establish a precedent or create any legal right that would allow ground-disturbing activities within a designated corridor. Any individual application for a ROW, permit or other authorization for Section 368 purposes at a particular location within a designated energy corridor could only be granted, in the future, after it is subject to a full policy and legal review, including a review under ESA and other applicable statutes. Moreover, there is no guarantee that any particular authorization will be granted. The action agencies have discretion not only to grant or deny an application for a ROW, permit or other authorization for Section 368 purposes within a designated corridor, but also to grant an application for an authorization outside of a designated energy corridor.

Second, the designation of corridors will have no indirect effects on listed species or critical habitat. While it is reasonable to expect that some future actions that may affect listed species or critical habitat will be taken within the designated corridors, under the ESA regulations, the effects of any such future action do not constitute "indirect effects" unless the BLM finds that such effects will be "caused by" the designation of the Section 368 corridors and "reasonably certain to occur."

The action agencies considered preparing a biological assessment and initiating consultation with the Services under Section 7(a)(2). After considering various approaches, however, the action agencies determined that preparing a biological assessment before a site-specific project had been proposed would be based largely on conjecture and speculation. The corridor designations do not identify the timing, place, or design of any future site-specific projects that would occur on these lands. Nor do the corridor designations create any legal right that would allow or authorize ground-disturbing activities without further agency decision-making and compliance with applicable statutes, including the ESA. There is therefore simply no way to know before such a site-specific proposal is made whether the impacts to be assessed would be those of an

overhead electricity transmission line or buried oil or gas pipeline or some combination of uses. Further, without knowing the specifics of when and where a project would occur within a corridor, it would be impossible to know what species, if any, would be affected by these future projects. When a specific project is proposed in the future, sufficiently detailed information will be available for analyzing the effect of the project on listed species or critical habitat under Section 7(a)(2) before the BLM issues a right of way, or any other form of authorizations or otherwise approves any ground-disturbing activity.

Therefore, based on our understanding of the ESA regulations, the BLM determined that the effects of future projects taken in accordance with the corridor designations are not indirect effects of the corridor designation. The BLM does not have sufficient information at this stage about future projects to conclude that the effects of future projects meet the regulatory definition of “indirect effects.” I also note that, because no actual projects can be identified at this time, the BLM’s decision to amend land use plans to designate Section 368 corridors does not alter the environmental baseline or provide a basis for a determination of “incidental take,” which is typically part of the consultation process.

MITIGATION MEASURES

The PEIS includes a programmatic evaluation of the direct, indirect, and cumulative effects that could occur if development takes place in the future within the corridors. For each category of project construction and operation impacts, the PEIS lists the types of environmental impacts that are likely to occur during project development. This ROD identifies and adopts IOPs to ensure that future effects from project development are appropriately addressed. The IOPs identify practicable means to avoid or minimize environmental harm and include provisions for monitoring during future development within the corridors.

In addition to these mandatory IOPs, the PEIS identifies specific mitigation measures that could be used to minimize, avoid, or compensate for the specific effects of a proposed project. Federal land managers may require use of these measures (as well as others not identified in the PEIS) as appropriate and applicable depending on project design and corridor conditions. Additional measures to mitigate environmental effects may also be developed during subsequent NEPA analyses at the planning and project development stages.

PUBLIC INVOLVEMENT

The Agencies engaged in numerous efforts to reach all stakeholders and constituents that might have an interest in this project. These included formal notices, scoping and public meetings, a 90-day comment period on the Draft PEIS, notification and outreach letters, press releases, newspaper ads, email contacts, and an active and comprehensive website accessible throughout the project. In addition, agency staffs engaged in extensive outreach to many groups by meetings, conferences, updates, and briefings. The project has benefited significantly from the high level of public engagement.

Scoping

The Agencies published a Notice of Intent (NOI) to prepare a PEIS, amend relevant agency land use plans, and conduct public scoping meetings, as well as a notice of floodplain and wetlands involvement, in Volume 70, page 56647, of the *Federal Register* (70 FR 56647) on September 28, 2005. The NOI advertised the opportunity for the public to become involved through the NEPA scoping process, in which interested parties may comment on the scope and content of the PEIS.

The Agencies held two scoping meetings in each of the 11 Western States from September 28 to November 28, 2005⁵. A total of 538 individuals from government, industry, environmental organizations, and the general public attended the meetings. The public was also invited to submit comments via mail, fax, telephone, and the Web. Three hundred comments were received from the scoping process. Comments and a summary of scoping issues were posted online for public access. All comments received equal consideration in the preparation of the Draft PEIS. The majority of the comments were associated with electricity and natural gas issues.

The Agencies also provided the public with maps of the preliminary corridor routes and alternatives in June 2006 and invited comment on the preliminary routes identified at that time. The Agencies received 200 comments and used the information provided by the public to assist in developing the Proposed Action presented in the Draft PEIS. The maps and the comments are also posted on the project website (<http://corridoreis.anl.gov>).

State and Local Governments

In a letter sent by DOE on February 2, 2006, the Agencies invited each of the 11 western Governors and their respective staff members to meet with the Agencies' project managers. The meetings provided the project team with the opportunity to brief the governors and their staff members on the status of the PEIS. Discussion centered on the issues brought up during the public scoping period, data that each state could provide related to corridor location constraints and opportunities, and state-specific items related to energy planning environmental concerns and stakeholder involvement. Several states and state agencies commented on the Draft PEIS. Where there were issues or upon state request, the Agencies met with state representatives to discuss and, if possible, resolve issues.

The Agencies also worked through the National Association of Counties (NACo) to alert western counties to project milestones, such as scoping and the release of the Draft PEIS, and provide updates or briefings when requested. Six counties responded to the invitation to be a cooperating agency, and a number of counties provided comments on the Draft PEIS. Where counties noted conflicts with the corridor locations and local issues, the Agencies worked closely with the affected counties to modify the corridors and to resolve the issues.

Public Comments on the Draft PEIS

The Agencies published a Notice of Availability (NOA) of the Draft PEIS in the *Federal Register* at 72 FR 64591 on November 16, 2007, and broadcast a press release throughout the 11 Western States that highlighted the release of the Draft PEIS. They also notified the governors

⁵ Denver, CO (Oct. 25); Albuquerque, NM (Oct. 26); Salt Lake City, UT (Oct. 26); Cheyenne, WY (Oct. 27); Helena, MT (Oct. 27); Boise, ID (Nov. 1); Sacramento, CA (Nov. 1); Las Vegas, NV (Nov. 2); Portland, OR (Nov. 2); Phoenix, AZ (Nov. 3); Seattle, WA (Nov. 3).

and all federally recognized Tribes in the 11 Western States of the upcoming release of the Draft PEIS. An email news release on the availability of the Draft PEIS was sent to over 2,200 individuals and organizations that had signed up for email project updates at the project's public website, located at <http://corridoreis.anl.gov>, and NACo was also notified that the Draft PEIS was available for public comment. In addition, all individuals and organizations that had participated in the public scoping process were notified about the availability of the Draft PEIS.

The Agencies invited the public to comment on the Draft PEIS from November 16, 2007, until February 14, 2008, and provided four methods to deliver public comments on the Draft PEIS: fax, regular mail, at public meetings, and over the Web. The Agencies conducted public meetings at the same locations as the scoping meetings, with additional meetings in Window Rock, AZ, Grand Junction, CO, and Washington D.C. The draft PEIS was available in several formats, including via the Web. Importantly, all of the spatial data used in the Draft PEIS and the maps produced for the Draft PEIS were available for access and use (in several data formats) to any member of the public via the project's public website, so that any person could view the spatial data used in preparation of the Draft PEIS (including digital maps and data files of the proposed corridor locations).

Approximately 14,000 individuals and/or organizations provided comments on the Draft PEIS with the total number of substantive comments exceeding 3,500. Substantive comments came primarily from the utility and energy sector, environmental and nongovernmental organizations, and individuals in the Western States. The Agencies prepared responses to the comments received on the Draft PEIS (see Volume IV) and revised the Final PEIS to incorporate appropriate changes suggested by the public. Where changes to corridors affected various constituents, such as counties, Tribes, or states, the Agencies consulted with those concerned entities to ensure that changes would be acceptable to all parties.

In addition to the public comment period, project managers from the Agencies held a number of informational meetings on the Draft PEIS with interested members of the public, industry and environmental organizations, and state and local governments. Many of the meetings helped to better frame the formal comments submitted by these entities. It should be noted that none of the meetings resulted in formal comments on the Draft PEIS. Formal comments could only be provided through the four methods described above.

Ongoing Project Communication with the Public

Agencies personnel at all levels have engaged in outreach activities to stakeholders across the spectrum, including governors' and state offices, local governments, industry, and numerous public interest organizations and advocacy groups in many diverse forums including meetings, conferences, workshops, training classes, and other gatherings. Agencies' staff have provided information and updates on the project, answered questions and discussed concerns with participants, and offered contact information for follow-up questions or discussions.

In addition to these outreach efforts, the Agencies have maintained a public involvement website since the beginning of the project. The public website has provided ongoing information and updates on the PEIS, posted public comments from scoping and on the Draft PEIS and now

contains the Final PEIS. In addition, the website contains technical documents, maps of the corridor locations, a spatial database of land ownership and land resources that is available for download to local computers, project background information, and overall project status and schedule. Members of the public can request electronic email updates and news, which are then automatically sent to them.

As of October 16, 2008, approximately 59,314 Web visitors had viewed 750,000 Web pages. More than 2,230 individuals and/or organizations signed up to receive project updates via email. More than 58,000 text documents and 41,000 draft corridor maps have been downloaded from the website.

Release of the Final PEIS

The BLM published the NOA of the Final PEIS in the *Federal Register* on Nov. 28, 2008 (73 FR 72521). The BLM will continue to actively seek the views of the public, using outreach techniques such as news releases and website information to offer opportunities for public participation and inform the public of new and ongoing project proposals, site-specific planning, and opportunities and timeframes for comment. The BLM will also continue to coordinate, both formally and informally, with the numerous Federal, Tribal, state, and local agencies and officials interested and involved in the management of energy transport projects in the 11 Western States.

AVAILABILITY OF THE PLAN

ROD Availability

Electronic copies of this ROD and the Approved Plan Amendments are available via the Internet at <http://corridoreis.anl.gov>.

Paper and electronic copies may be viewed at:

Arizona

Arizona State Office, One North Central Avenue, Suite 800, Phoenix, AZ 85004

Arizona Strip Field Office, 345 East Riverside Drive, St. George, UT 84790

Hassayampa Field Office, 21605 North 7th Avenue, Phoenix, AZ 85027

Kingman Field Office, 2755 Mission Boulevard, Kingman, AZ 86401

Lake Havasu Field Office, 2610 Sweetwater Avenue, Lake Havasu City, AZ 86406

Lower Sonoran Field Office, 21605 North 7th Avenue, Phoenix, AZ 85027

Safford Field Office, 711 14th Avenue, Safford, AZ 85546

Tucson Field Office, 12661 East Broadway, Tucson, AZ 85748

Yuma Field Office, 2555 E. Gila Ridge Road, Yuma, AZ 85365

California

Alturas Field Office, 708 W. 12th St. Alturas, CA 96101

Barstow Field Office, 2601 Barstow Road, Barstow, CA 92311
Bishop Field Office, 351 Pacu Lane, Suite 100, Bishop, CA 93514
California State Office, 2800 Cottage Way, Suite W-1623, Sacramento, CA 95825
Eagle Lake Field Office, 2950 Riverside Drive, Susanville, CA 96130
El Centro Field Office, 1661 S. 4th Street, El Centro CA 92243
Folsom Field Office, 63 Natoma Street, Folsom, CA 95630
Needles Field Office, 1303 S. Hwy 95, Needles, CA 92363
Palm Springs-South Coast Field Office, 690 W. Garnet Ave., North Palm Springs, CA 92258
Redding Field Office, 355 Hemsted Drive, Redding, CA 96002
Ridgecrest Field Office, 300 S. Richmond Rd. Ridgecrest, CA 93555
Surprise Field Office, 602 Cressler Street, Cedarville, CA 96104

Colorado

Colorado State Office, 2850 Youngfield Street, Lakewood, CO 80215
Glenwood Springs Field Office, 50629 Hwys 6 & 24, Glenwood, CO 81601
Grand Junction Field Office, 2815 H Road, Grand Junction, CO 81506
Gunnison Field Office, 216 N. Colorado, Gunnison, CO 81230
Kremmling Field Office, 2103 Park Ave, Kremmling, CO 80459
Little Snake Field Office, 455 Emerson St., Craig, CO 81625
Royal Gorge Field Office, 3170 E. Main St., Canon City, CO 81212
BLM/USFS San Juan Public Land Center, 15 Burnett Court, Durango, CO 81301
Uncompahgre Field Office, 2456 S. Townsend Ave., Montrose, CO 81401
White River Field Office, 220 E. Market St., Meeker, CO 81641

Idaho

Bruneau Field Office, 3948 Development Avenue, Boise, ID 83705
Burley Field Office, 15 East 200 South, Burley, ID 83318
Coeur d'Alene Field Office, 3815 Schreiber Way, Coeur d'Alene, ID 83815
Four Rivers Field Office, 3948 Development Avenue, Boise, ID 83705
Idaho Falls District Office, 1405 Hollipark Drive, Idaho Falls, ID 83401
Idaho State Office, 1387 S. Vinnell Way, Boise, ID 83709
Jarbidge Field Office, 2536 Kimberly Road, Twin Falls, ID 83301
Owyhee Field Office, 20 First Avenue West, Marsing, ID 83639
Pocatello Field Office, 4350 Cliffs Drive, Pocatello, ID 83204
Shoshone Field Office, 400 W. F Street, Shoshone, ID 83352
Upper Snake Field Office, 1405 Hollipark Drive, Idaho Falls, ID 83401

Montana

Billings Field Office, 5001 Southgate Drive, Billings, MT 59101
Butte Field Office, 106 N. Parkmont, Butte, MT 59702
Dillon Field Office, 1005 Selway Drive, Dillon, MT 59725
Missoula Field Office, 3255 Fort Missoula Road, Missoula, MT 59804
Montana State Office, 5001 Southgate Drive, Billings, MT 59101

Nevada

Battle Mountain District Office, 50 Bastian Road, Battle Mountain, NV 89820

Carson City District Office, 5665 Morgan Mill Road, Carson City, NV 89701
Elko District Office, 3900 East Idaho Street, Elko, NV 89801
Elko District Office, 3900 E. Idaho Street, Elko NV 89801
Ely District Office, 702 North Industrial Way, Ely, NV 89301
Nevada State Office, 1340 Financial Blvd, Reno NV 89502
Southern Nevada District Office, 4701 North Torrey Pines Drive, Las Vegas, NV 89130
Winnemucca District Office, 5100 East Winnemucca Boulevard, Winnemucca, NV 89445

New Mexico

Carlsbad Field Office, 620 E. Greene St., Carlsbad, NM 88220
Farmington District Office, 1235 La Plata Highway, Farmington, NM 87401
Las Cruces Field Office, 1800 Marquess Street, Las Cruces, NM 88005
New Mexico State Office, 1474 Rodeo Road, Santa Fe, NM 87505
Rio Puerco Field Office, 435 Montano NE, Albuquerque, NM 87107
Roswell Field Office, 2909 West Second Street, Roswell, NM 88201
Socorro Field Office, 901 S. Hwy 85, Socorro, NM 87801

Oregon

Baker District Office, 3285 11th Street, Baker City, OR 97814
Burns District Office, 28910 Hwy 20 West, Hines, OR 97738
Eugene District Office, 2890 Chad Drive, Eugene, OR 97440
Lakeview District Office, 1301 S. "G" Street, Lakeview, OR 97630
Lakeview District Office, 1301 South G Street, Lakeview, OR 97630
Medford District Office, 3040 Biddle Road, Medford, OR 97504
Oregon/Washington State Office, 333 S.W. 1st. Avenue, Portland, OR 97204
Prineville District Office, 3050 N.E. 3rd Street, Prineville, OR 97754
Roseburg District Office, 777 NW Garden Valley Blvd., Roseburg, OR 97470
Salem District Office, 1717 Fabry Rd. SE, Salem, OR 97306
Vale District Office, 100 Oregon Street, Vale, OR 97918

Utah

Cedar City Field Office, 176 East D.L. Sargent Drive, Cedar City, UT 84721
Fillmore Field Office, 35 East 500 North, Fillmore, UT 84631
Grand Staircase-Escalante National Monument, Kanab Headquarters, 190 East Center, Kanab,
UT 84741
Kanab Field Office, 318 North 100 East, Kanab, UT 84741
Moab Field Office, 82 East Dogwood, Moab, Utah 84532
Monticello Field Office, 365 North Main, Monticello, Utah 84535
Price Field Office, 125 South 600 West, Price, UT 84501
Richfield Field Office, 150 East 900 North, Richfield, UT 84701
Salt Lake Field Office, 2370 South 2300 West, Salt Lake City, UT 84119
St. George Field Office, 345 East Riverside Drive, St. George, UT 84790
Utah State Office, 440 West 200 South, Suite 500, Salt Lake City, UT 84145
Vernal Field Office, 170 South 500 East, Vernal, UT 84078

Washington

Spokane District Office, 1103 N Fancher Road, Spokane, WA 99212

Wyoming

Casper Field Office, 2987 Prospector Drive, Casper, WY 82604-2968

Cody Field Office, 1002 Blackburn, Cody, WY 82414-8464

Kemmerer Field Office, 312 Highway 189 North, Kemmerer, WY 83101-9711

Lander Field Office, 1335 Main, Lander, WY 82520-0589

Rawlins Field Office, 1300 North Third, Rawlins, WY 82301-2407

Rock Springs Field Office, 280 Highway 191 N., Rock Springs, WY 82901-3447

Worland Field Office, 101 South 23rd, Worland, WY 82401-0119

Wyoming State Office, 5353 Yellowstone, Cheyenne, WY 82009

APPROVED RESOURCE MANAGEMENT PLAN AMENDMENTS

INTRODUCTION

Designation of Section 368 energy corridors under the Proposed Action requires the BLM to amend specific land use plans, listed below, thereby incorporating the designated corridors in the plans. There are no changes to corridor locations or attributes from those identified in the PEIS for BLM lands except as noted above in the section titled “Modifications and Clarifications.” This section identifies a change based on the Governors’ Consistency Review, in which a segment of corridor 81-272 in New Mexico, which falls within the Mimbres planning area (see Figure A-7) will not be designated in this ROD.

The plan amendments include (1) the identification of specific Section 368 energy corridors by centerline, width, and compatible energy uses and restrictions (such as pipeline only or electricity transmission with a restricted tower height) and (2) the adoption of mandatory interagency operating procedures that would be implemented on a corridor- and project-specific basis (Appendix B). The Section 368 corridor specifications are identified in Appendix A and in a Geographic Information System (GIS) database that accompanies the PEIS and is available online at <http://corridoreis.anl.gov>.

Current land use plans are called resource management plans (RMPs); in the past, such plans were called management framework plans (MFPs), and some MFPs are still in use. Analyses conducted in programmatic environmental impact statement (PEIS) DOE/EIS 0386 (*Designation of Energy Corridors on Federal Land in the 11 Western States*) support the amendment of specific land use plans identified herein.

Only those land use plans where Section 368 energy corridors are designated are amended by this ROD. Corridor-related amendments are incorporated into existing land use plans upon signature of this ROD. Plans that are currently undergoing revision for reasons unrelated to Section 368, but not scheduled for completion until after the ROD is signed, will incorporate the corridor designations into their ongoing plan revisions upon signature of this ROD. Plans that have recently been revised before this ROD is signed will be amended upon signature of this ROD.

**TABLE 3: BLM Land Use or Equivalent Plans Amended by Designating
EPA Section 368 Energy Corridors^{a,b}**

	State Land Use Plan	Agency Office(s)
Arizona	Arizona Strip Field Office RMP Kingman RMP Lake Havasu RMP Lower Gila North MFP Lower Gila South RMP Phoenix RMP Safford RMP Yuma RMP	Arizona Strip FO Kingman FO Lake Havasu FO Hassayampa, Kingman FO Lower Sonoran FO Hassayampa FO, Safford FO, Tucson FO Safford FO, Tucson FO Yuma FO
California	Alturas RMP Bishop RMP Cal-Neva MFP California Desert Conservation Area Plan Eagle Lake RMP Redding RMP Sierra RMP South Coast RMP Surprise RMP	Alturas FO Bishop FO Eagle Lake FO Barstow FO, El Centro FO, Lake Havasu FO, Needles FO, Ridgecrest FO, Palm Springs-South Coast FO Eagle Lake FO Redding FO Folsom FO Palm Springs-South Coast FO Surprise FO
Colorado	Glenwood Springs RMP Grand Junction RMP Gunnison RMP Kremmling RMP Little Snake RMP Royal Gorge RMP San Juan/San Miguel RMP Uncompahgre Basin RMP White River RMP	Glenwood Springs FO Grand Junction FO Gunnison FO Kremmling FO Little Snake FO Royal Gorge FO Dolores FO, Uncompahgre FO Uncompahgre FO White River FO
Idaho	Big Desert MFP Bruneau MFP Cassia RMP Coeur d'Alene RMP Jarbidge RMP Kuna MFP Malad MFP Medicine Lodge RMP Monument RMP Owyhee RMP Twin Falls MFP	Upper Snake FO Bruneau FO Burley FO Coeur d'Alene FO Bruneau FO, Four Rivers FO, Jarbidge FO Four Rivers FO Pocatello FO Upper Snake FO Burley FO, Shoshone FO Four Rivers FO, Owyhee FO Burley FO
Montana	Billings RMP Dillon RMP Garnet RMP Headwaters RMP	Billings FO Dillon FO Missoula FO Butte FO

TABLE 3: (Cont.)

	State Land Use Plan	Agency Office(s)
Nevada	Black Rock-High Rock Immigrant Trail NCA RMP	Winnemucca DO
	Carson City FO Consolidated RMP	Carson City DO
	Elko RMP	Elko DO
	Ely RMP	Ely DO
	Las Vegas RMP	Southern Nevada DO
	Paradise-Denio MFP	Winnemucca DO
	Sonoma Gerlach MFP	Winnemucca DO
	Tonopah RMP	Battle Mountain DO
	Wells RMP	Elko DO
New Mexico	Carlsbad RMP	Carlsbad FO
	Farmington RMP	Farmington FO
	Mimbres RMP	Las Cruces DO
	Rio Puerco RMP	Rio Puerco FO
	Roswell RMP	Roswell FO
	Socorro RMP	Socorro FO
	White Sands RMP	Las Cruces DO
Oregon	Andrews RMP	Burns DO
	Baker RMP	Baker DO
	Brothers-Lapine RMP	Prineville DO
	Eugene RMP	Eugene DO
	Klamath Falls RMP	Lakeview DO
	Lakeview RMP	Lakeview DO
	Medford RMP	Medford DO
	Roseburg RMP	Roseburg DO
	Salem RMP	Salem DO
	Southeastern Oregon RMP	Vale DO
	Three Rivers RMP	Burns DO
	Two Rivers RMP	Prineville DO
Upper Deschutes RMP	Prineville DO	
Utah	Cedar-Beaver-Garfield-Antimony RMP	Cedar City FO
	Grand Staircase-Escalante National Monument Management Plan	Grand Staircase-Escalante NM
	House Range RMP ^c	Fillmore FO
	Kanab RMP ^d	Kanab FO
	Moab RMP ^d	Moab FO
	Pinyon MFP	Cedar City FO
	Pony Express RMP ^c	Salt Lake FO
	Price River RMP ^d	Price FO
	Richfield RMP ^d	Richfield FO
	Monticello RMP ^d	Monticello FO
	St. George (Dixie) RMP	St. George FO
Vernal RMP ^d	Vernal FO	
Warm Springs RMP ^c	Fillmore FO	
Washington	Spokane RMP	Spokane DO

TABLE 3: (Cont.)

	State Land Use Plan	Agency Office(s)
Wyoming	Casper RMP	Casper FO
	Cody RMP	Cody FO
	Grass Creek RMP	Worland FO
	Great Divide RMP	Rawlins FO
	Green River RMP	Rock Springs FO
	Kemmerer RMP	Kemmerer FO
	Lander RMP	Lander FO
	Washakie RMP	Worland FO

- ^a DO = district office; FO = field office; MFP = Management Framework Plan; RMP = Resource Management Plan.
- ^b This list represents the most current plans, and differs from the list in the Final PEIS with regard to some plan names and agency offices.
- ^c This plan cannot be amended at this time due to restrictions to plan amendments imposed by Section 2815(d) of Public Law 106-65, the National Defense Authorization Act for Fiscal Year 2000 (October 5, 1999). Should these restrictions be lifted, the amendments to this plan would become effective and the BLM would provide public notice of the effective date of the amendments.
- ^d This recently approved RMP contains statements that the ROW corridor designation decisions presented in the RMP are consistent with the PEIS Proposed Action. Since this RMP is consistent with the PEIS, further amendment of this plan will not be necessary.

CONSIDERATION OF OTHER BLM PLANS AND POLICIES

In the event there are inconsistencies or discrepancies between previously approved RMPs and the plan amendments approved in this ROD, the decisions in this ROD will prevail. Where energy transport corridors previously designated in local RMPs have been impacted by this action, Section 368 criteria shall apply. In some situations, for example, the corridor width and/or compatible uses have been changed; these changes are effective with the signature of this ROD. The IOPs will be effective for all Section 368 corridors upon signature of this ROD. Appendix A and the accompanying GIS database provide the geographical specifications (centerline and width) and compatible uses as specified by EAct Section 368. Appendix B provides the IOPs that are applicable to development within these corridors.

These corridors provide important connectivity across jurisdictional boundaries for long-distance energy transport projects which will enhance the western electricity grid. Corridors represent the preferred locations for future long-distance energy transport projects on BLM lands. All future resource authorizations and actions will conform to the decisions contained in this ROD as provided by 43 CFR 1610.5-3. All existing operations and activities authorized under permits, contracts, cooperative agreements, or other instruments will be modified, as necessary, to conform to these plan amendments within a reasonable timeframe, if otherwise authorized by law, regulation, contract, permit, cooperative agreements, or other instrument of occupancy and

use. The plan amendments approved in this ROD do not, however, repeal valid existing rights on public lands.

PLAN IMPLEMENTATION

Section 368 directs the Agencies to establish procedures under their respective authorities to expedite the application process for energy-related projects within Section 368 designated corridors. It is expected that within 6 months from the approval of this ROD, a Memorandum of Understanding (MOU) will be developed by the BLM and Forest Service that will clearly delineate how to process applications for facilities within the Section 368 corridors. At a minimum, the MOU would address implementation of those IOPs for reviewing applications for energy ROWs within designated Section 368 corridors. Additional measures likely to be addressed include:

- Implementation procedures to create a virtual “one-stop shop” application process that will become the foundation of the Section 368 expedited application procedures. The process will be based on the principles of the Service First program implemented by the BLM, FS, NPS, and USFWS. Service First was initially a joint BLM and FS initiative designed to improve customer service by providing streamlined, one-stop shopping across agency jurisdictional boundaries for public land users. Authority for Service First was provided by legislation in 1997 covering only the BLM and the FS. That legislation was recently amended to include the NPS and USFWS. Agencies that are not a part of Service First may join the Service First agencies through necessary agreements in order to process applications (Public Law 106-291, October 11, 2000, Section 330, 43 USC 1701).
- Guidance on the types of further environmental and regulatory reviews that will be required for projects seeking to use Section 368 corridors and implementation of the IOPs.
- Selecting a project manager who will serve as the point of contact (POC) for a proposed project. The POC will have knowledge, experience, and credentials similar to current BLM national project managers. The POC will oversee all processing of the applications, including environmental reviews, construction activities, post-construction monitoring, and close-out issues, as appropriate.
- Procedures to identify and designate future Section 368 corridors.

General Implementation Schedule

The decision to designate Section 368 corridors by amending RMPs goes into effect upon signature of this ROD.

An MOU between the Forest Service and the BLM establishing compatible implementation procedures will go into effect subsequent to the signing of the ROD, estimated as June 2009.

Directives providing guidance to state and field offices for the BLM will go into effect subsequent to the signing of the MOU, estimated as December 2009.

Maintaining the Plan

Land use plan decisions and supporting information associated with these RMP amendments will be maintained to reflect minor changes in data. Maintenance is limited to refining, documenting, and/or clarifying these land use plan amendments, as provided at 43 CFR 1610.5-4.

Plan maintenance will be documented in supporting records. Plan maintenance does not require formal public involvement, interagency coordination, or preparation of an environmental assessment or environmental impact statement.

Changing the Plan

The plan amendments approved by this decision may be changed, should conditions warrant, through a future plan amendment or revision process. Future plan changes may become necessary if, as set forth at 43 CFR 1610.5-5, a need exists to consider monitoring and evaluation findings, new data, new or revised policy, a change in circumstances or a proposed action that may result in a change in the scope of resource uses or a change in the terms, conditions, and decisions of the approved plan. Generally, an amendment is issue-specific, but a programmatic amendment process is also possible. Plan amendments are accomplished with public input and the appropriate level of environmental analysis.

Data used in development of the plan amendments in this decision are dynamic. The data and maps used are for land use planning purposes and will be refined as site-specific planning and on-the-ground implementation occurs. Updating data is considered plan maintenance, which will occur over time as the land use plans are implemented.

LIST OF PREPARERS

Kathryn Winthrop, Project Manager, BLM

Ron Montagna, Rights-of-Way Management, BLM

Ray Brady, Energy Team Lead, BLM

REFERENCES CITED

Black & Veatch Corporation, 2007, *Arizona Renewable Energy Assessment*, B&V Project Number 145888, Overland Park, Kan.

Black & Veatch Corporation, 2008, *Renewable Energy Transmission Initiative*, B&V Project Number 149148, Walnut Creek, Calif.

BLM (Bureau of Land Management), 2008, *BLM Manual 6840, Special Status Species Management*, Release 6-125, U.S. Department of the Interior, Dec. 12.

CDEAC (Clean and Diversified Energy Advisory Committee, 2006a, *CDEA Solar Task Force Report*, prepared by the Clean and Diversified Energy Advisory Committee for the Western Governors' Association Clean and Diversified Energy Initiative, Denver, CO, January.

CDEAC, 2006b, *CDEA Transmission Task Force Report (05-30-06)*, prepared by the Clean and Diversified Energy Advisory Committee for the Western Governors' Association Clean and Diversified Energy Initiative, Denver, CO, May.

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DOE and DOI, 2008, *Programmatic Environmental Impact Statement, Designation of Energy Corridors on Federal Land in the 11 Western States (DOE/EIS-0386)*, U.S. Department of Energy and U.S. Department of the Interior, Bureau of Land Management, Washington, D.C. November.

NERC (North American Energy Reliability Corporation), 2007, *2007 Long-Term Reliability Assessment: 2007-2016*, North American Electrical Reliability Corporation, Princeton, N.J.

State of Nevada, 2007, *Governor Jim Gibbons' Nevada Renewable Energy Transmission Access Advisory Committee Phase I Report*, Reno, Nev.

WGA (Western Governors' Association), 2001, *Conceptual Plans for Electric Transmission in the West*, prepared by the Transmission Working Group, Western Governors' Association, Denver, Colo.

WGA, 2008a, *Western Renewable Energy Zones*. Available at <http://www.westgov.org/wga/initiatives/wrez/index.htm>. Accessed August 4, 2008.

WGA, 2008b, *Work Plan to Identify Renewable Energy Zones and Associated Transmission in the Western Interconnection*, April 21. Available at <http://www.westgov.org/wga/initiatives/wrez/wrez-workplan.pdf>. Accessed August 6, 2008.

BLM DIRECTOR RECOMMENDATION

Having considered a full range of reasonable alternatives, associated effects, and public input, I recommend adoption of the attached Resource Management Plan Amendments.



James L. Caswell
Director
Bureau of Land Management

1/14/09
Date

DEPUTY ASSISTANT SECRETARY APPROVAL

In consideration of the foregoing, I approve the attached Resource Management Plan Amendments. Amending these plans will serve to designate energy transport corridors in these plans, as called for by Section 368 of the Energy Policy Act of 2005, 42 U.S.C. 15926.



Foster L. Wade*
Deputy Assistant Secretary
Land and Minerals Management
Department of the Interior

1/14/09
Date

*Foster L. Wade has been delegated the authority to sign this Record of Decision for the Department of the Interior.

**APPENDIX A:
APPROVED LAND USE PLAN AMENDMENTS
FOR
SECTION 368 CORRIDORS**

**APPENDIX A:
APPROVED LAND USE PLAN AMENDMENTS
FOR
SECTION 368 CORRIDORS**

The U.S. Department of the Interior, Bureau of Land Management (BLM), develops land use plans to establish, among other things, resource condition goals and objectives for a planning area. Current land use plans are called resource management plans (RMPs); in the past, such plans were called management framework plans (MFPs), and some MFPs are still in use. Analyses conducted in programmatic environmental impact statement (PEIS), DOE/EIS 0386 (*Designation of Energy Corridors on Federal Land in the 11 Western States*) support the amendment of specific land use plans identified herein.

A.1 LAND USE PLANS AMENDED BY THIS ROD

TABLE A: Approved BLM Land Use Plan Amendments Designating Section 368 Energy Corridors^a

State	Land Use Plan Amended ^b	Responsible Office	Corridor	Nondefault Width (ft) ^c	Nondefault Energy Transport Mode ^c	Rationale ^d
Arizona	Arizona Strip Field Office RMP	Arizona Strip FO	113-116	5,280		Increased width is consistent with locally-designated corridors in existing plan.
	Arizona Strip Field Office RMP	Arizona Strip FO	116-206			
	Arizona Strip Field Office RMP	Arizona Strip FO	68-116	5,280		Increased width is consistent with locally-designated corridors in existing plan.
	Kingman RMP	Kingman FO	41-46	5,280	Underground only	Additional width and limited mode are consistent with existing plan.
	Kingman RMP	Kingman FO	41-47	5,280		Additional width is consistent with existing plan.
	Kingman RMP	Kingman FO	46-269	5,280	Underground only	Additional width and underground only mode are consistent with existing plan.
	Kingman RMP	Kingman FO	46-270			
	Kingman RMP	Kingman FO	47-231	5,280	Electric only	Additional width and limited mode are consistent with existing plan.
	Lake Havasu RMP	Lake Havasu FO	41-46	10,560		Additional width is consistent with existing plan.
	Lake Havasu RMP	Lake Havasu FO	30-52	5,280		Additional width is consistent with existing plan.
	Lake Havasu RMP	Lake Havasu FO	41-47	5,280		Additional width is consistent with existing plan.

TABLE A (Cont.)

State	Land Use Plan to Be Amended ^b	Responsible Office	Corridor	Nondefault Width (ft) ^c	Nondefault Energy Transport Mode ^c	Rationale ^d
Arizona (Cont.)	Lake Havasu RMP	Lake Havasu FO	46-269	5,280	Underground only	Additional width is consistent with existing plan.
	Lake Havasu RMP	Lake Havasu FO	46-269	10,560		Additional width is consistent with existing plan.
	Lower Gila North MFP	Hassayampa FO, Kingman FO	30-52			
	Lower Gila North MFP	Hassayampa FO, Kingman FO	46-269			
	Lower Gila North MFP	Hassayampa FO, Kingman FO	46-270			
	Lower Gila South RMP	Lower Sonoran FO	30-52			
	Lower Gila South RMP	Lower Sonoran FO	115-208	5,280		Additional width is consistent with existing plan.
	Lower Gila South RMP	Lower Sonoran FO	115-238			
	Phoenix RMP	Hassayampa FO, Safford FO, Tucson FO	61-207	2,900– 16,300		Widths vary in vicinity of Agua Fria NM to provide flexibility in ROW location consistent with existing plan.
	Safford RMP	Safford FO, Tucson FO	81-213			
	Yuma RMP	Yuma FO	30-52	5,280		Increased width is consistent with existing plan.
	Yuma RMP	Yuma FO	115-238	5,280		Increased width is consistent with existing plan.
California	Alturas RMP	Alturas FO	15-104	500		Reduced width is consistent with existing plan.
	Alturas RMP	Alturas FO	16-104	500		Reduced width is consistent with existing plan.

TABLE A (Cont.)

State	Land Use Plan to Be Amended ^b	Responsible Office	Corridor	Nondefault Width (ft) ^c	Nondefault Energy Transport Mode ^c	Rationale ^d
California (Cont.)	Alturas RMP	Alturas FO	8-104	500		Reduced width is consistent with existing plan.
	Alturas RMP	Alturas FO	7-8	500		Reduced width is consistent with existing plan.
	Bishop RMP	Bishop FO	18-23	1,320		Reduced width is consistent with existing plan.
	California Desert Conservation Area Plan	Barstow FO	23-25	10,560		Increased width is consistent with existing plan.
	California Desert Conservation Area Plan	El Centro FO	115-238	10,560		Increased width is consistent with existing plan.
	California Desert Conservation Area Plan	Ridgecrest FO	18-23	10,560		Increased width is consistent with existing plan.
	California Desert Conservation Area Plan	Ridgecrest FO	23-106	10,560		Increased width is consistent with existing plan.
	California Desert Conservation Area Plan	Ridgecrest FO	23-25	10,560		Increased width is consistent with existing plan.
	California Desert Conservation Area Plan	Barstow FO	27-225	10,560		Increased width is consistent with existing plan.
	California Desert Conservation Area Plan	Barstow FO	27-266	10,560		Increased width is consistent with existing plan.
	California Desert Conservation Area Plan	Barstow FO	27-41	10,560		Increased width is consistent with existing plan.
	California Desert Conservation Area Plan	Needles FO	27-225	10,560		Increased width is consistent with existing plan.
	California Desert Conservation Area Plan	Needles FO	27-41	3,500–10,560		Increased width is consistent with existing plan.
	California Desert Conservation Area Plan	Palm Springs-South Coast FO	30-52	10,560		Increased width is consistent with existing plan.
	Eagle Lake RMP	Eagle Lake FO	15-104			
	Redding RMP	Redding FO	101-263			
	Redding RMP	Redding FO	261-262			
Sierra RMP	Folsom FO	6-15				

TABLE A (Cont.)

State	Land Use Plan to Be Amended ^b	Responsible Office	Corridor	Nondefault Width (ft) ^c	Nondefault Energy Transport Mode ^c	Rationale ^d
	South Coast RMP	Palm Springs-South Coast FO	115-238	1,000–3,500	Electric only	Reduced width and mode are consistent with restrictions on the same corridor across adjacent Forest Service lands.
	Surprise RMP	Surprise FO	16-104			
Colorado	Glenwood Springs RMP	Glenwood Springs FO	132-276		Electric only, multimodal	Electric-only limitation on a portion of this corridor is to provide separation integrity in Wyoming and Colorado.
	Grand Junction RMP	Grand Junction FO	132-136	21,120–26,400		Additional width is consistent with existing plan.
	Grand Junction RMP	Grand Junction FO	132-133	3,500–5,280	Underground only	Underground-only limitation is to provide electric transmission-pipeline separation integrity for this corridor throughout its length in Wyoming and Colorado. Increased width is consistent with the current plan and in anticipation of multiple facilities.
	Grand Junction RMP	Grand Junction FO	132-276		Electric only	Electric-only limitation is to provide separation integrity for this corridor in Wyoming and Colorado.
	Gunnison RMP	Gunnison FO	87-277	1,000–5,280		Variable widths above and below the default are consistent with the existing plan.
	Kremmling RMP	Kremmling FO	144-275			
	Little Snake RMP	Little Snake FO	126-133	3,500–4,500		Increased width is consistent with the existing plan.

TABLE A (Cont.)

State	Land Use Plan to Be Amended ^b	Responsible Office	Corridor	Nondefault Width (ft) ^c	Nondefault Energy Transport Mode ^c	Rationale ^d
Colorado (Cont.)	Little Snake RMP	Little Snake FO	132-133	3,500– 5,950	Underground only	Underground-only limitation is to provide separation integrity for this corridor throughout its length in Wyoming and Colorado. Increased width is consistent with the current plan and in anticipation of multiple facilities.
	Little Snake RMP	Little Snake FO	132-276		Electric only	
	Little Snake RMP	Little Snake FO	133-142		Electric only	Electric-only limitation is to provide separation integrity for this corridor in Wyoming and Colorado.
	Little Snake RMP	Little Snake FO	138-143			
	Little Snake RMP	Little Snake FO	144-275		Underground only	Underground-only limitation is to provide separation integrity for this corridor throughout its length in Wyoming and Colorado.
	Little Snake RMP	Little Snake FO	73-133			
	Royal Gorge RMP	Royal Gorge FO	87-277		Electric only	Limited to electric-only because no underground use is anticipated.
	San Juan/San Miguel RMP	Dolores FO	130-131 (N)			
	San Juan/San Miguel RMP	Dolores FO	130-274		Electric only	Limited to electric-only because no underground use is anticipated.
	San Juan/San Miguel RMP	Uncompahgre FO	130-131 (N)			
San Juan/San Miguel RMP	Uncompahgre FO	130-131 (S)		Underground only	The underground-only limitation is to reduce potential visual impacts.	
San Juan/San Miguel RMP	Uncompahgre FO	130-274				
San Juan/San Miguel RMP	Uncompahgre FO	130-274 (E)				
Uncompahgre Basin RMP	Uncompahgre FO	132-136				

TABLE A (Cont.)

State	Land Use Plan to Be Amended ^b	Responsible Office	Corridor	Nondefault Width (ft) ^c	Nondefault Energy Transport Mode ^c	Rationale ^d
Colorado (Cont.)	Uncompahgre Basin RMP	Uncompahgre FO	134-136			
	Uncompahgre Basin RMP	Uncompahgre FO	134-139		Electric only	Limitation to electric-only is to protect fragile soils.
	Uncompahgre Basin RMP	Uncompahgre FO	136-139			
	Uncompahgre Basin RMP	Uncompahgre FO	139-277		Electric only	Limitation to electric-only is to protect fragile soils.
	Uncompahgre Basin RMP	Uncompahgre FO	136-277			
	White River RMP	White River FO	126-133	3,500–9,000		Increased width is consistent with the current plan.
	White River RMP	White River FO	132-133	2,250–10,500	Underground only	Underground-only limitation is to provide separation integrity for this corridor throughout its length in Wyoming and Colorado. Increased width is consistent with the current plan and in anticipation of multiple facilities.
	White River RMP	White River FO	132-276		Electric only	Electric-only limitation is to provide separation integrity for this corridor in Wyoming and Colorado.
Idaho	Big Desert MFP	Upper Snake FO	50-203			
	Bruneau MFP	Bruneau FO	36-228			
	Cassia RMP	Burley FO	112-226			
	Cassia RMP	Burley FO	49-202			
	Coeur d’Alene RMP	Coeur d’Alene FO	229-254	2,000		Reduced width is consistent with adjacent Idaho Panhandle NF.
	Jarbidge RMP	Four Rivers FO	29-36	1,000–3,500		Reduced width in some locations to reduce potential impacts to nesting raptors in the Snake River Birds of Prey NCA.

TABLE A (Cont.)

State	Land Use Plan to Be Amended ^b	Responsible Office	Corridor	Nondefault Width (ft) ^c	Nondefault Energy Transport Mode ^c	Rationale ^d
Idaho (Cont.)	Jarbidge RMP	Four Rivers FO	36-228	1,000–3,500		Reduced width in some locations to reduce potential impacts to nesting raptors in the Snake River Birds of Prey NCA.
	Jarbidge RMP	Jarbidge FO	29-36			
	Jarbidge RMP	Jarbidge FO	36-112			
	Jarbidge RMP	Jarbidge FO	36-226			
	Jarbidge RMP	Jarbidge FO	36-228			
	Kuna MFP	Four Rivers FO	29-36	1,000–3,500		Reduced width in some locations to reduce potential impacts to nesting raptors in the Snake River Birds of Prey NCA.
	Malad MFP	Pocatello FO	49-202			
	Medicine Lodge RMP	Upper Snake FO	50-203			
	Monument RMP	Burley FO	49-112			
	Monument RMP	Burley FO	49-202			
	Monument RMP	Shoshone FO	112-226			
	Monument RMP	Shoshone FO	36-112			
	Monument RMP	Shoshone FO	49-112			
	Owyhee RMP	Four Rivers FO	36-228	1,000–3,500		Reduced width in some locations to reduce potential impacts to nesting raptors in the Snake River Birds of Prey NCA.
	Owyhee RMP	Owyhee FO	11-228			
	Owyhee RMP	Owyhee FO	24-228			
		Owyhee RMP	Owyhee FO	36-228	1,000–3,500	
	Twin Falls MFP	Burley FO	111-226			
	Twin Falls MFP	Burley FO	36-226			
Montana	Billings RMP	Billings FO	79-216			
	Dillon RMP	Dillon FO	50-203			

TABLE A (Cont.)

State	Land Use Plan to Be Amended ^b	Responsible Office	Corridor	Nondefault Width (ft) ^c	Nondefault Energy Transport Mode ^c	Rationale ^d
Montana (Cont.)	Dillon RMP	Dillon FO	50-51			
	Garnet RMP	Missoula FO	229-254	1,000	Electric only	Reduced width and mode limitations to shift potential visual impacts away from transportation routes and follow existing infrastructure.
	Headwaters RMP	Butte FO	51-204			
	Headwaters RMP Headwaters RMP	Butte FO Butte FO	51-205 229-254	1,000	Electric only	Reduced width and mode limitations to shift potential visual impacts away from transportation routes and follow existing infrastructure.
Nevada	Black Rock-High Rock Immigrant Trail NCA RMP	Winnemucca DO	16-24	2640		Reduced width limits potential impacts where corridor crosses a narrow extension of the NCA.
	Carson City Consolidated RMP	Carson City DO	15-17	10,560		Increased width is consistent with existing plan.
	Carson City Consolidated RMP Carson City Consolidated RMP	Carson City DO Carson City DO	15-104 17-18	10,560		Increased width is consistent with existing plan.
	Carson City Consolidated RMP	Carson City DO	18-224	10,560		Increased width is consistent with existing plan.
	Carson City Consolidated RMP	Carson City DO	18-23	10,560		Increased width is consistent with existing plan.
	Elko RMP	Elko DO	17-35	1,000– 15,840		Reduced width in some portions of this corridor is to minimize potential impacts on sage grouse habitat. In other locations, the increased width is consistent with the existing plan.
	Ely RMP	Ely DO	37-232	2,640		Reduced width is consistent with existing plan.

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TABLE A (Cont.)

State	Land Use Plan to Be Amended ^b	Responsible Office	Corridor	Nondefault Width (ft) ^c	Nondefault Energy Transport Mode ^c	Rationale ^d
Nevada (Cont.)	Ely RMP	Ely DO	39-113			
	Ely RMP	Ely DO	44-110	2,640		Reduced width is consistent with existing plan.
	Ely RMP	Ely DO	110-114			
	Ely RMP	Ely DO	110-233	2,640		Reduced width is consistent with existing plan.
	Ely RMP	Ely DO	113-114			
	Ely RMP	Ely DO	113-116	5,280		Increased width is consistent with plans in adjacent BLM St. George and Arizona Strip Field Offices.
	Ely RMP	Ely DO	232-233 (E)			
	Ely RMP	Ely DO	232-233 (W)	2,640		Reduced width is consistent with existing plan.
	Las Vegas RMP	Southern Nevada FO	18-224			
	Las Vegas RMP	Southern Nevada FO	223-224	2,050–3,500		Width is constrained by proximity to Red Rocks NCA and military training requirements.
	Las Vegas RMP	Southern Nevada DO	224-225			
	Las Vegas RMP	Southern Nevada DO	225-231			
	Las Vegas RMP	Southern Nevada DO	27-225			
	Las Vegas RMP	Southern Nevada DO	37-223 (N)			
	Las Vegas RMP	Southern Nevada DO	37-223 (S)	2,400	Underground only	Width and above-ground uses are constrained by military training requirements.
Las Vegas RMP	Southern Nevada DO	37-232	2,640		Reduced width is consistent with existing plan.	
Las Vegas RMP	Southern Nevada DO	37-39				
Las Vegas RMP	Southern Nevada DO	39-113				
Las Vegas RMP	Southern Nevada DO	39-231	500–3,500		Reduced width following existing pathway through Sunrise Mountain WSA.	

TABLE A (Cont.)

State	Land Use Plan to Be Amended ^b	Responsible Office	Corridor	Nondefault Width (ft) ^c	Nondefault Energy Transport Mode ^c	Rationale ^d
Nevada (Cont.)	Las Vegas RMP	Southern Nevada DO	47-231	2,000		Width is reduced to minimize potential impacts to Piute-El Dorado Valley ACEC, consistent with existing plan.
	Paradise-Denio MFP	Winnemucca DO	16-24			
	Paradise-Denio MFP	Winnemucca DO	17-35			
	Sonoma Gerlach MFP	Winnemucca DO	15-17	10,560		Increased width is consistent with existing plan.
	Sonoma Gerlach MFP	Winnemucca DO	16-104	1,000–3,500		Reduced width in one location to limit potential visual impacts.
	Sonoma Gerlach MFP	Winnemucca DO	16-17			
	Sonoma Gerlach MFP	Winnemucca DO	16-24	2,640		Reduced width to limit potential impacts to Black Rock-High Rock NCA.
	Sonoma Gerlach MFP	Winnemucca DO	17-18	10,560		Increased width is consistent with existing plan.
	Sonoma Gerlach MFP	Winnemucca DO	17-35			
	Tonopah RMP	Battle Mountain DO	18-224			
	Wells RMP	Elko DO	111-226	15,840		Increased width is consistent with existing plan.
	Wells RMP	Elko DO	17-35	15,840		Increased width is consistent with existing plan.
	Wells RMP	Elko DO	35-111			
	Wells RMP	Elko DO	35-43			
	Wells RMP	Elko DO	43-111	2,640		Reduced width is consistent with existing plan.
Wells RMP	Elko DO	43-44	15,840		Increased width is consistent with existing plan.	
Wells RMP	Elko DO	44-110	2,640		Reduced width is consistent with existing plan.	
Wells RMP	Elko DO	44-239	15,840			
New Mexico	Carlsbad RMP	Carlsbad FO	89-271			

TABLE A (Cont.)

State	Land Use Plan to Be Amended ^b	Responsible Office	Corridor	Nondefault Width (ft) ^c	Nondefault Energy Transport Mode ^c	Rationale ^d
New Mexico (Cont.)	Farmington RMP	Farmington FO	80-273			
	Mimbres RMP	Las Cruces DO	81-213			
	Rio Puerco RMP	Rio Puerco FO	80-273			
	Roswell RMP	Roswell FO	89-271			
	Socorro RMP	Socorro FO	81-272			
	White Sands RMP	Las Cruces DO	81-272			
Oregon	Andrews RMP	Burns DO	7-24			
	Baker RMP	Baker DO	250-251			
	Brothers-Lapine RMP	Prineville DO	11-228			
	Brothers-Lapine RMP	Prineville DO	7-11			
	Eugene RMP	Eugene DO	4-247			
	Klamath Falls RMP	Lakeview DO	7-8			
	Klamath Falls RMP	Lakeview DO	7-11			
	Klamath Falls RMP	Lakeview DO	7-24			
	Lakeview RMP	Lakeview DO	7-11			
	Lakeview RMP	Lakeview DO	7-24			
	Medford RMP	Medford DO	4-247			
	Roseburg RMP	Roseburg DO	4-247			
	Salem RMP	Salem DO	10-246	1,320–3,500	Electric only, multimodal	Reduced width and electric-only restrictions on some portions of this corridor are to protect fragile soils and community watershed values and are consistent with existing plan.
	Salem RMP	Salem DO	230-248	145–3,500		Reduced widths apply where the corridor is confined by protected lands on each side.
	Salem RMP	Salem DO	4-247			
Salem RMP	Salem DO	5-201				
Southeastern Oregon RMP	Vale DO	7-24				

TABLE A (Cont.)

State	Land Use Plan to Be Amended ^b	Responsible Office	Corridor	Nondefault Width (ft) ^c	Nondefault Energy Transport Mode ^c	Rationale ^d
Oregon (Cont.)	Southeastern Oregon RMP	Vale DO	16-24			
	Southeastern Oregon RMP	Vale DO	24-228	1,500–3,500		Reduced width on a portion of this corridor is to minimize impacts to Owyhee-Below-the-Dam ACEC.
	Southeastern Oregon RMP	Vale DO	11-228			
	Southeastern Oregon RMP	Vale DO	24-228			
	Southeastern Oregon RMP	Vale DO	250-251			
	Three Rivers RMP	Burns DO	11-228			
	Two Rivers RMP	Prineville DO	11-103			
	Upper Deschutes RMP	Prineville DO	7-11			
	Upper Deschutes RMP	Prineville DO	11-103			
	Upper Deschutes RMP	Prineville DO	11-228			
Utah	Cedar-Beaver-Garfield-Antimony RMP	Cedar City FO	113-114			
	Grand Staircase-Escalante National Monument Management Plan	Grand Staircase-Escalante NM	68-116			
	House Range RMP ^e	Fillmore FO	114-241			
	House Range RMP ^e	Fillmore FO	116-206			
	Kanab RMP ^f	Kanab FO	116-206			
	Moab RMP ^f	Moab FO	66-212	2,300–29,300		Widths vary above and below the default 3,500 feet consistent with the current plan and to adjust to the variable conditions in Moab Canyon.
	Pinyon MFP	Cedar City FO	110-114			
	Pinyon MFP	Cedar City FO	113-114			
	Pinyon MFP	Cedar City FO	114-241			
	Pony Express RMP ^e	Fillmore FO	116-206			
Pony Express RMP ^e	Salt Lake FO	114-241				

TABLE A (Cont.)

State	Land Use Plan to Be Amended ^b	Responsible Office	Corridor	Nondefault Width (ft) ^c	Nondefault Energy Transport Mode ^c	Rationale ^d
Utah (Cont.)	Pony Express RMP ^e	Salt Lake FO	116-206			
	Pony Express RMP ^e	Salt Lake FO	44-239			
	Pony Express RMP ^e	Salt Lake FO	66-209		Electric only	Limitation to electric-only because of unstable soils.
	Pony Express RMP ^e	Salt Lake FO	66-212			
	Price RMP ^f	Price FO	66-212			
	Richfield RMP ^f	Richfield FO	116-206			
	Monticello RMP ^f	Monticello FO	66-212			
	St. George (Dixie) RMP	St. George FO	113-114			
	St. George (Dixie) RMP	St. George FO	113-116	5,280		Additional width is consistent with existing plan.
	Vernal RMP ^f	Vernal FO	126-217			
	Vernal RMP ^f	Vernal FO	126-218			
	Vernal RMP ^f	Vernal FO	126-258			
	Warm Springs RMP ^e	Fillmore FO	110-114			
Warm Springs RMP ^e	Fillmore FO	114-241				
Washington	Spokane RMP	Spokane DO	102-105			
Wyoming	Casper RMP	Casper FO	78-255			
	Casper RMP	Casper FO	79-216			
	Cody RMP	Cody FO	79-216			
	Grass Creek RMP	Worland FO	79-216			
	Great Divide RMP	Rawlins FO	129-218			
	Great Divide RMP	Rawlins FO	129-221			
	Great Divide RMP	Rawlins FO	138-143			
	Great Divide RMP	Rawlins FO	73-129			
	Great Divide RMP	Rawlins FO	73-133		Underground only	Limited to underground-only to reduce visual impacts.
	Great Divide RMP	Rawlins FO	73-138			
Great Divide RMP	Rawlins FO	78-138				
	Great Divide RMP	Rawlins FO	78-255			

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TABLE A (Cont.)

State	Land Use Plan to Be Amended ^b	Responsible Office	Corridor	Nondefault Width (ft) ^c	Nondefault Energy Transport Mode ^c	Rationale ^d
Wyoming (Cont.)	Great Divide RMP	Rawlins FO	78-85			
	Green River RMP	Rock Springs FO	121-220		Electric only	Limited to electric-only because no underground use is anticipated.
	Green River RMP	Rock Springs FO	121-221		Underground only, multimodal	Limited to underground-only on a portion because of high lightning and wildfire hazard and visual impacts.
	Green River RMP	Rock Springs FO	121-240			
	Green River RMP	Rock Springs FO	126-218			
	Green River RMP	Rock Springs FO	129-221		Electric only	
	Green River RMP	Rock Springs FO	218-240			
	Green River RMP	Rock Springs FO	219-220		Electric only	
	Green River RMP	Rock Springs FO	220-221		Electric only	
	Kemmerer RMP	Kemmerer FO	121-240			
	Kemmerer RMP	Kemmerer FO	218-240			
	Kemmerer RMP	Kemmerer FO	55-240			
	Lander RMP	Lander FO	79-216			
	Washakie RMP	Worland FO	79-216			

Footnotes on next page.

TABLE A (Cont.)

- ^a DO= District Office; E = east; FO = Field Office; MFP = Management Framework Plan; N = north; NCA = National Conservation Area; RMP = Resource Management Plan; S = south; W = west.
- ^b Land use plans amended to designate the energy corridors under EPAct Section 368.
- ^c Unless otherwise shown, corridor designations will be for the default width of 3,500 feet and for compatible multimodal uses.
- ^d Designation and use of energy transport corridors under EPAct Section 368 and in accordance with the IOPs and mitigating measures in the PEIS are consistent with other resource values and uses in the planning area. Where appropriate, the rationale for designation of the nondefault corridor width or energy transport mode of specific corridors is presented.
- ^e This plan cannot be amended at this time due to restrictions to plan amendments imposed by Section 2815(d) of Public Law 106-65, the “National Defense Authorization Act for Fiscal Year 2000” (October 5, 1999). Should these restrictions be lifted, the amendments to this plan would become effective and the BLM would provide public notice of the effective date of the amendments.
- ^e This recently approved RMP contains statements that the ROW corridor designation decisions presented in the RMP are consistent with the PEIS Proposed Action. Since this RMP is consistent with the PEIS, further amendment of this plan will not be necessary.

**A.2 STATE-BY-STATE MAPS SHOWING PLAN BOUNDARIES
AND SECTION 368 CORRIDORS FOR THE LAND USE PLAN
AMENDMENTS**

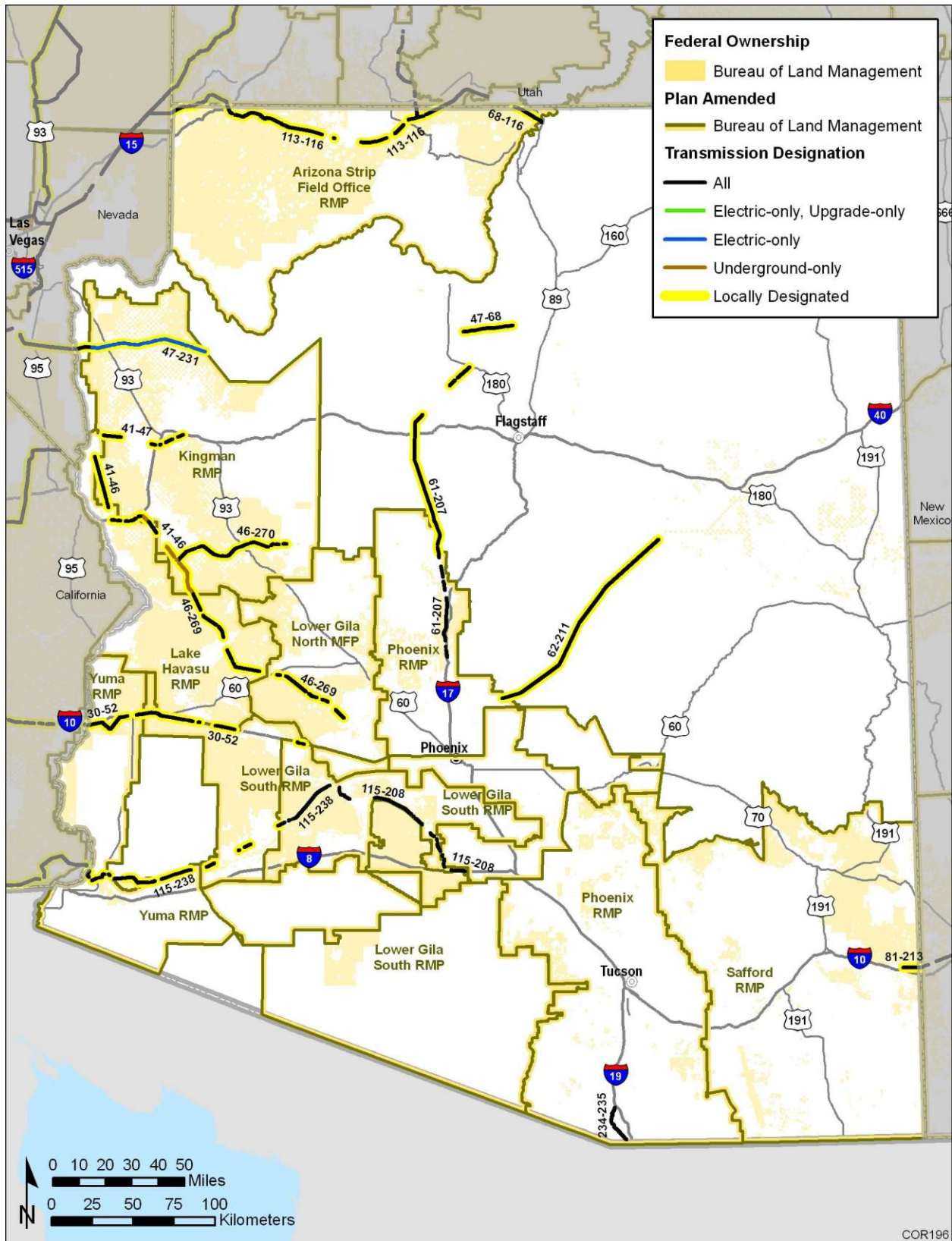


FIGURE A-1: BLM Resource Management Plans in Arizona Amended by this ROD



FIGURE A-2: BLM Resource Management Plans in California Amended by this ROD

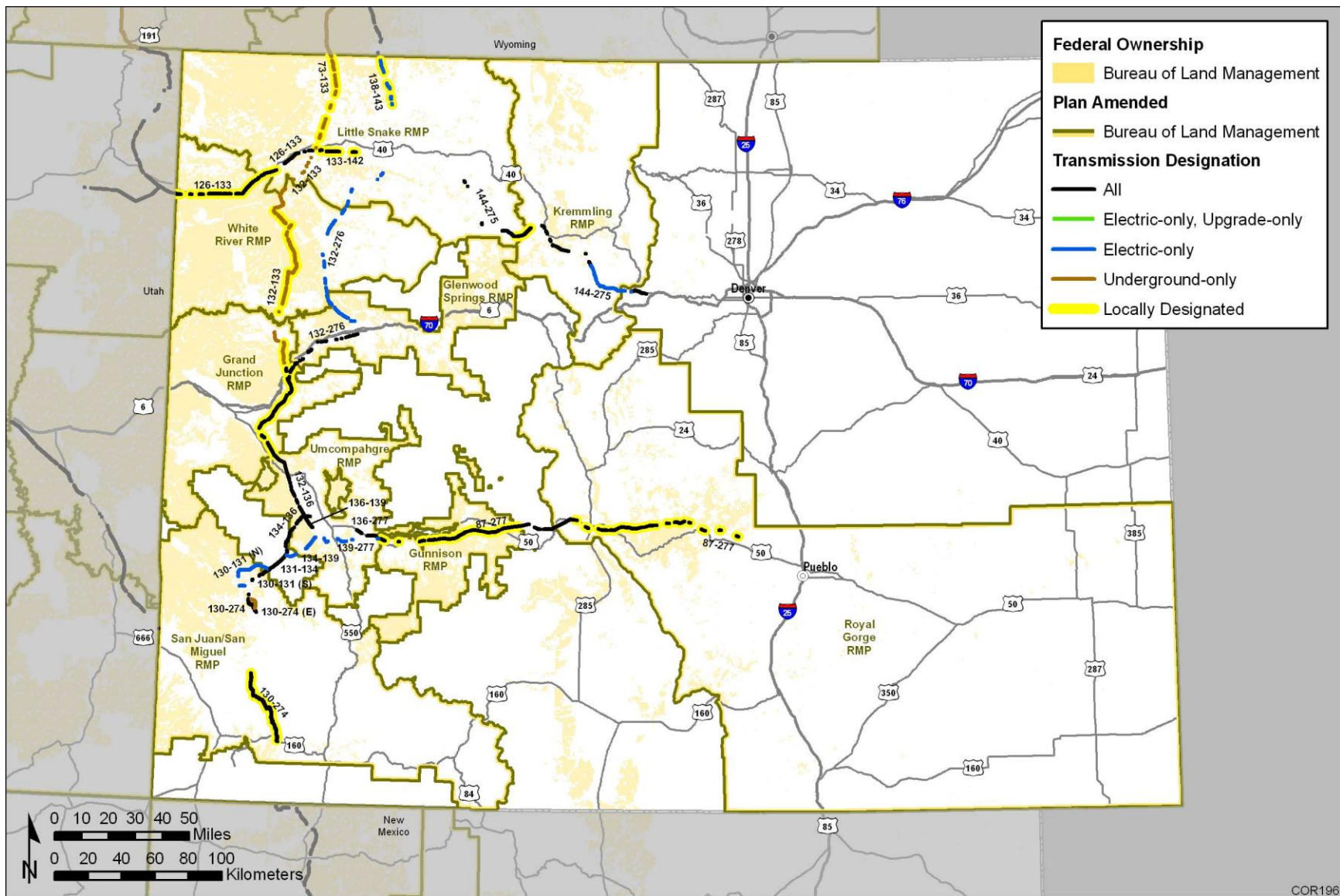


FIGURE A-3: BLM Resource Management Plans in Colorado Amended by this ROD

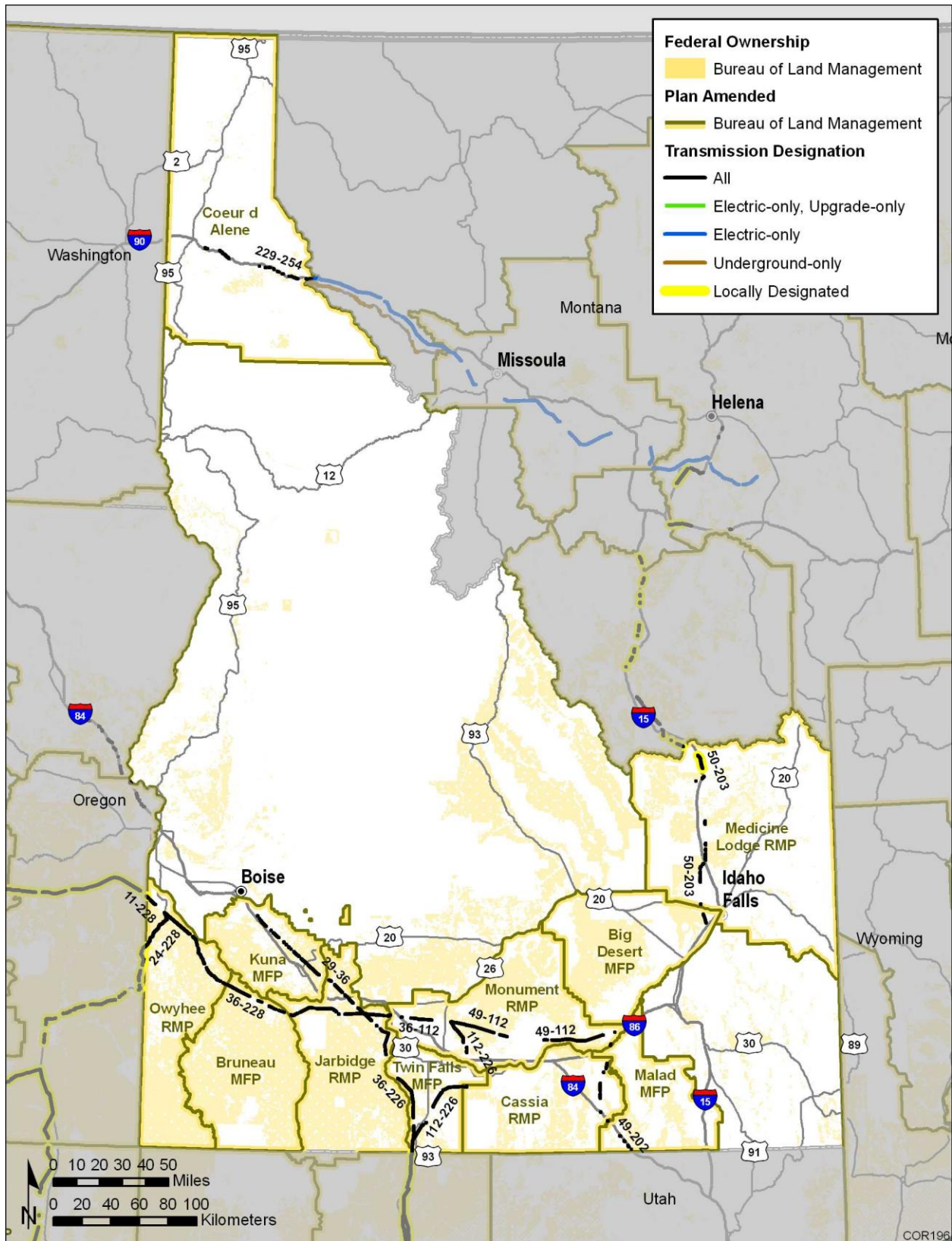


FIGURE A-4: BLM Resource Management Plans in Idaho Amended by this ROD

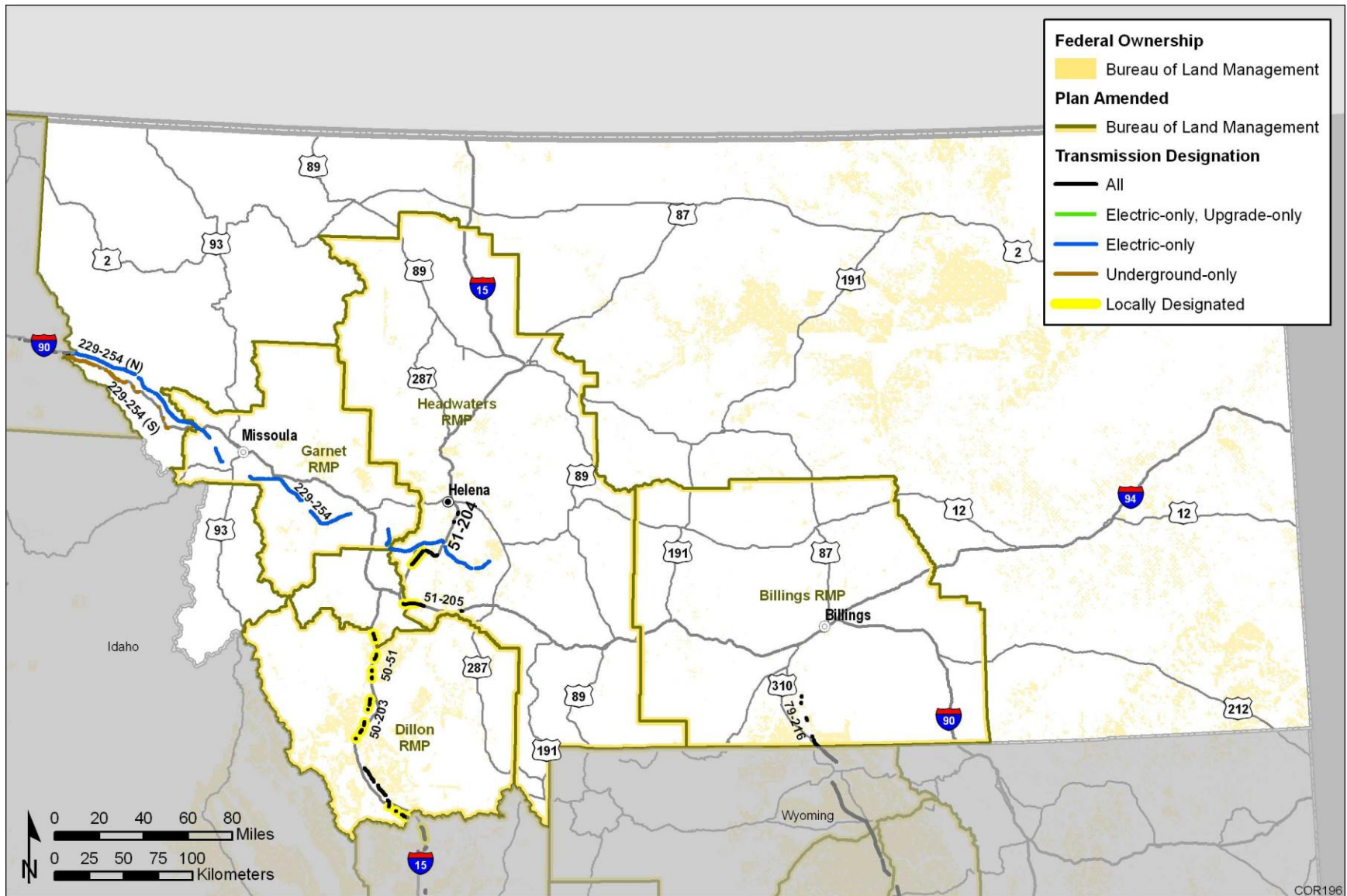


FIGURE A-5: BLM Resource Management Plans in Montana Amended by this ROD

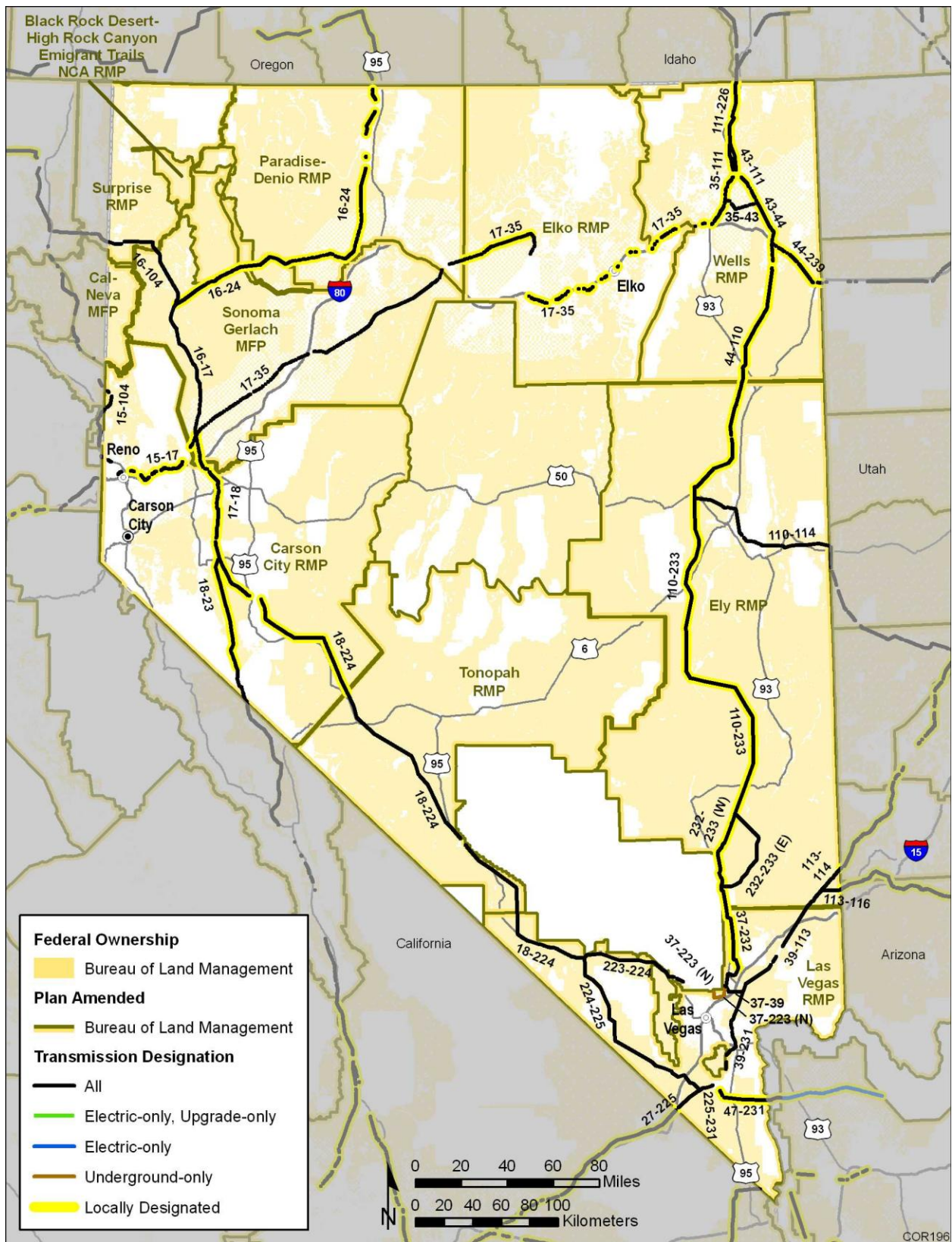


FIGURE A-6: BLM Resource Management Plans in Nevada Amended by this ROD

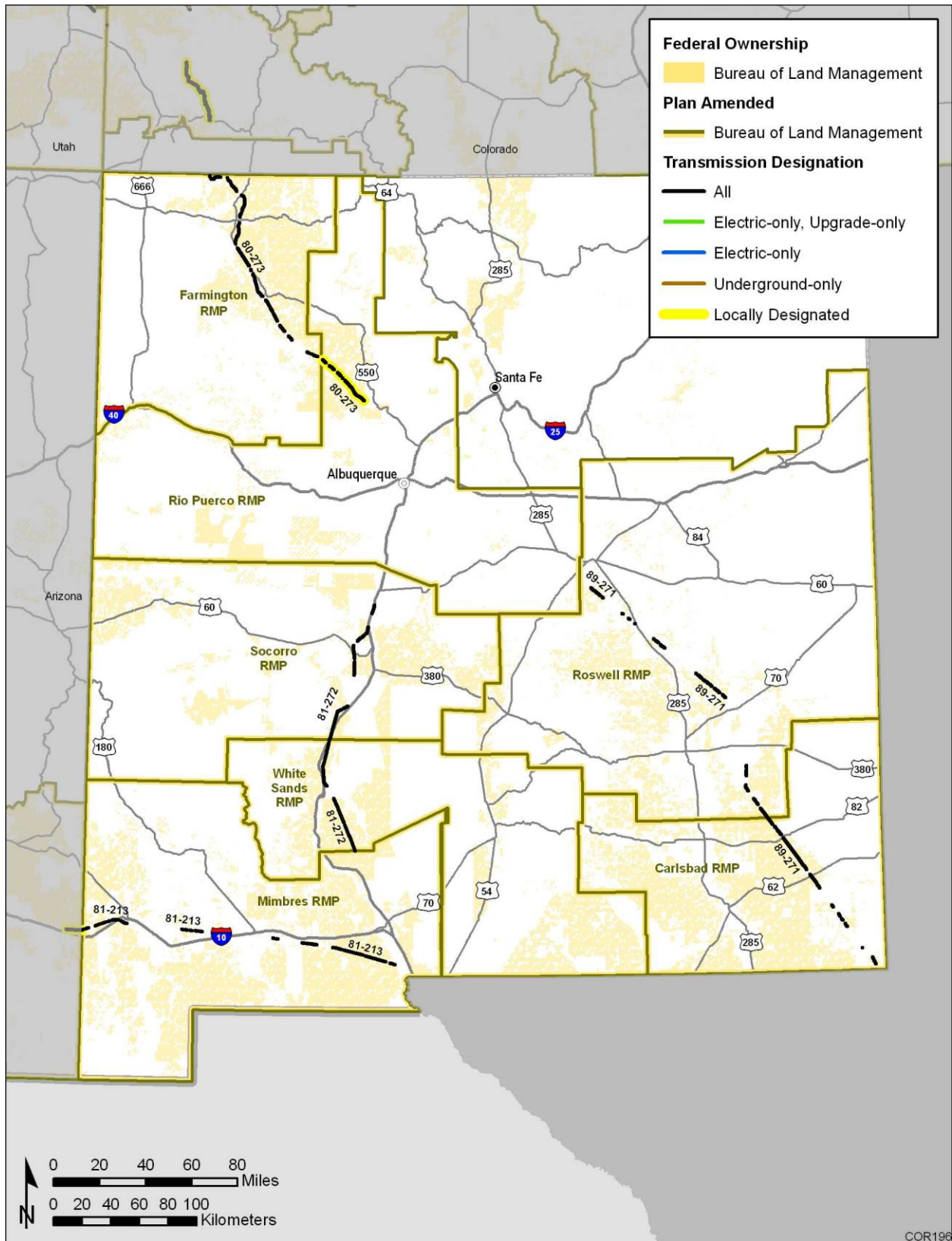


FIGURE A-7: BLM Resource Management Plans in New Mexico Amended by this ROD

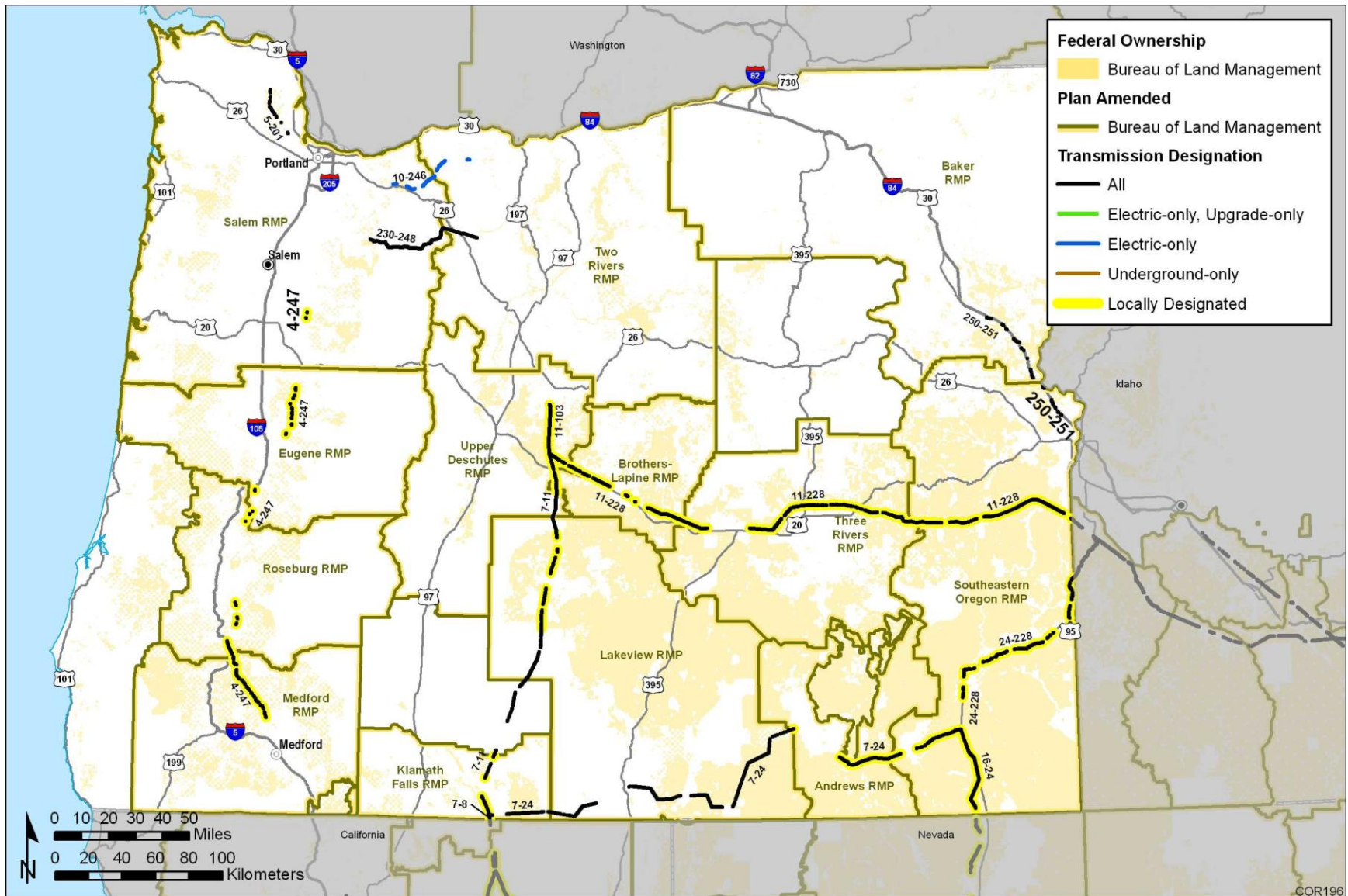


FIGURE A-8: BLM Resource Management Plans in Oregon Amended by this ROD

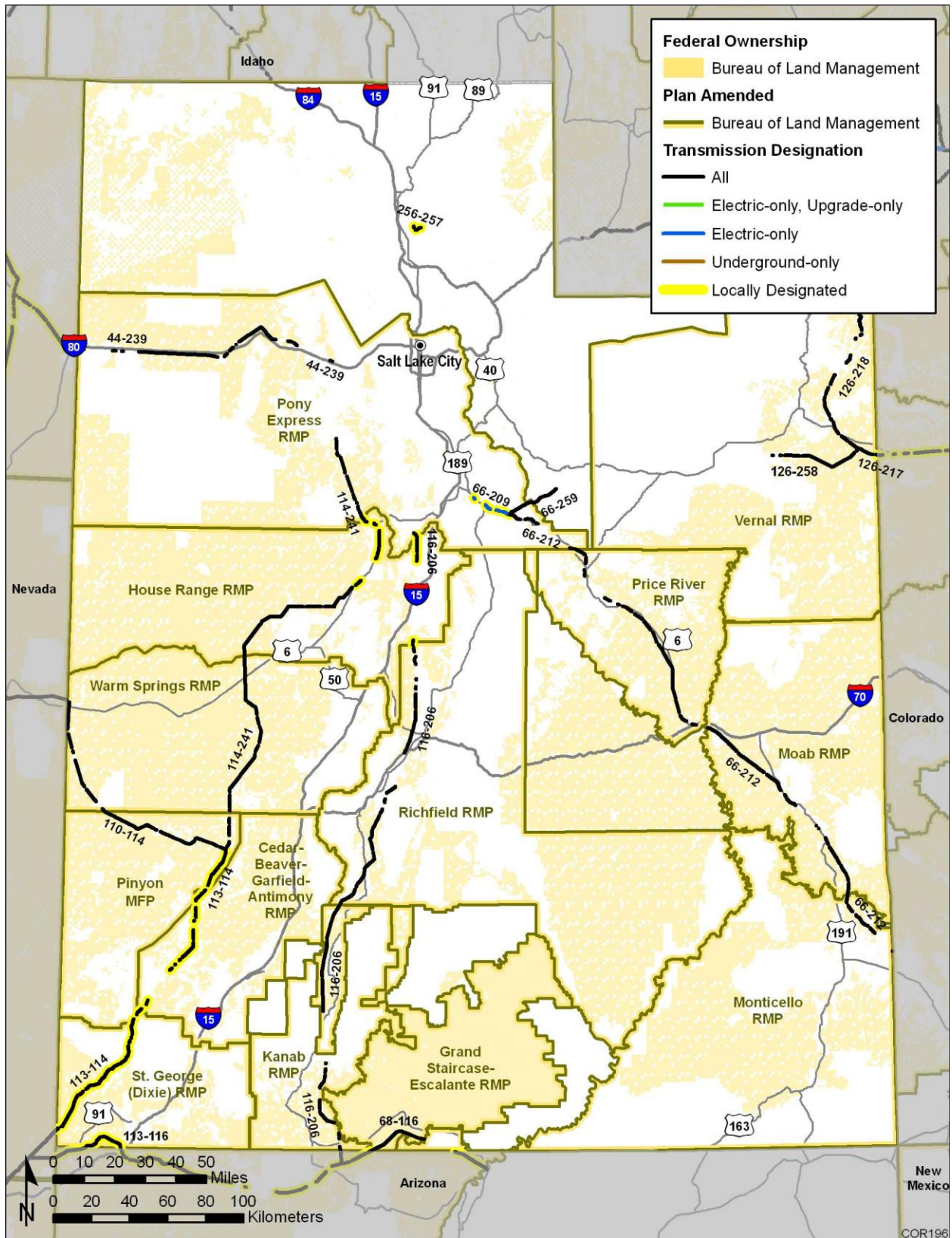
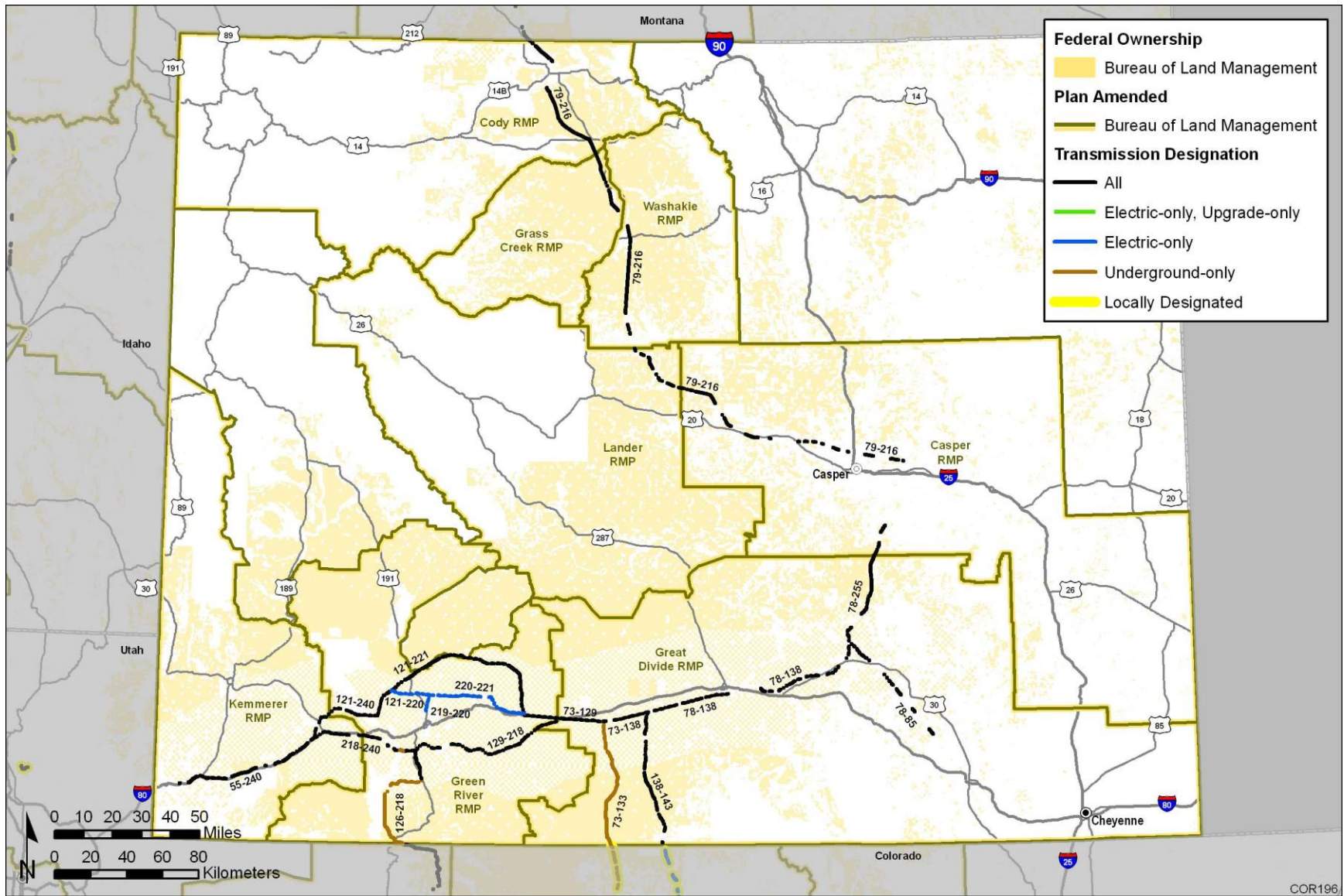


FIGURE A-9: BLM Resource Management Plans in Utah Amended by this ROD



FIGURE A-10: BLM Resource Management Plans in Washington Amended by this ROD



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FIGURE A-11: BLM Resource Management Plans in Wyoming Amended by this ROD

**APPENDIX B:
INTERAGENCY OPERATING PROCEDURES**

APPENDIX B: INTERAGENCY OPERATING PROCEDURES

These Interagency Operating Procedures (IOPs) are adopted as part of the plan amendments and are mandatory, as appropriate, for projects proposed within the Section 368 corridors. Not all IOPs will be appropriate for all projects; those that apply to pipelines, for instance, are not appropriate to transmission lines. These IOPs are practicable means to avoid or minimize environmental harm from future project development that may occur within the designated corridors.

The IOPs set forth below are not intended and should not be construed to alter applicable provisions of law or regulation or to reduce the protections afforded thereby to the resources addressed in the IOPs.

These IOPs are adopted as proposed in the Final PEIS, with minor technical edits and clarifications.

B.1 PROJECT PLANNING

Regulatory Compliance

1. The appropriate agency, assisted by the applicant, must conduct project-specific NEPA analyses in compliance with Section 102 of NEPA. The scope, content, and type of analysis shall be determined on a project-by-project basis by the Agencies and the applicants.
2. The appropriate agency, assisted by the project applicant, must comply with Section 106 of the NHPA on a project-by-project basis. Consultation with SHPOs, any federally recognized Tribes, and other appropriate parties as per regulations (36 CFR 800) must begin early in the planning process and continue throughout project development and execution. The ACHP retains the option to comment on all undertakings (36 CFR 800.9).
3. The appropriate agency, assisted by the project applicant, must consult with the USFWS and the NMFS as required by Section 7 of ESA. The specific consultation requirements, as set forth in regulations at 50 CFR Part 402, would be applied on a project-by-project basis. Applicants shall identify known occupied sites, such as nest sites, for threatened and endangered species and special status species (BLM 2008).
4. The appropriate agency, assisted by the project applicant, must coordinate and consult with NMFS regarding potential impacts to essential fish habitat (EFH) as required by the 1996 reauthorization of the Magnuson-Stevens Fishery Conservation and Management Act.

Agency Coordination

1. Applicants seeking to develop energy transport projects within corridors located on or near DOD facilities or flight training areas (see Appendix L of the PEIS for applicable corridors) must, early in the planning process and in conjunction with the appropriate agency staff, inform and coordinate with the DOD regarding the characteristics and locations of the anticipated project infrastructure.
2. Early in the planning process, applicants seeking a ROW authorization within a Section 368 energy corridor that is located within 5 miles of a unit of the NPS should contact the appropriate Agency staff and work with the NPS regarding the characteristics and locations of anticipated project infrastructure. In those instances where corridors cross lands within the boundaries of a unit of the NPS, the National Park Service Organic Act and other relevant laws and policies shall apply.
3. In those instances where projects using energy corridors are proposed to also cross National Wildlife Refuge System lands, the National Wildlife System Administration Act and other relevant laws and policies pertinent to national wildlife refuges shall apply.
4. For electricity transmission projects, the applicant shall notify the Federal Aviation Administration (FAA) as early as practicable in the planning process in order to identify appropriate aircraft safety requirements.
5. All project applications must reflect applicable findings, mitigation, and/or standards contained in regional land management plans, such as the Northwest Forest Plan, when such regional plans have been incorporated into agency planning guidelines and requirements. Modification of some standards may be needed to reasonably allow for energy transport within a corridor.

Government-to-Government Consultation

1. The appropriate agency, assisted by the project applicant, must initiate government-to-government consultation with affected Tribes at the outset of project planning and shall continue consultation throughout all phases of the project, as necessary. Agencies should determine how to consult in a manner that reflects the cultural values, socioeconomic factors, and administrative structures of the interested Tribes.
2. The agency POC may require the project proponent to prepare an ethnographic study when Tribal consultation indicates the need. The study shall be conducted by a qualified professional selected in consultation with the affected Tribe.

General

1. Applicants seeking to develop an electricity transmission or pipeline project will develop a project-specific plan of development (POD). The POD should display the location of the project infrastructure (i.e., towers, power lines) and identify areas of short- and long-term land and resource impacts and the mitigation measures for site-specific and resource-specific environmental impacts. The POD should also include notification of project termination and decommissioning to the agencies at a time period specified by the agencies.
2. Applicants, working with the appropriate agencies, shall design projects to comply with all appropriate and applicable agency policies and guidance.
3. Project planning shall be based on the current state of knowledge. Where corridors are subject to sequential projects, project-related planning (such as the development of spill-response plans, cultural resource management plans, and visual resource management plans) and project-specific mitigation and monitoring should incorporate information and lessons learned from previous projects.
4. Applicants shall follow the best management practices for energy transport project siting, construction, and operations of the states in which the proposed project would be located, as well as Federal agency practices.
5. Corridors are to be efficiently used. The applicant, assisted by the appropriate agency, shall consolidate the proposed infrastructure, such as access roads, wherever possible and utilize existing roads to the maximum extent feasible, minimizing the number, lengths, and widths of roads, construction support areas, and borrow areas.
6. When concurrent development projects are proposed and implemented within a corridor, the agency POCs shall coordinate the projects to ensure consistency with regard to all regulatory compliance and consultation requirements, and to avoid duplication of effort.
7. Applicants, assisted by the appropriate agency, shall prepare a monitoring plan for all project-specific mitigation activities.
8. Potential cumulative impacts to resources should be considered during the early stages of the project. Agency POCs must coordinate various development projects to consider and minimize cumulative impacts. A review of resource impacts resulting from other projects in the region should be conducted and any pertinent information be considered during project planning.

Project Design

1. Applicants shall locate desired projects within energy corridors to promote effective use of the corridors by subsequent applicants and to avoid the elimination of use or encumbrance of use of the corridors by ROW holders. Proposed projects should be compatible with identified energy transport modes and avoid conflicts with other land uses within a corridor.
2. Applicant shall identify and delineate existing underground metallic pipelines in the vicinity of a proposed electricity transmission line project and design the project to avoid accelerating the corrosion of the pipelines and/or pumping wells.

Transportation

1. The applicant shall prepare an access road siting and management plan that incorporates relevant agency standards regarding road design, construction, maintenance, and decommissioning. Corridors will be closed to public vehicular access unless determined by the appropriate Federal land manager to be managed as part of an existing travel and transportation network in a land use plan or subsequent travel management plan(s).
2. The applicant shall prepare a comprehensive transportation plan for the transport of transmission tower or pipeline components, main assembly cranes, and other large equipment. The plan should address specific sizes, weights, origin, destination, and unique equipment handling requirements. The plan should evaluate alternative transportation routes and should comply with state regulations and all necessary permitting requirements. The plan should address site access roads and eliminate hazards from truck traffic or adverse impacts to normal traffic flow. The plan should include measures such as informational signage and traffic controls that may be necessary during construction or maintenance of facilities.
3. Applicants shall consult with local planning authorities regarding increased traffic during the construction phase, including an assessment of the number of vehicles per day, their size, and type. Specific issues of concern (e.g., location of school bus routes and stops) should be identified and addressed in the traffic management plan.

Groundwater

1. Applicants must identify and delineate all sole source aquifers in the vicinity of a proposed project and design the project to avoid disturbing these aquifers or to minimize potential risks that the aquifers could be contaminated by spills or leaks of chemicals used in the projects.
2. In instances where a project within an energy corridor crosses sole source aquifers, the applicant must notify the U.S. Environmental Protection Agency (EPA) and the agencies that administer the land as early as practicable in the planning process. Section 1424(e) of the Safe Drinking Water Act (42 USC Chapter 6A) and other relevant laws and policies pertinent to the corridors that cross sole source aquifers shall apply.

Surface Water

1. Applicants must identify all wild and scenic rivers (designated by act of Congress or by the Secretary of the Interior under Section 3(a) or 2(a)(ii) of the Wild and Scenic Rivers Act (16 USC 1271-1287), respectively), congressionally authorized wild and scenic study rivers, and agency identified (eligible or suitable) wild and scenic study rivers in the vicinity of a proposed project and design the project to avoid the rivers or mitigate the disturbance to the rivers and their vicinity.
2. In instances where a project within an energy corridor crosses a wild and scenic river or a wild and scenic study river, the appropriate Federal permitting agency, assisted by the project applicant, must coordinate and consult with the river-administrating agency regarding the protection and enhancement of the river's free-flowing condition, water quality, and outstandingly remarkable natural, cultural, and recreational values.
3. Applicants shall identify all streams in the vicinity of proposed project sites that are listed as impaired under Section 303(d) of the Clean Water Act (33 USC Chapter 26) and provide a management plan to avoid or mitigate adverse impacts on those streams.

Paleontological Resources

1. The applicant shall conduct an initial scoping assessment to determine whether construction activities would disturb formations that may contain important paleontological resources. Potential impacts to significant paleontological resources should be avoided by moving or rerouting the site of construction or removing or reducing the need for surface disturbance. When avoidance is not possible, a mitigation plan should be prepared to identify physical and administrative protective measures and

protocols such as halting work, to be implemented in the event of fossil discoveries. The scoping assessment and mitigation plan should be conducted in accordance with the managing agency's fossil management practices and policies.

2. If significant paleontological resources are known to be present in the project area, or if areas with a high potential to contain paleontological material have been identified, the applicant shall prepare a paleontological resources management and mitigation plan. If adverse impacts to paleontological resources cannot be avoided or mitigated within the designated corridors, the agency may consider alternative development routes to avoid, minimize, or mitigate adverse effects.
3. A protocol for unexpected discoveries of significant paleontological resources should be developed. Unexpected discovery during construction should be brought to the immediate attention of the responsible Federal agency's authorized officer. Work should be halted in the vicinity of the discovery to avoid further disturbance of the resource while the resource is being evaluated and appropriate mitigation measures are being developed.

Ecological Resources

1. Applicants shall identify important, sensitive, or unique habitats and BLM-special status species (BLM 2008), FS-sensitive, and state-listed species in the vicinity of proposed projects and design the project to avoid or mitigate impacts to these habitats and species.
2. To restore disturbed habitats, the applicant will prepare a habitat restoration plan that identifies the approach and methods to be used to restore habitats disturbed during project construction activities. The plan will be designed to expedite the recovery to natural habitats supporting native vegetation, and require restoration to be completed as soon as practicable after completion of construction, minimizing the habitat converted at any one time. To ensure rapid and successful restoration efforts, the plan will include restoration success criteria, including time frames, which will be developed in coordination with the appropriate agency and which must be met by the applicant. Bonding to cover the full cost of restoration will be required.
3. In consultation with the U.S. Army Corps of Engineers, the appropriate agency, assisted by the project applicant, will identify wetlands (including ephemeral, intermittent, and isolated wetlands), riparian habitats, streams, and other aquatic habitats in the project area and design the project to avoid or mitigate impacts to these habitats.

Vegetation Management

Applicants shall develop an integrated vegetation management plan consistent with applicable regulations and agency policies for the control of unwanted vegetation, noxious weeds, and invasive species (E.O. 13112). The plan should address monitoring; ROW vegetation management; the use of certified weed-seed-free hay, straw, and/or mulch; the cleaning of vehicles to avoid the introduction of invasive weeds; education of personnel on weed identification, the manner in which weeds spread, and the methods for treating infestations (BLM 2006, 2007a,b, 2008).

Cultural Resources

1. Cultural resources management services and individuals providing those services shall meet the Secretary of the Interior's Standards for Archeology and Historic Preservation, 48 FR 44716 (Sept. 29, 1983).
2. The project applicant may, with the approval of the agency POC, assign a Cultural Resource Coordinator to ensure an integrated compliance process across administrative and jurisdictional boundaries. The Cultural Resource Coordinator will facilitate and coordinate compliance with multiple laws, policies, regulations, and existing pertinent agreements (PAs, MOAs, or MOUs) among multiple agencies and other entities, jurisdictions, and federally recognized Tribes. The coordinator may assist with development of pertinent agreements among concerned parties during the course of the project. The coordinator shall be a qualified professional with experience in cultural resource compliance. Where appropriate, the Cultural Resource Coordinator may also serve as the Tribal Coordinator. Alternatively, the agency POC may assign such coordinators, to be paid for through project cost-recovery funds. The agencies, through the POC, remain responsible for consultation.
3. The project applicant may, with the approval of the agency POC, assign a Tribal Coordinator to facilitate and coordinate consultation and compliance with multiple laws, agencies, and Tribes in order to ensure effective government-to-government consultation throughout the life of the project. Alternatively, the agency POC may assign such coordinators, to be paid for through project cost-recovery funds. The agencies, through the POC, remain responsible for consultation.
4. All historic properties in the Area of Potential Effect (APE) will be identified and evaluated. The APE shall include that area within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties and shall include a reasonable construction buffer zone and laydown areas, access roads, and borrow areas, as well as a reasonable assessment of areas subject to effects from visual, auditory, or atmospheric impacts, or impacts from increased access.

5. Project proponents must develop a cultural resources management plan (CRMP) to outline the process for compliance with applicable cultural resource laws during pre-project planning, management of resources during operation, and consideration of the effect of decommissioning. The CRMPs should meet the specifications of the appropriate agency and address compliance with all appropriate laws. The CRMPs should include the following, as appropriate: identification of the federally recognized Tribes, State Historic Preservation Offices (SHPOs), and consulting parties for the project; identification of long- and short-term management goals for cultural resources within the APE of the project; the definition of the APE; appropriate procedures for inventory, evaluation, and identification of effects to historic properties; evaluation of eligibility for the National Register of Historic Places (NRHP) for all resources in the APE; description of the measures to avoid, minimize, or mitigate adverse effects to historic properties; procedures for inadvertent discovery; procedures for considering Native American Graves Protection and Repatriation Act (NAGPRA) issues, monitoring needs, and plans to be employed during construction; curation procedures; anticipated personnel requirements and qualifications; public outreach and interpretation plans; and discussion of other concerns. The draft CRMP should be reviewed and approved by the agency POC in consultation with historic preservation partners, including appropriate SHPOs, Tribes, and consulting parties. The CRMPs must specify procedures that would be followed for compliance with cultural resource laws should the project change during the course of implementation.
6. Project applicants will provide cultural resources training for project personnel regarding the laws protecting cultural resources, appropriate conduct in the field (such as procedures for the inadvertent discovery of human remains), and other project-specific issues identified in the CRMP. Training plans should be part of the CRMP and should be subject to the approval of the POC. When government-to-government consultation identifies the need and the possibility, Tribes may be invited to participate in or contribute to relevant sessions.
7. If adverse effects to historic properties will result from a project, a Historic Property Treatment Plan will be developed in consultation with the SHPO, the appropriate federally recognized Tribes, and any consulting parties. The plan will outline how the impacts to the historic properties would be mitigated, minimized, or avoided. Agency officials will give full consideration to the applicable mitigation measures found in Section 3.10.5.2 of the Final PEIS when consulting during the project pre-planning stages to resolve adverse effects on historic properties.
8. As directed by the agency POC, project proponents will prepare a public education and outreach component regarding project-related cultural resource issues (e.g., discoveries, impacts) such as a public presentation, a news article, a publication, or a display. Public education and outreach components will be subject to Agency approval and Tribal review and consultation when the content or format is of interest to affected Tribes.
9. Cultural resources inventory, evaluation, and mitigation practices should incorporate modeling and sampling strategies to the extent practicable, in concurrence with SHPOs and other relevant parties, and as approved by the agency POC.

10. Project applicants shall provide all cultural resources reports and data in an electronic format that is approved by the Agency POC and integrated across jurisdictional boundaries, that meets current standards, and that is compatible with SHPO systems. The Agency will submit this data to the SHPO in a timely fashion. Project proponents should submit cultural resources data on a regular basis to ensure that SHPO systems are kept up to date for reference as the different phases of the project proceed. Paper records may also be required by the agency.
11. Cultural resources inventory procedures, specified in the CRMP, will include development of historic contexts based on the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation (48 FR 44716) sufficient to support the evaluation of cultural resources encountered in the APE.

Tribal Traditional Cultural Resources

1. The appropriate agency, assisted by the applicant, must comply with all laws, policies, and regulations pertaining to government-to-government consultation with federally recognized Tribes. Agencies shall initiate consultation with affected Tribes at the outset of project planning and shall continue consultation throughout project planning, construction, operation, and decommissioning. Consultation shall include, but not be limited to, the following: (a) identification of potentially affected Tribes; (b) identification of appropriate Tribal contacts and the preferred means of communication with these Tribes; (c) provision to the Tribes of project-specific information (e.g., project proponents, maps, design features, proposed ROW routes, construction methods, etc.) at the outset of project planning and throughout the life of the project; (d) identification of issues of concern specific to affected Tribes (e.g., potential impacts to culturally sensitive areas or resources, hazard and safety management plans, treaty reserved rights and trust responsibilities); (e) identification of areas and resources of concern to Tribes; and (f) resolution of concerns (e.g., actions to avoid, minimize, or mitigate impacts to important resources; Memoranda of Agreement stating what actions would be taken to mitigate project effects; or agreements for Tribal participation in monitoring efforts or operator training programs).
2. The appropriate agency, assisted by the applicant, must comply with all pertinent laws, policies, and regulations addressing cultural and other resources important to Tribes, including the NHPA, the Archaeological Resources Protection Act (ARPA), the Native American Graves Protection Act (NAGPRA), and other laws and regulations as listed in Table 3.11-2 in Volume I of the PEIS.
3. The agencies shall recognize the significance to many Tribes of traditional cultural places, such as sacred sites, sacred landscapes, gathering grounds, and burial areas, and shall seek to identify such areas through consultation with affected Tribes early in the project planning process. Agencies shall seek to avoid, minimize, or mitigate impacts to such places in consultation with the Tribes, project proponents, and other relevant parties.

Where confidentiality concerning these areas is important to an affected Tribe, agencies shall honor such confidentiality unless the Tribe agrees to release the information.

4. A protocol must be developed for inadvertent discovery of Native American human remains and funerary items to comply with the NAGPRA in consultation with appropriate federally recognized Tribes. Unexpected discovery of such items during construction must be brought to the immediate attention of the responsible Federal agency's authorized officer. Work must be halted in the vicinity of the find of Native American graves and funerary items to avoid further disturbance to the resources while they are being evaluated and appropriate mitigation measures are being developed. The procedures for reporting items covered under NAGPRA must be identified in the CRMP.

Visual Resources

1. Applicants shall identify and consider visual resource management (VRM) and scenery management (SMS) issues early in the design process to facilitate integration of VRM and scenery treatments into the overall site development program and construction documents. Visual/scenery management considerations, environmental analyses, mitigation planning, and design shall reference and be in accordance with the land management agency visual/scenery management policies and procedures applicable to the jurisdiction the project lies within. Applicants shall coordinate between multiple agencies on visual/scenery sensitive issues when projects transition from one jurisdiction to another, especially when transitions occur within a shared viewshed.
2. Applicants shall prepare a VRM or scenery management plan. The applicant's planning team shall include an appropriately trained specialist, such as a landscape architect with demonstrated VRM and/or scenery management system (SMS) experience. The VRM/SMS specialist shall coordinate with the BLM/FS on the availability of the appropriate visual or scenic inventory data, VRM management class delineations, Scenic Integrity Objectives (SIOs), and Federal agency expectations for preparing project plans and mitigation strategies to comply with RMP or LRMP direction related to scenery and/or visual resources. Applicants shall confirm that a current Visual Resource Inventory and/or Scenic Class inventory is available and that the resource management plan (RMP) or land resource and management plan (LRMP) VRM classifications or SIOs have been designated in the current land management plan. Project plans shall abide by the VRM class designations and SIOs and consider sensitivities defined within the visual or scenic resource inventory. If visual or scenic management objectives are absent, then the proper inventory and classification process shall be followed to develop them in accordance with the BLM VRM manual and handbooks or FS SMS process, depending on the agency. When the VRM management classes or SIOs are absent, then the project alternatives must reflect a range of management options related to scenery and visual resources that reflect the values identified in the visual/scenic inventory. Responsibility for developing an inventory or VRM management classes (or in the case of the FS, Scenic Classes and SIOs) will remain with the respective agency, but how to accomplish

these tasks will be determined by the field office manager or forest supervisor, who will consider the applicant's role and financial participation in completing the work.

3. Visual and scenic mitigation planning/design and analysis shall be performed through integrated field assessment, applied global positioning system (GPS) technology, field photo documentation, use of computer-aided design and development software, 3-D modeling GIS software, and visual simulation software, as appropriate. Proposed activities, projects, and site development plans shall be analyzed and further developed using these technologies to meet visual and scenic objectives for the project area and surrounding areas sufficient to provide the full context of the viewshed. Visual simulations shall be prepared according to BLM Handbook H-8432-1, or other agency requirements, to create spatially accurate depictions of the appearance of proposed facilities, as reflected in the 3-D design models. Simulations shall depict proposed project appearance from sensitive/scenic locations as well as more typical viewing locations. Transmission towers, roads, compressor stations, valves, and other aboveground infrastructure should be integrated aesthetically with the surrounding landscape in order to minimize contrast with the natural environment.
4. Applicants shall develop adequate terrain mapping on a landscape/viewshed scale for site planning/design, visual impact analysis, visual impact mitigation planning/design, and for full assessment and mitigation of cumulative visual impacts through applied, state-of-the-art design practices using the cited software systems. The landscape/viewshed scale mapping shall be geo-referenced and at the same Digital Elevation Model (DEM) resolution and contour interval within the margin of error suitable for engineered site design. This level of mapping shall enable proper placement of proposed developments into the digital viewshed context. Final plans shall be field verified for compliance.
5. The full range of visual and scenic best management practices shall be considered, and plans shall incorporate all pertinent best management practices (BMPs). Visual and scenic resource monitoring and compliance strategies shall be included as a part of the project mitigation plans.
6. Compliance with VRM/SMS objectives shall be determined through the use of the BLM Contrast Rating procedures defined in BLM Handbook H-8431-1 Visual Contrast Rating, or the FS SMS Handbook 701. Mitigation of visual impacts shall abide by the requirements of these handbooks.

Public Health and Safety

1. An electricity transmission project shall be planned by the applicant to comply with FAA regulations, including lighting regulations, and to avoid potential safety issues associated with proximity to airports, military bases or training areas, or landing strips.
2. A health and safety program shall be developed by the applicant to protect both workers and the general public during construction, operation, and decommissioning of an energy transport project. The program should identify all applicable Federal and state

occupational safety standards, establish safe work practices for each task (e.g., requirements for personal protective equipment and safety harnesses, Occupational Safety and Health Administration [OSHA] standard practices for safe use of explosives and blasting agents, measures for reducing occupational electromagnetic field [EMF] exposures), and define safety performance standards (e.g., electrical system standards). The program should include a training program to identify hazard training requirements for workers for each task and establish procedures for providing required training to all workers. Documentation of training and a mechanism for reporting serious accidents to appropriate agencies should be established.

3. The health and safety program shall establish a safety zone or setback from roads and other public access areas that is sufficient to prevent accidents resulting from various hazards. It should identify requirements for temporary fencing around staging areas, storage yards, and excavations during construction or decommissioning activities. It should also identify measures to be taken during the operations phase to limit public access to those components of energy facilities that present health or safety risks.
4. Applicants shall develop a comprehensive emergency plan that considers the vulnerabilities of their energy system to all credible events initiated by natural causes (earthquakes, avalanches, floods, high winds, violent storms, etc.), human error, mechanical failure, cyber attack, sabotage, or deliberate destructive acts of both domestic and international origin and the potential for and possible consequences of those events. Vulnerability, threat, and consequence assessment methodologies and criteria in the sector-specific plan (SSP) for energy⁶ will be used and appropriate preemptive and mitigative response actions will be identified. The applicant must coordinate emergency planning with state, local, and Tribal emergency and public safety authorities and with owners and operators of other energy systems collocated in the corridor or in adjacent corridors that could also be impacted.
5. In addition to directives contained in other IOPs herein, the applicant must identify all Federal, state, and local regulations pertaining to environmental protection, worker health and safety, public safety, and system reliability that are applicable throughout the construction, operation, and decommissioning phases of their facility's life cycle and must develop appropriate compliance strategies, including securing all necessary permits and approvals.

Hazardous Materials Management

Applicants for petroleum pipelines and projects involving oil-filled electrical devices shall develop a spill prevention and response plan identifying spill prevention measures

⁶ The SSP for energy, developed by the Department of Energy's Office of Electricity Delivery and Energy Reliability, is one of seventeen such SSPs that comprise the National Infrastructure Protection Plan (NIPP). The energy SSP (redacted) is available at http://www.oe.energy.gov/DocumentsandMedia/Energy_SSP_Public.pdf. The NIPP is available at http://www.dhs.gov/xlibrary/assets/NIPP_Plan.pdf.

to be implemented, training requirements, appropriate spill response actions, and procedures for making timely notifications to authorities. The spill prevention and response plan should include identification of any sensitive biotic resources and locations (such as habitats) that require special measures to provide protection, as well as the measures needed to provide that protection.

Fire Management

1. Applicants shall develop a fire management strategy to implement measures to minimize the potential for a human-caused fire during project construction, operation, and decommissioning. The strategy should consider the need to reduce hazardous fuels (e.g., native and non-native annual grasses and shrubs) and to prevent the spread of fires started outside or inside a corridor, and clarify who has responsibility for fire suppression and hazardous fuels reduction for the corridor.
2. Applicants must work with the local land management agency to identify project areas that may incur heavy fuel buildups, and develop a long-term strategy on vegetation management of these areas. The strategy may include land treatment during project construction, which may extend outside the planned ROW clearing limits.

B.2 PROJECT CONSTRUCTION

General

1. To avoid conflict with Federal and non-Federal operations, the applicant shall be aware of liabilities pertaining to environmental hazards, safety standards, and military flying areas.
2. The applicant shall locate all stationary construction equipment (i.e., compressors and generators) as far as practicable from nearby residences.
3. Applicants shall pay fair market value to the land management agency for any merchantable forest products that will be cut during ROW clearing. The local land management agency will determine the fair market value, which will be paid prior to clearing. The applicant will either remove the forest products from the area or will stack the material at locations determined by the local land management agency. Treatment of unmerchantable products will be determined by the local land management agency.

Soils, Excavation, and Blasting

1. Applicants shall salvage, safeguard, and reapply topsoil from all excavations and construction activities during restoration.
2. All areas of disturbed soil shall be restored by the applicant using weed-free native grasses, forbs, shrubs, and trees as directed by the agency. Restoration should not be unnecessarily delayed. If native species are not available, noninvasive vegetation recommended by agency specialists may be used.
3. The applicant must not create excessive slopes during excavation. Areas of steep slopes, biological soil crusts, erodible soil, and stream channel crossings will often require site-specific and specialized construction techniques by the applicant. These specialized construction techniques should be implemented by adequately trained and experienced employees.
4. Blasting activities will be avoided or minimized in the vicinity of sole source aquifer areas to reduce the risk of releasing sediments or particles into the groundwater and inadvertently plugging water supply wells.
5. The applicant must backfill foundations and trenches with originally excavated material as much as possible. Excess excavation materials should be disposed of by the applicant only in approved areas.
6. The applicant shall obtain borrow (fill) material only from authorized sites. Existing sites should be used in preference to new sites.
7. The applicant shall prepare an explosives use plan that specifies the times and meteorological conditions when explosives will be used and specifies minimum distances from sensitive vegetation and wildlife or streams and lakes.
8. If blasting or other noisy activities are required during the construction period, the applicant must notify nearby residents in advance.

Mitigation and Monitoring

All control and mitigation measures established for the project in the POD and other required plans shall be maintained and implemented by the applicant throughout construction. Necessary adjustments may be made with the concurrence of the appropriate agency.

Surface and Groundwater Resources

1. The applicant shall safeguard against the possibility of dewatering shallow groundwater and/or wetlands in the vicinity of project sites during foundation excavations or excavations for buried pipelines.
2. The applicant shall implement erosion controls complying with county, state, and Federal standards, such as jute netting, silt fences, and check dams, and secure all necessary storm water pollution prevention plan (SWPPP) permits.
3. The applicant shall minimize stream crossings by access roads to the extent practicable. All structures crossing intermittent and perennial streams shall be located and constructed so that the structures do not decrease channel stability, increase water velocity, or impede fish passage.
4. Applicants shall not alter existing drainage systems and shall give particular care to sensitive areas such as erodible soils or steep slopes. Soil erosion shall be reduced at culvert outlets by appropriate structures. Catch basins, roadway ditches, and culverts shall be cleaned and maintained.
5. Applicants must not create hydrologic conduits between aquifers.

Paleontological Resources

1. Project construction activities will follow the protective measures and protocols identified in the paleontological resources mitigation plan.
2. All paleontological specimens found on Federal lands remain the property of the U.S. government. Specimens, therefore, shall only be collected by a qualified paleontologist under a permit issued by the managing agency and must be curated in an approved repository.

Ecological Resources

1. Areas that are known to support ESA-listed species, BLM-special-status species, FS-sensitive, and state-listed species or their habitats shall be identified and marked with flagging or other appropriate means to avoid direct impacts during construction activities. Construction activities upslope of these areas should be avoided to prevent indirect impacts of surface water and sediment runoff.

2. All construction activities that could affect wetlands or waters of the United States shall be conducted in accordance with the requirements identified in permits issued by the U.S. Army Corps of Engineers.

Visual Resources

A pre-construction meeting with BLM/FS landscape architects or other designated visual/scenic resource specialist shall be held before construction begins to coordinate on the VRM/SMS mitigation strategy and confirm the compliance-checking schedule and procedures. Applicants shall integrate interim/final reclamation VRM/SMS mitigation elements early in the construction, which may include treatments such as thinning and feathering vegetation along project edges, enhanced contour grading, salvaging landscape materials from within construction areas, special revegetation requirements, etc. Applicants shall coordinate with BLM/FS in advance to have BLM/FS landscape architects or other designated visual/scenic resource specialists onsite during construction to work with implementing BMPs.

Cultural Resources

1. Project applicants shall provide all cultural resources reports and data in an approved electronic format that is integrated across jurisdictional boundaries, that meets current standards, and that is compatible with SHPO systems. Project proponents shall submit cultural resources data on a regular basis to ensure that SHPO systems are kept up-to-date for reference as the different phases of the project proceed.
2. When an area is identified as having a high potential for cultural resources but none are found during a pre-construction field survey, a professionally qualified cultural resources specialist will be required to monitor ground-disturbing activities during project construction, and to complete a report when the activities are finished. The protocol for monitoring should be identified in the CRMP.
3. When human remains, funerary objects, sacred objects, or objects of cultural patrimony are inadvertently discovered, the provisions of NAGPRA shall apply and the process identified in the CRMP must be followed.

Hazardous Materials and Wastewater Management

1. Any wastewater generated by the applicant in association with temporary, portable sanitary facilities must be periodically removed on a schedule approved by the agency, by a licensed hauler and introduced into an existing municipal sewage treatment facility.

Temporary, portable sanitary facilities provided for construction crews should be adequate to support expected onsite personnel and should be removed at completion of construction activities.

2. All hazardous materials (including vehicle and equipment fuels) brought to the project site will be in appropriate containers and will be stored in designated and properly designed storage areas with appropriate secondary containment features. Excess hazardous materials will be removed from the project site after completion of the activities in which they are used.

Air Emissions

1. The applicant shall cover construction materials and stockpiled soils if these are sources of fugitive dust.
2. To minimize fugitive dust generation, the applicant shall water land before and during surface clearing or excavation activities. Areas where blasting would occur should be covered with mats.

Noise

The applicant shall limit noisy construction activities (including blasting) to the least noise-sensitive times of day (i.e., daytime only between 7 a.m. and 10 p.m.) and weekdays.

Fire Safety

1. The applicant must ensure that all construction equipment used is adequately muffled and maintained and that spark arrestors are used with construction equipment in areas with, and during periods of, high fire danger.
2. Flammable materials (including fuels) will be stored in appropriate containers.

B.3 PROJECT OPERATION

Mitigation and Monitoring

All control and mitigation measures established for the project shall be maintained and implemented by the applicant throughout the operation of the project. Necessary adjustments may be made with the concurrence of the appropriate agency.

Ecological Resources

1. Applicants shall review existing information regarding plant and animal species and their habitats in the vicinity of the project area and identify potential impacts to the applicable agencies.
 2. Project developer staff shall avoid harassment or disturbance of wildlife, especially during reproductive courtship, migratory, and nesting seasons.
 3. Observations by project staff of potential wildlife problems, including wildlife mortality, will be immediately reported to the applicable agency authorized officer.
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Pesticide and Herbicide Use

1. If pesticides are used, the applicant shall ensure that pesticide applications as specified in the integrated vegetation management plan are conducted within the framework of agency policies and entail only the use of EPA-registered pesticides that are applied in a manner consistent with label directions and state pesticide regulations. Pesticide use shall be limited to non persistent immobile pesticides and shall be applied only in accordance with label and application permit directions and stipulations for terrestrial and aquatic applications (BLM 2007a).
2. Pesticide and herbicide uses shall be avoided in the vicinity of sole source aquifer areas (BLM 2007a).

Visual Resources

Terms and conditions for VRM/SMS mitigation compliance shall be maintained and monitored for compliance with visual objectives, adaptive management adjustments, and modifications as necessary and approved by the BLM/FS landscape architect or other designated visual/scenic resource specialist.

Hazardous Materials, Wastes, and Wastewater Management

1. The applicant shall provide secondary containment for all onsite hazardous materials and waste storage areas.
2. The applicant shall ensure that wastes are properly containerized and removed periodically for disposal at appropriate offsite permitted disposal facilities.
3. In the event of an accidental release to the environment, the applicant shall initiate spill cleanup procedures and document the event, including a cause analysis, appropriate corrective actions taken, and a characterization of the resulting environmental or health and safety impacts. Documentation of the event shall be provided to the land management agency's authorized officer and other Federal and state agencies, as required.

Air Quality

Dust abatement techniques (e.g., water spraying) shall be used by the applicant on unpaved, unvegetated surfaces to minimize airborne dust. Water for dust abatement shall be obtained and used by the applicant under the appropriate state water use permitting system. Used oil will not be used for dust abatement.

Noise

The applicant shall ensure that all equipment has sound-control devices no less effective than those provided on the original equipment.

B.4 PROJECT DECOMMISSIONING

General

1. Where applicable, decommissioning activities will conform to agency standards and guidance for mitigation and reclamation (e.g., BLM's Gold Book⁷).
2. Applicants must receive approval for changes to the ROW authorization prior to any modifications to the ROW required for decommissioning.
3. Gravel work pads will be removed; gravel and other borrow material brought to the ROW during construction will be disposed of as approved by the agency.
4. Any wells constructed on the ROW to support operations shall be removed and properly closed in accordance with applicable local or state regulations.
5. All equipment, components, and above-ground structures shall be cleaned and removed from the site for reclamation, salvage, or disposal; all below-ground components shall be removed to a minimum depth of 3 feet to establish a root zone free of obstacles; pipeline segments and other components located at greater depths may be abandoned in place provided they are cleaned (of all residue) and filled with inert material to prevent possible future subsidence.
6. Dismantled and cleaned components shall be promptly removed; interim storage of removed components or salvaged materials that is required before final disposition is completed will not occur on Federal land.
7. At the close of decommissioning, applicants will provide the Federal land manager with survey data precisely locating all below-grade components that were abandoned in place.

Mitigation and Monitoring

All control and mitigation measures established for the project in the POD and other required plans shall be incorporated into a decommissioning plan that shall be approved by the Federal land manager(s); the decommissioning plan shall include a site reclamation plan and a monitoring program and shall be coordinated with owners and operators of other systems on the corridor to ensure no disruption to the operation of those systems.

⁷ Surface Operating Standards and Guidelines for Oil and Gas Exploration and Development, 4th Edition, revised 2007. Available electronically at http://www.blm.gov/wo/st/en/prog/energy/oil_and_gas/best_management_practices/gold_book.html.

Surface Water

A SWPPP permit shall be obtained and its provisions implemented for all affected areas before any ground-disturbance activities commence.

Transportation

Additional access roads needed for decommissioning shall follow the paths of access roads established during construction to the greatest extent possible; all access roads not required for the continued operation and maintenance of other energy systems present in the corridor shall be removed and their footprints reclaimed and restored.

Restoration

1. Topsoil removed during decommissioning activities shall be salvaged and reapplied during final reclamation; all areas of disturbed soil shall be reclaimed using weed-free native shrubs, grasses, and forbs or other plant species approved by the land management agency; grades shall be returned to pre-development contours to the greatest extent feasible.
2. The vegetation cover, composition, and diversity shall be restored to values commensurate with the ecological setting, as approved by the authorizing officer.

Hazardous Materials and Waste Management

1. All fuels, hazardous materials, and other chemicals shall be removed from the site and properly disposed of or reused.
2. Incidental spills of petroleum products and other chemicals shall be removed and the affected area cleaned to meet applicable standards.
3. Solid wastes generated during decommissioning shall be accumulated, transported, and disposed in permitted offsite facilities in accordance with state and local requirements; no solid wastes shall be disposed of within the footprint of the ROW or the corridor.
4. Hazardous wastes generated as a result of component cleaning shall be containerized and disposed of in permitted facilities.

References

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BLM, 2007b, *Vegetation Treatments on Bureau of Land Management Lands in 17 Western States Final Programmatic Environmental Report*, U.S. Department of the Interior, June.

BLM, 2008, *Integrated Vegetation Management Handbook 1740-2, Programmatic Biological Assessment for Vegetation Management*, U.S. Department of the Interior.