



**The holder shall install a 14 foot wide cattle guard and a 14 foot wide powder river style gate at the intersection of 19<sup>th</sup> Street and the dry utilities road that goes to Pronghorn Resort.** This will deter public access to an area that has not been readily accessible or known to the general public. This would also keep horses in the grazing allotment.

## **B. Land Use Plan Conformance**

Land Use Plan Name: Upper Deschutes Record of Decision (ROD) and Resource Management Plan (RMP) Date approved (ROD): September, 2005

The proposed action is in conformance with the applicable plan because it is specifically provided for in the following land use plan decisions: Objective TU-5: Allocation/Allowable Uses: 2. Designate a transportation corridor, approximately ½ mile wide and extending from approximately the end of 19<sup>th</sup> Street in Redmond to Deschutes Market Road.

## **C. Identify applicable National Environmental Policy Act (NEPA) documents and related documents that cover the proposed action**

The following NEPA documents (EA, DEIS, FEIS) cover the proposed action: Proposed Upper Deschutes RMP and Final EIS (FEIS), January 2005

## **D. NEPA Adequacy Criteria**

1. Is the new proposed action a feature of, or essentially similar to, an alternative analyzed in the existing NEPA document(s)? Is the project within the same analysis area, or if the project location is different, are the geographic and resource conditions sufficiently similar to those analyzed in the existing NEPA document(s)? If there are differences, can you explain why they are not substantial?

Yes, the proposed action is essentially the same as The Preferred Alternative in Alternative 7. On page 266, Transportation, Regional Transportation, second sentence states, “The Preferred Alternative includes a potential extension of 19<sup>th</sup> Street south to a proposed interchange at the US Hwy 97/Quarry Street Intersection and then south for approximately another four miles to the existing US 97 (Deschutes Market Junction/Interchange).

2. Is the range of alternatives analyzed in the existing NEPA document(s) appropriate with respect to the new proposed action, given current environmental concerns, interests, and resource values?

Yes, the Upper Deschutes RMP FEIS compared the transportation corridor under “Transportation and Utilities” on pages 266 through 281. The Preferred Alternative included an extension from 19<sup>th</sup> Street to Deschutes Market Junction/Interchange. Alternative 2 depicted a corridor from Yew Avenue south to Deschutes Market Junction/Interchange. Alternative 3 depicted a corridor from Yew Avenue to Quarry Avenue. Alternatives 4-7 provides for a corridor that links to both Quarry Avenue and then another four miles south to Deschutes Market Junction/Interchange.

3. Is the existing analysis valid in light of any new information or circumstances (such as rangeland health standard assessment, recent endangered species listings, updated lists of BLM sensitive species)? Can you reasonably conclude that all new information and new circumstances would not substantially change the analysis of the new proposed action?

Yes, the existing analysis continues to be valid.

No previous Wilderness values were identified within the proposed project area during the statewide BLM Wilderness Inventory of public lands in 1978-9, because no wilderness inventory units were identified in this area at that time. No new information exists that would change the 1978-9 finding that these public lands continue to lack wilderness character.

These public lands are less than 5,000 acres of contiguous public land, and do not contain any outstanding opportunities for solitude, or primitive and unconfined recreation. No supplemental values are known to exist within this public land corridor.

4. Are the direct, indirect, and cumulative effects that would result from implementation of the new proposed action similar (both quantitatively and qualitatively) to those analyzed in the existing NEPA document(s)?

Yes, the same effects that would result from the proposed action were analyzed in the Upper Deschutes RMP FEIS for the alternatives in Volume 2, pages 265 through 281. Also on page 511, question 205, Response, states, “The effects of designating the corridor are included in the Transportation and Utilities section. Other resources also considered the effects of this corridor designation in Chapter 4 of the FEIS.

5. Are the public involvement and interagency review associated with existing NEPA document(s) adequately for the current proposed action?

Yes, the list of “interested publics” is updated on a regular basis and many of the individuals and organizations on the current “interested publics” list are the same as those on the mailing list for the planning and NEPA documents listed. A final copy of this DNA and the subsequent approved right-of-way grant will be posted on the Prineville District’s internet page for public review. A printed copy of these documents would be available on request.

Deschutes County indicated that they would have to go through amending their Transportation Plan which would entail a hearing with the Deschutes County Commissioners. There would also be environmental work on the private property, so the contractor would have to contact the private property owners for permission on their land and then a copy of the final environmental document. Deschutes County would then go through their Land Use Planning Process prior to development of this road which entails signs being posted near the project and mailing of the proposal to adjacent land owners.

This proposal has been on the agenda and discussed numerous times at the South Redmond Collaborative Group meetings.

### **E. Persons/Agencies/BLM Staff consulted**

<u>Name</u>	<u>Title</u>	<u>Agency represented</u>
Lyle Andrews	Rangeland Management Specialist	BLM
Jo Anne Armson	Special Status Plants	BLM
Cassandra Hummel	Wildlife Biologist	BLM
Teal Purrington	NEPA	BLM
Tom Mottl	Recreation/VRM	BLM
Dana Cork	Engineer	BLM
Janet Hutchison	Team Lead/Realty Specialist	BLM
Rick Demmer	Wildlife Biologist	BLM
Ron Gregory	Archaeologist	BLM
Christopher Anthony	Botanist	BLM
Megan O’Neill	Archaeologist	BLM
Ryan Griffin	Archaeologist	BLM

John Stilley	Manager Public Projects	BNSF Railway Co.
Tom Blust	Public Works Director	Deschutes County
George Kolb	Engineer	Deschutes County
Mike Berry	Engineer	Deschutes County

Conclusion

Based on the review documented above, I conclude that this proposal conforms to the applicable land use plan and that the documentation fully covers the proposed action and constitutes BLM's compliance with the requirements of the NEPA.

Signature

Responsible official: /S/ Molly M. Brown 10/7/09  
Molly M. Brown Date  
Deschutes Resource Area Field Manager

Note: The signed Conclusion on this Worksheet is part of an interim step in the BLM's internal decision process and does not constitute an appealable decision. However, the lease, permit, or other authorization based on this DNA is subject to protest or appeal under 43 CFR Part 4 and the program specific regulations.

Contact Person

For additional information concerning this review, contact: Janet Hutchison, District Realty Specialist, Prineville Field Office, 3050 NE 3rd Street, Prineville, OR 97754, telephone (541) 416-6710 or email her at [j1hutchi@or.blm.gov](mailto:j1hutchi@or.blm.gov).

**PROPOSED 19TH STREET ACROSS BLM LAND.**

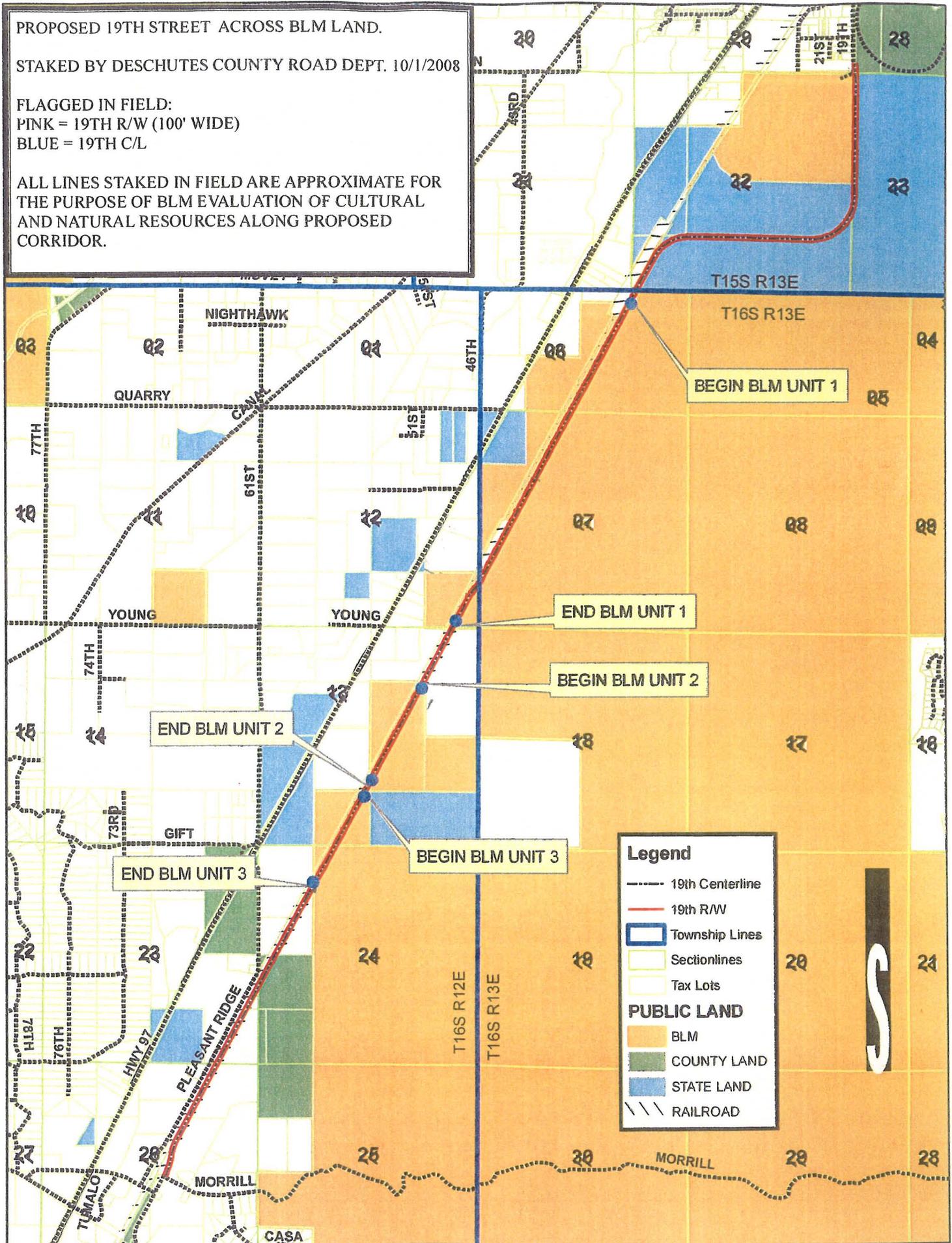
STAKED BY DESCHUTES COUNTY ROAD DEPT. 10/1/2008

FLAGGED IN FIELD:

PINK = 19TH R/W (100' WIDE)

BLUE = 19TH C/L

ALL LINES STAKED IN FIELD ARE APPROXIMATE FOR THE PURPOSE OF BLM EVALUATION OF CULTURAL AND NATURAL RESOURCES ALONG PROPOSED CORRIDOR.



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**Legend**

- 19th Centerline
- 19th R/W
- Township Lines
- Sectionlines
- Tax Lots
- PUBLIC LAND**
- BLM
- COUNTY LAND
- STATE LAND
- RAILROAD

