

**AMENDED MINUTES OF A REGULAR MEETING  
OF THE  
FRIEDMAN MEMORIAL AIRPORT AUTHORITY\***

**January 12, 2016  
5:30 P.M.**

**IN ATTENDANCE:**

**BOARD MEMBERS:** Chairman – Ron Fairfax, Vice-Chairman – Don Keirn, Board – Lawrence Schoen, Fritz Haemmerle, Jacob Greenberg, Angenie McCleary, Pat Cooley  
**FRIEDMAN MEMORIAL AIRPORT STAFF:** Airport Manager – Rick Baird, Emergency/Operations Chief – Peter Kramer, ASC/Special Projects Coordinator/Executive Assistant – Steve Guthrie, Administrative Assistant/Alternate Security Coordinator – Roberta Christensen, Administrative Assistant – Cecilia Vega, Administrative Assistant/IT Systems Maintenance Coordinator – April Matlock  
**CONSULTANTS:** T-O Engineers – Dave Mitchell; Landrum & Brown – Mark Perryman, Monica Geygan; Mead & Hunt – Evan Barrett; Centerlyne – Sarah Shepard, Nancy Glick, Carson Johnston  
**AIRPORT TENANTS/PUBLIC:** Donna Serrano, ATCT – George White, Peter Hendrick, Richard Paus, Garry Pearson, Ed Jenkins, Mike Thompson, Helen Stoe, Walt Denekas, Ben Schepps, Felicity Roberts, Richard Fassino, Martin Wemless, Craig Wolfrom, Drew Avery, Bellevue City Council – Lisa Phillips, James Stireman, Charles Ferries, Atlantic Aviation – Mike Rasch, Doug Brown, Full Moon Inc. – Brian Ahern, Bill Rae, FHR – Marc Reinemann, Bob Leahy, Mike and Amber Mattias, FSVA – Carol Waller  
**AIRPORT LEGAL COUNSEL:** Lawson Laski Clark & Pogue, PLLC – Jim Laski  
**PRESS:** Idaho Mountain Express – Ryan Thorne

**CALL TO ORDER:**

The meeting was called to order at 5:35 p.m. by Chairman Fairfax.

**I. APPROVE AGENDA**

The agenda was approved as presented.

**II. PUBLIC COMMENT**

Drew Avery commented that he is a professional pilot that just moved to the Wood River Valley and from his perspective the Board is doing a great job with the Airport.

Ed Jenkins commented that he would like an update to a question he had raised in a previous meeting regarding a flight path that would require aircraft to veer to the west after takeoff to lessen the noise impacts over Bellevue.

Brian Ahern, owner of Full Moon Inc. in Bellevue, commented that he feels positive about the recent improvements at the Airport and has received good feedback from clients and pilots who are happy with the direction the Board is going. He also commented that the growth of the local economy is directly related to the Airport and if it were to be moved further south, it would have severe economic impacts.

**III. PUBLIC HEARING**

**A. Master Plan Update – Draft Master Plan Chapter D – Existing Airport Site Alternatives (See Brief & Power Point Presentation)**

Landrum & Brown consultants Mark Perryman and Monica Geygan gave the Board a presentation on Chapter E of the Master Plan Update (MPU).

Board Member Haemmerle asked why the replacement airport project was suspended by the FAA.

Airport Manager Baird answered that the replacement airport project was suspended due to the high projected cost of building a replacement airport and wildlife issues pertaining to greater sage grouse.

Mr. Perryman and Ms. Geygan continued the presentation on Chapter E of the MPU.

Board Member Haemmerle asked if the FAA would still have concerns about greater sage grouse habitats if a replacement airport was built on private land with federal funds.

Mr. Perryman answered that the FAA could have the same concerns; however the BLM would not be as involved in the process.

Board Member Schoen added that the BLM does not have jurisdiction on private lands, but can become involved if development on private lands impacts an adjacent priority habitat management area. He also briefed the Board on the different levels of greater sage grouse land-use management on BLM land (Minutes Attachment #1).

Board Member Haemmerle asked if the BLM had any reservations about sites 4, 5, 12 or 17.

Mr. Perryman answered that the BLM had no issues with sites 4, 5, 12 or 17 during the initial study.

Board Member Schoen commented that there may be adjacency issues with some of those sites.

Vice-Chairman Keirn asked if the consultants could rotate Site 17 by 5 degrees.

Mr. Perryman answered that they could rotate Site 17; however, that task is not in the scope of work for development of the MPU and suggested that the Board look at Site 17 more extensively in a future site selection study.

Chairman Fairfax commented that Site 12 does not offer better reliability than the current site for VFR approaches.

Mr. Perryman commented that overall reliability for commercial aircraft would be more reliable on Site 12 than the current site, however pilots who use the VFR approach would not have better reliability.

Vice-Chairman Keirn asked if Site 10A was initially chosen due its projected construction costs being less than the projected costs of Site 12.

Mr. Perryman answered that building a replacement airport on Site 12 would have been more expensive than Site 10A and the Board also preferred that the replacement airport would be located off of Highway 75.

Board Member Haemmerle asked if the FAA could at any time choose to restart the replacement airport process.

Mr. Perryman answered that he does not suspect that the FAA will participate in restarting a replacement airport study at FMA for a long time; however, the FAA could always change their mind.

Board Member Schoen asked if a replacement airport could be financed if it were categorized as a regional airport. He commented that in order for Blaine County to become engaged about building a replacement airport, it would need to be able to demonstrate an ability to finance it, and in order to support a regional airport, the Board would need interest from surrounding counties before the replacement airport process could begin.

Mr. Perryman answered that Landrum & Brown did not research plans for a regional airport as that is an entirely different study. He commented that for the replacement airport to be considered regional there would need to be an intercounty and state agreement.

Attorney Laski commented that a regional airport authority would need to be created from all counties in the South Central region of Idaho.

Board Member Schoen asked if the replacement airport sites from the Environmental Impact Statement (EIS) should be included in the MPU if financing for the project is unknown.

Mr. Perryman answered that currently, Blaine County does not have a level of aviation activity demand that will generate a cash flow to pay for a replacement airport; however, if demand increases in the future, the County will most likely be in a better position financially. He also commented that if the aviation activity demand increases to a certain level, the FAA may find the current Modifications of Standards inadequate and consider restarting the replacement airport process.

Board Member Haemmerle commented that the Board needs an alternative plan to the current site included in the MPU in case the Airport is forced to restart the replacement airport process due to high levels of demand.

Vice-Chairman Keirn asked if the FAA is funding the construction of any other replacement airports.

Mr. Perryman answered that the FAA is currently helping an airport in North Dakota with land acquisition but will not be funding the construction of the airport itself. He commented that the FAA is not currently in a position to help finance replacement airport projects and are not participating in any replacement airport projects or studies at this time.

Board Member Greenberg asked if the Board should do a feasibility analysis on all the sites and then amend the MPU accordingly.

Mr. Perryman recommended that the Board finish the MPU for the existing airport and include the information from the EIS for the Board's future use.

Board Member Cooley suggested that the Board consider asking the BLM to attend a FMAA Board meeting to identify sage grouse land.

Board Member Haemmerle suggested that the Board include the alternative of a regional airport in the MPU in case the current site becomes inadequate due to high levels of demand and a replacement airport is not a feasible alternative.

Mr. Perryman commented that he does not believe the FAA will shut the Airport down due to a high level of demand but may disallow certain aircraft from using the Airport which may or may not affect commercial operations.

Board Member Schoen commented that it may not make sense to conduct a financial feasibility analysis for a specific site and suggested that the Board conduct a generic financial feasibility analysis instead.

Mr. Perryman and Evan Barret of Mead & Hunt commented that the financial planning chapter of the MPU will only include a non-site specific financial feasibility analysis.

Vice-Chairman Keirn commented that it does not make sense to build a financial feasibility plan for a specific site 10 to 15 years in advance of considering a replacement airport site.

Chairman Fairfax commented that Chapter E provides a good starting point for future consideration of a replacement airport.

Board Member McCleary commented that Chapter E is a valuable chapter and should be included in the MPU. She asked how the financial feasibility analysis will be different from the analysis that was completed in the EIS. She also commented that as part of the dual-path forward, a regional airport should be considered for inclusion in the MPU and expressed concern that some of the criteria for site selection in Chapter E does not include important criteria outlined in the Blaine County Comprehensive Plan.

Mr. Perryman answered that the financial feasibility analysis will be similar to the financial analysis completed in the EIS.

Chairman Fairfax opened the discussion for public comment.

Walt Denekas suggested that the Board research which sites are located on or adjacent to greater sage grouse habitats and to initially base the financial feasibility analysis on one site.

Craig Wolfrom thanked the Board for the healthy discussion on Chapter E and commented that he is glad the Board is discussing the possibility of a regional airport. Mr. Wolfrom suggested that the Board include a savings plan for financing a replacement airport in the MPU and encouraged the Board to build a replacement airport for safety reasons and to consider development of a replacement airport on Site 12 as it had no issues regarding the greater sage grouse.

Board Member Schoen commented that, if necessary, he would be willing to pass ~~introduce~~ a resolution as a Blaine County Commissioner that the County will not approve development that violates the Blaine County Comprehensive Plan or Land Use Codes ~~in order to~~. ~~Furthermore, airport construction on some of the private land sites would not receive Army Corps or other federal or state agency permits. These circumstances~~ eliminate sites that, realistically, would ~~and could~~ not be ~~considered supported~~ by the County. He commented that the Board ~~in the MPU~~ should be clear to the public about what is or isn't a feasible site option ~~in the MPU~~.

Mr. Perryman commented that some of the replacement airport sites that Blaine County would not consider were in the EIS because the FAA cannot pre-decision any element of a site. He commented that Landrum & Brown can change Chapter E to meet the Board's needs.

Board Member Haemmerle commented that it is an unfortunate fallacy to think that sites 4, 5, and 17 are realistic options. He suggested that the Board ask the BLM and a lawyer with an extensive background on wetland and endangered species regulations to give a presentation at an upcoming Board meeting and commented that he would like to hear from them before the next chapter of the MPU is started.

Vice-Chairman Keirn commented that the Board should keep in mind that the issue of greater sage grouse habitat may not exist 10 to 15 years from now and agreed that hearing from the BLM would be helpful.

Chairman Fairfax directed Staff to contact the BLM to inquire about giving the Board a presentation regarding greater sage grouse habitat areas and directed Attorney Laski to search for a lawyer to present wetland and endangered species information to the Board.

#### IV. APPROVE FMAA MEETING MINUTES

##### A. December 1, 2015 Regular Meeting (See Brief)

The December 1, 2015 Friedman Memorial Airport Authority Meeting Minutes were approved as presented.

**MOTION:**

***Made by Board Member McCleary to approve the December 1, 2015 Friedman Memorial Airport Authority Regular Meeting Minutes as presented. Seconded by Vice-Chairman Keirn.***

**PASSED UNANIMOUSLY**

#### V. REPORTS

##### A. Chairman Report

Chairman Fairfax thanked Airport Staff for a job well done removing snow from the airfield and keeping the Airport open as much as possible over the Christmas holidays.

##### B. Blaine County Report

No report was given.

##### C. City of Hailey Report

No report was given.

##### D. Airport Manager Report

Airport Manager Baird reported that overtime, diesel usage, contracting for hauling snow, shoveling snow off roofs, usage of broom bristles and use of de-ice fluid were all significant during December and Staff hopes to provide the Board with a financial update of the impacts of the December weather at the February meeting.

##### E. Airport Treasurer's Report

Board Member Greenberg reported on the projected cash flow position for the year ended 2016.

##### F. Communications Director Report (Centerlyne)

Centerlyne representatives Nancy Glick and Jeff Bacon reported on the following:

- The Board's *On the Fly* newsletter has been redesigned and will be replacing the *Airport Solutions* campaign. The newsletters are scheduled to be released before and after Airport meetings.
- A print campaign was created as a public service announcement for passengers to arrive 2 hours early during holidays and inclement weather.
- Facebook was fine-tuned and a Twitter account has been created and will continue being developed.
- Evaluation of the current Airport website will continue with recommended updates and an audit of content.

## **VI. AIRPORT STAFF BRIEF**

- A. Noise Complaints (See Brief)**
- B. Parking Lot Update (See Brief)**
- C. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data (See Brief)**
- D. Review Correspondence (See Brief)**
- E. Airport Commercial Flight Interruptions (See Brief)**

## **VII. UNFINISHED BUSINESS**

### **A. Airport Solutions**

#### **1. Existing Site**

##### **a. Plan to Meet 2015 Congressional Safety Area Requirement**

###### **i. Runway Safety Area Improvements Project (See Brief)**

Engineer Mitchell updated the Board on construction and completion of TSA's break room, public spaces in the south end of the terminal and the conference room in the terminal.

###### **ii. Project Closeout (See Brief)**

Engineer Mitchell updated the Board on the closeout process for AIP '40 and AIP '41 grants.

###### **iii. Project Financial Update (See Brief)**

Airport Manager Baird updated the Board on the final costs of the Runway Safety Area Improvements project.

Board Member Schoen asked if the projected reimbursements will be collected during this fiscal year.

Airport Manager Baird answered that the majority of the reimbursements will be collected from Passenger Facility Charges (PFCs) over the next 10 years.

##### **b. Future Projects**

###### **i. Terminal Aircraft Parking Improvements (See Brief)**

Engineer Mitchell updated the Board on the status of the Categorical Exclusion Checklist for the Terminal Aircraft Parking Improvements project.

Airport Manager Baird commented that there were two occasions over the holidays where four parking spaces for terminal aircraft were needed. He briefed the Board that the commercial aircraft had to be taxied to staging areas which caused late departure times for passengers.

**MOTION:** *Made by Board Member Greenberg to approve the Categorical Exclusion Checklist and authorize Staff to complete the documents and submit to the FAA prior to January 15, 2016. Seconded by Board Member Cooley.*

**PASSED UNANIMOUSLY**

Board Member Schoen commented that the Board will discuss the design of the Terminal Aircraft Parking area after the FAA has approved the Categorical Exclusion Checklist.

Airport Manager Baird added that submittal of the checklist does not commit the Board to moving forward with the project at this time.

**ii. Terminal Parking Lot Improvements**

No update was given.

**iii. Terminal Airline Ticketing Office Improvements (See Brief)**

No update was given.

**c. Retain/Improve/Develop Air Service**

**i. Fly Sun Valley Alliance Update**

Fly Sun Valley Alliance representative Carol Waller updated the Board on the following:

- Over the last two years seat occupancy has increased by 19% and enplanements have increased by 33%.
- FSVa is actively engaged with airline partners to solidify the summer and fall schedules for which they are hoping for expanded service.
- Delta Airlines will be offering a new weekly non-stop service to Los Angeles on Saturdays starting in February.
- FSVa is currently researching potential service and schedules for the winter.
- Complaints about bussing have decreased significantly and FSVa recently received a compliment about the bussing program.

**B. Voluntary Noise Abatement/Runway Use Program Review Committee – Consideration of Appointments (See Brief)**

Airport Manager Baird asked that the Board discuss committee appointments to the Voluntary Noise Abatement/Runway Use Program Review Committee.

Board Member Greenberg commented that the County is still in discussions regarding committee appointments and should be able to provide a decision at the February meeting.

Board Member Haemmerle commented that the City knows who their committee appointees will be but they have not been formally appointed by the City yet.

Airport Manager Baird commented that the City of Bellevue is also still discussing their committee appointment.

Chairman Fairfax directed Staff to expect possible appointments from the Board at the February Board meeting.

**C. Airport Art Committee (See Brief)**

Airport Manager Baird asked that the Board discuss FMAA appointment to the Airport Art Committee.

The Board agreed to appoint Chairman Fairfax to serve on the Airport Art Committee.

**MOTION:** *Made by Board Member Greenberg to appoint Chairman Fairfax to represent the FMAA on the Airport Arts Committee. Seconded by Vice-Chairman Keirn.*

**PASSED UNANIMOUSLY**

**VIII. NEW BUSINESS**

**A. FMAA Record Classification and Retention Policy (See Brief)**

Airport Manager Baird briefed the Board that revisions have been made to the FMAA Record Classification and Retention Policy.

Attorney Laski added that the revisions have been made to follow a new statute that requires identification of a custodian and location of records.

**MOTION:** *Made by Board Member Haemmerle to revise the FMAA Record Classification and Retention Policy per the recommendations of legal counsel. Seconded by Board Member McCleary.*

**PASSED UNANIMOUSLY**

**IX. PUBLIC COMMENT**

Craig Wolfrom encouraged the Board to consider whether the expense of creating another parking space for commercial aircraft is worth saving passengers a ten minute departure delay.

Board Member McCleary was asked to relay public comment asking that the Board refrain from appointing individuals to the Voluntary Noise Abatement/Runway Use Program Review Committee that have a financial or business interest.

**X. EXECUTIVE SESSION – I.C. §74-206 (c)(f)**

**MOTION:** *Made by Board Member McCleary to enter into executive session pursuant to Idaho Code §74-206 paragraph (c) to acquire an interest in real property and paragraph (f) to communicate with legal counsel to discuss legal ramifications for controversy imminently likely to be litigated. Seconded by Board Member Haemmerle.*

**ROLL CALL VOTE:**

<i>Chairman Fairfax</i>	<i>Yes</i>
<i>Vice-Chairman Keirn</i>	<i>Yes</i>
<i>Board Member Greenberg</i>	<i>Yes</i>
<i>Board Member Schoen</i>	<i>Yes</i>
<i>Board Member Haemmerle</i>	<i>Yes</i>
<i>Board Member McCleary</i>	<i>Yes</i>
<i>Board Member Cooley</i>	<i>Yes</i>

**PASSED UNANIMOUSLY**



## XI. ADJOURNMENT

The January 12, 2016 Regular Meeting of the Friedman Memorial Airport Authority was adjourned at approximately 8:30 p.m.



Lawrence Schoen, Secretary

- \* *Additional resources/materials that should be reviewed with these meeting minutes include but are not limited to the Friedman Memorial Airport Authority Board Packet briefing, the PowerPoint presentation prepared for this meeting and any referenced attachments.*

BLM

Sage-Grouse Implementation



# Greater Sage-Grouse Plan Amendment



# IMPLEMENTATION

# Idaho Implementation

## Major Components

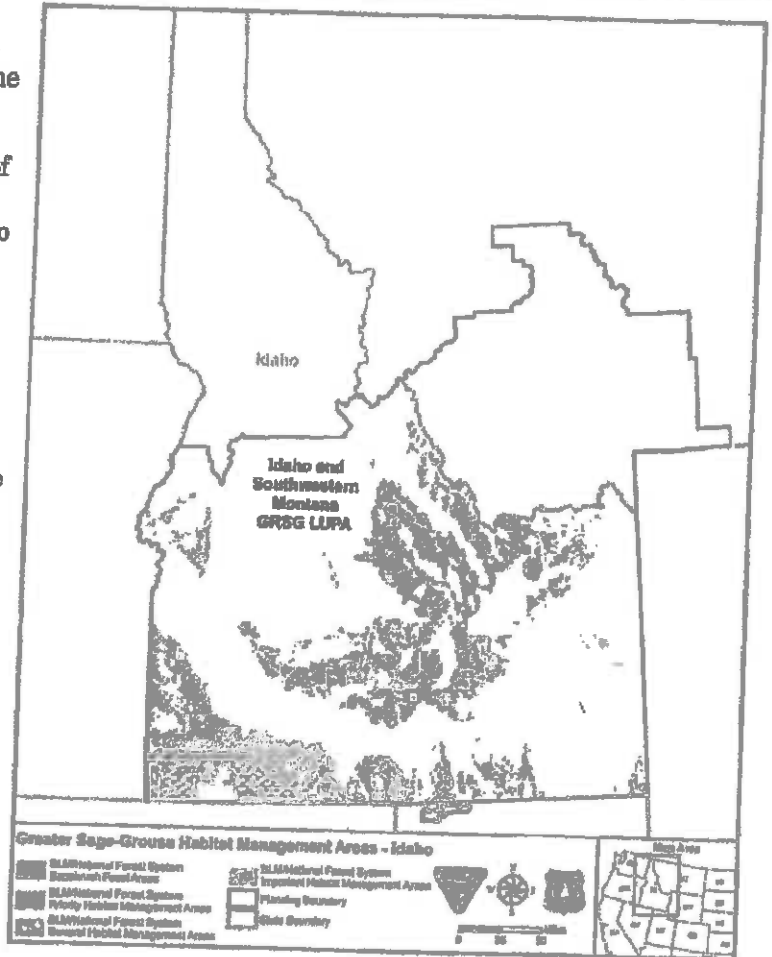
- **Desired Future Conditions – What are we trying to achieve**
  - **Goal SSS 1: Maintain and/or increase the abundance, distribution and connectivity of GRSG by conserving, enhancing and restoring GRSG habitat to maintain resilient populations by reducing, eliminating or minimizing threats to GRSG habitats.**



# BLM-USFS Greater Sage-Grouse Conservation Plans in ID

- The Bureau of Land Management (BLM) and the U.S. Forest Service (USFS) amended the land-use plan in Idaho to address threats to the greater sage-grouse. The BLM-USFS plans provide a three-tiered habitat management approach that focus protections on the areas of highest importance to the species:

- The highest levels of protections are applied to Sagebrush Focal Areas (SFA), which are landscapes with high breeding population densities of sage-grouse, high-quality sagebrush habitat and a preponderance of federal ownership or protected areas that serve to anchor the conservation value of the landscape. These areas are prioritized for habitat improvement and vegetation management efforts and proposed for locatable mineral withdrawal.
- Priority Habitat Management Areas (PHMA), equivalent to Core Areas, are managed to avoid and minimize further disturbance. Surface energy and mineral development is limited in these areas. Development is capped with limits on the amount and density of disturbance allowed. All of the SFAs are incorporated within PHMA.
- Important Habitat Management Areas (IHMA) have moderate-to-high conservation value for greater sage-grouse populations. While IHMA is managed less-conservatively than PHMA, more protection allocations may be instituted through the adaptive management strategy.
- General Habitat Management Areas (GHMA) provide greater flexibility for land use activities. Mitigation and required design features ensure that impacts from development are avoided, minimized and mitigated in GHMA.



SFA Acres	PHMA Acres	IHMA Acres	GHMA Acres
3.8 million acres	4.5 million acres	3.1 million acres	2.3 million acres

- The plans respect valid, existing rights, including those for oil and gas development, renewable energy, rights-of-way, locatable minerals and other permitted projects.
- During grazing permit renewals and modifications on lands within greater sage-grouse habitat, the BLM will incorporate locally developed management objectives for sage-grouse habitat and rangeland health standards, consistent with ecological potential. The BLM and USFS will prioritize monitoring for compliance, review and processing of grazing permits in important areas for greater sage-grouse first, SFA, followed by PHMA with a focus on lands containing riparian areas and wet meadows.

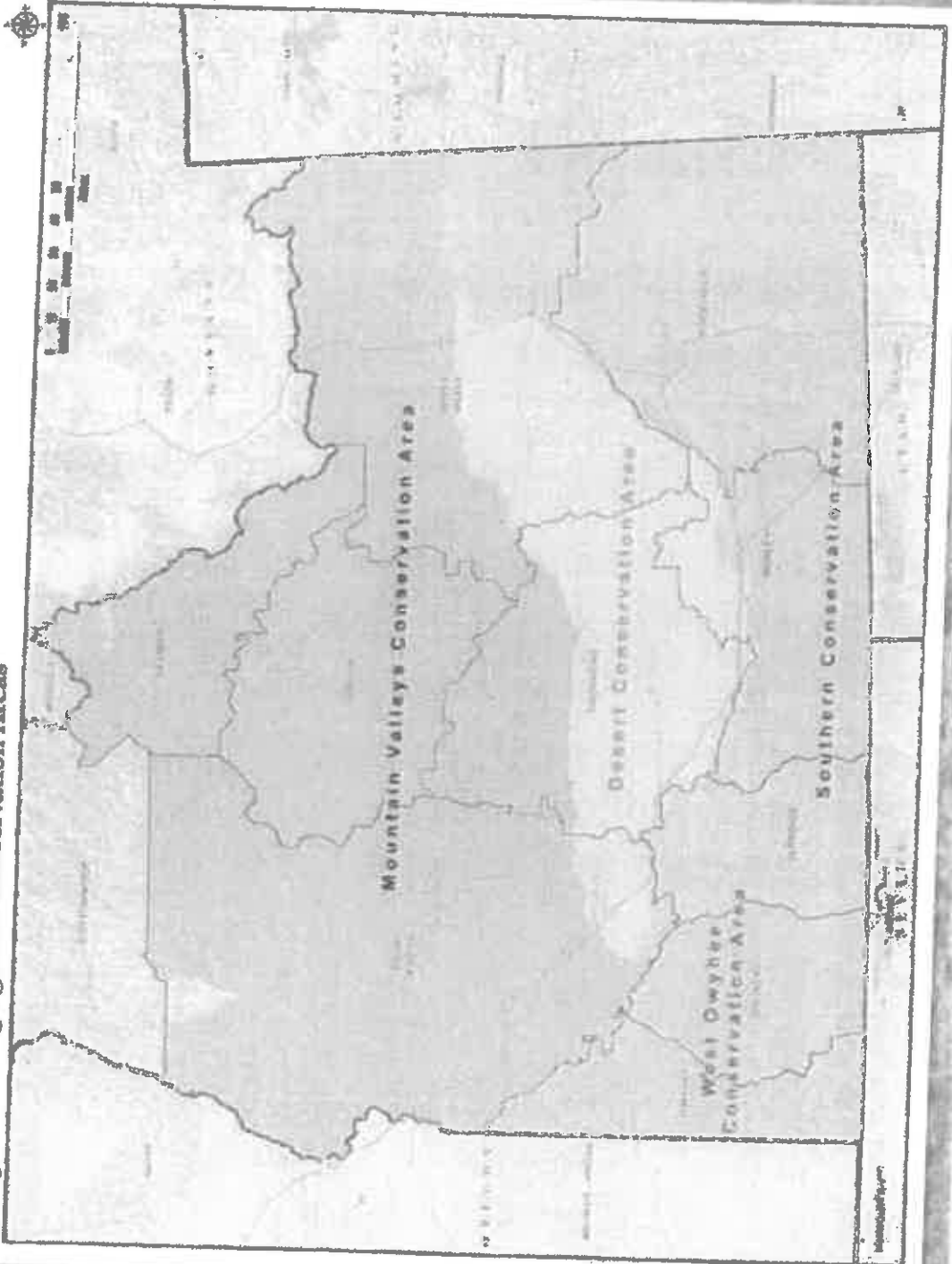
All of the federal lands with high and medium gas potential in Idaho are outside of federally managed priority conservation areas. There is no high and medium oil potential in Idaho.

Acres of High & Medium Oil and Gas Potential and Lease Status on Federal Lands and Minerals within PHMA								
State	High/Medium Oil Potential				High/Medium Gas Potential			
	Within PHMA Already Leased	Within PHMA Subject to BLM/USFS RMP Decisions for Priority Habitat	Outside of PHMAs	Total High/Medium Oil Potential	Within PHMA Already Leased	Within PHMA Subject to BLM/USFS RMP Decisions for Priority Habitat	Outside of PHMAs	Total High/Medium Gas Potential
Idaho	0	0	0	0	0	0	10,000	10,000



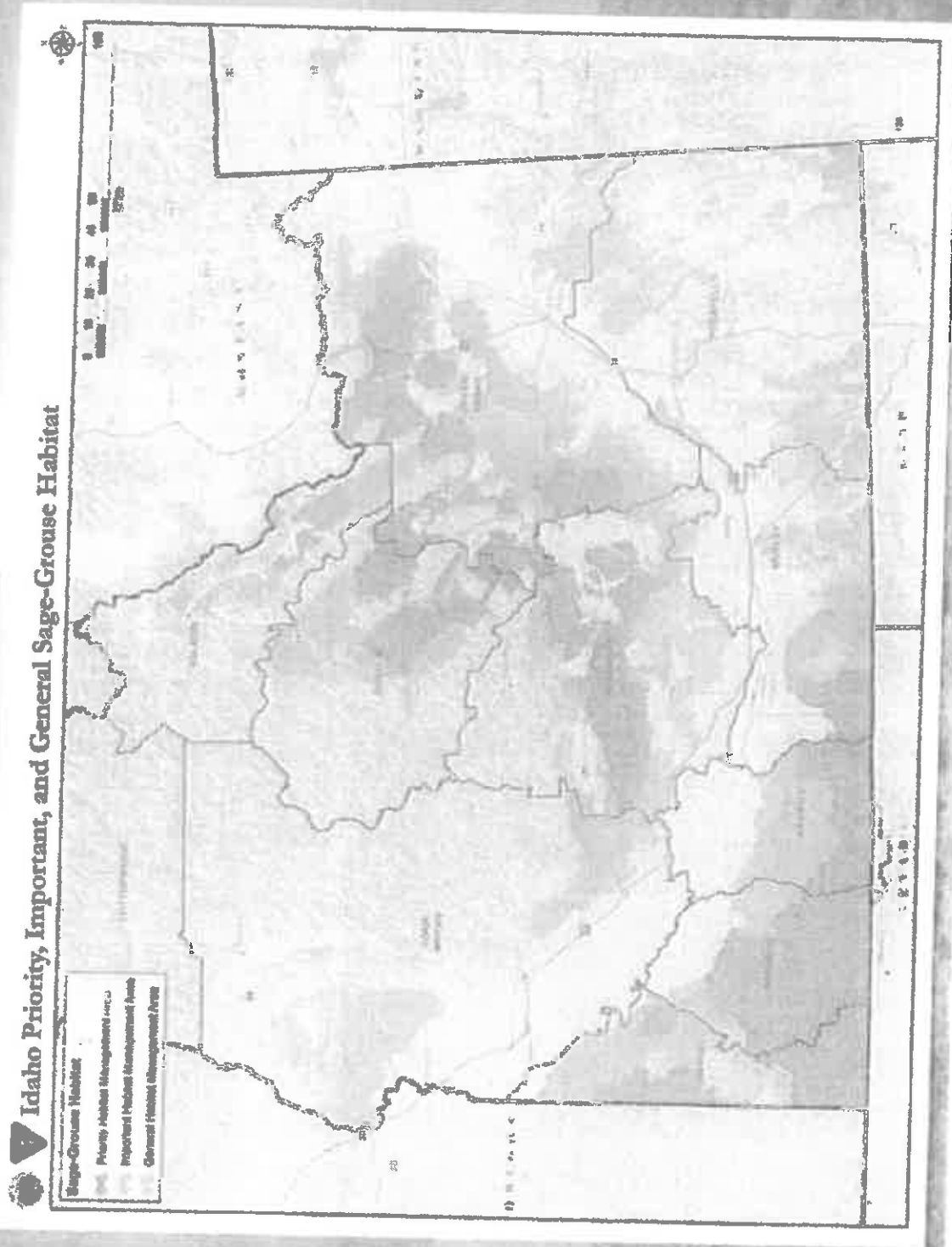
# Conservation Areas

▼ Idaho Sage-grouse Conservation Areas



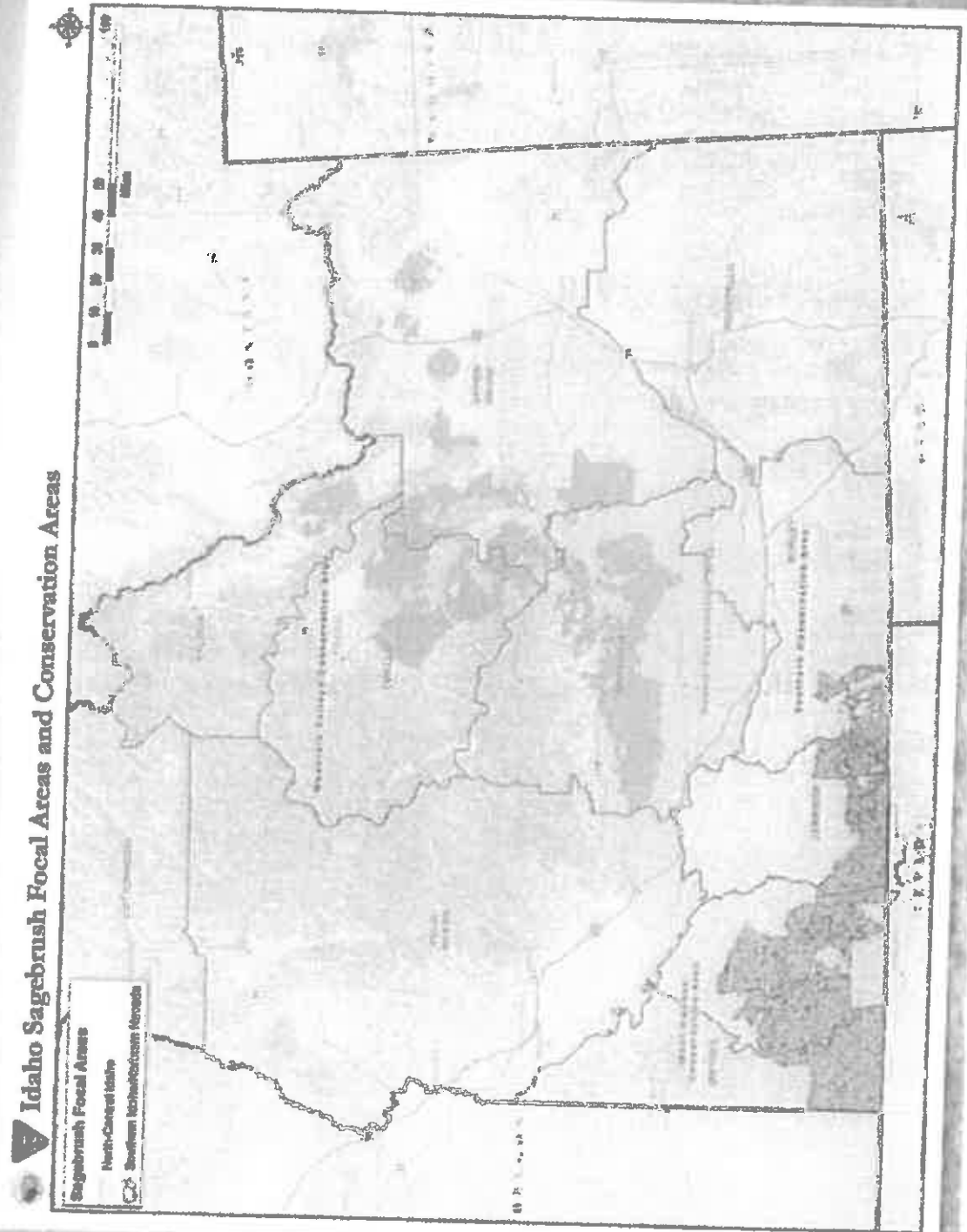


# Habitat Management Areas





# Sagebrush Focal Areas



that, in accordance with applicable law, achieves the long-term conservation of GRSG and its habitat.

Conservation of the GRSG is a large-scale challenge that requires a landscape-scale solution that spans 11 western states. The Idaho and Southwestern Montana GRSG LUPA/EIS achieves consistent, range-wide conservation objectives as outlined below. Additionally, the Idaho and Southwestern Montana GRSG LUPA/EIS aligns with the States of Idaho and Montana's priorities and land management approaches consistent with conservation of GRSG. The Proposed Plan incorporates adaptive management habitat and population hard and soft triggers as well as management actions to reduce surface disturbance.

### 3 Objectives

**Minimize additional surface disturbance.** The most effective way to conserve the GRSG is to protect existing, intact habitat. The BLM and Forest Service aim to reduce habitat fragmentation and protect key habitat areas. The Idaho and Southwestern Montana GRSG LUPA/EIS minimizes surface disturbance on over 11 million acres of BLM-administered and National Forest System lands by allocating lands as SFA, PHMA, IHMA, and GHMA with decisions that aim to conserve GRSG habitat.

The Proposed Plan includes numerous management actions and strategies to reduce surface disturbance. Some key components include applying a 3 percent anthropogenic disturbance cap, requiring RDFs, implementing anthropogenic disturbance exception and development criteria, requiring mitigation to provide a net conservation gain to GRSG, and prioritizing oil and gas development outside of GRSG habitat.

**Improve habitat condition.** While restoring sagebrush habitat can be very difficult in the short term, particularly in the most arid areas, it is often possible to enhance habitat quality through purposeful management. The Idaho and Southwestern Montana GRSG LUPA/EIS commits to management actions necessary to achieve science-based vegetation and GRSG habitat management objectives established in the Proposed Plan.

The Proposed Plan includes numerous management actions and strategies to improve habitat condition. Some key components include specifying decadal treatment objectives for mechanical, prescribed fire, and grass restoration treatments; incorporating GRSG seasonal habitat objectives into the design of projects or activities; using the Wildland Fire and Invasive Species Assessments to identify priority areas for fuels management, fire management, and restoration; and managing livestock grazing and wild horses to achieve GRSG habitat objectives.

**Reduce threat of rangeland fire to GRSG and sagebrush habitat.** Rangeland fire can destroy sagebrush habitat and lead to the conversion of previously healthy habitat into nonnative cheatgrass-dominated landscapes.



**Table ES-2**  
**Key Components of the Idaho and Southwestern Montana Proposed Plan**  
**Addressing COT Report Threats**

Threats to GRSG and its Habitat (from COT Report)	Key Component of the Idaho and Southwestern Montana Proposed Plan
	<ul style="list-style-type: none"> <li>with special stipulations)               <ul style="list-style-type: none"> <li>• GHMA in Montana: Avoidance area</li> </ul> </li> </ul>
Infrastructure – major Rights-of-Way (ROW)	<ul style="list-style-type: none"> <li>• PHMA: Avoidance area (may be available for major ROWs with special stipulations)</li> <li>• IHMA: Avoidance area (may be available for major ROWs with special stipulations)</li> <li>• GHMA in Montana: Avoidance area (may be available for major ROWs with special stipulations)</li> </ul>
Infrastructure – minor ROWs	<ul style="list-style-type: none"> <li>• PHMA: Avoidance area (may be available for minor ROWs with special stipulations)</li> <li>• IHMA: Avoidance area (may be available for minor ROWs with special stipulations)</li> </ul>
Mining—locatable minerals	<ul style="list-style-type: none"> <li>• SFA: Recommend withdrawal from the Mining Law of 1872</li> </ul>
Mining—non-energy leasable minerals	<ul style="list-style-type: none"> <li>• PHMA: Closed area (not available for non-energy leasable minerals)</li> </ul>
Mining—saleable minerals	<ul style="list-style-type: none"> <li>• PHMA: Closed area (not available for saleable mineral development) with a limited exception (may remain open to free use permits and expansion of existing active pits if criteria are met)</li> </ul>
Mining—coal	<ul style="list-style-type: none"> <li>• Not applicable in the Idaho and Southwestern Montana Sub-region.</li> </ul>
Livestock Grazing	<ul style="list-style-type: none"> <li>• Prioritize the review and processing of grazing permits/leases in SFAs followed by PHMA. (BLM only)</li> <li>• Adjust grazing management to move towards desired habitat conditions consistent with ecological site capability. (Forest Service only)</li> <li>• The NEPA analysis for renewals and modifications of grazing permits/leases will include specific management thresholds, based on the GRSG Habitat Objectives Table, Land Health Standards, and ecological site potential, to allow adjustments to grazing that have already been subjected to NEPA analysis. (BLM only)</li> <li>• Consider closure of grazing allotments, pastures, or portions of pastures, or managing the allotment as a forage reserve as opportunities arise under applicable regulations, where removal of livestock grazing would enhance the ability to achieve desired habitat conditions. (Forest Service only)</li> <li>• Prioritize field checks in SFAs followed by PHMA to ensure compliance with the terms and conditions of grazing permits. (BLM only)</li> </ul>
Free-Roaming Equid Management	<ul style="list-style-type: none"> <li>• Manage Herd Management Areas (HMAs) in GRSG habitat within established Appropriate Management Level (AML) ranges to achieve and</li> </ul>

Fact Sheet: BLM, USFS Greater Sage-Grouse Conservation Effort

- **Surface Disturbance Caps** – Research clearly shows that sage-grouse decline as the amount of nearby surface disturbance (from roads, oil and gas wells, buildings, etc.) increases. The plans balance open space and development through a disturbance cap in priority habitat that limits how much fragmentation of habitat can occur. The caps take into account both existing disturbance and new authorized disturbance.
- **Fluid Mineral Resources (oil, gas and geothermal)** – The plans will reduce surface disturbance from oil, gas and geothermal development while recognizing valid existing rights. The BLM will work with lessees, operators and proponents of proposed fluid mineral projects on existing leases to mitigate adverse impacts to sage-grouse by avoiding, minimizing and compensating for unavoidable impacts. The plans prioritize future leasing and development outside of Priority and General Habitat Management Areas, and limit surface disturbance associated with new federal leases in Sagebrush Focal Areas and Priority Habitat Management Areas. For oil and gas, approximately 90% of lands with high to medium potential are located outside of federally managed priority habitat.
- **Surface Occupancy** – Advances in drilling technology have enabled companies to access oil and gas deposits without disturbing the surface directly above those deposits, making it possible to conserve sensitive habitats while still developing subsurface resources. In states without a demonstrated all-lands regulatory approach to managing disturbance, the BLM will require no-surface occupancy measures in new federal oil and gas leases in Sagebrush Focal Areas and, with exceptions, in Priority Habitat Management Areas. Exceptions, which will be determined by federal and state sage-grouse biologists, are limited to proposed development that will have no impact or a positive impact on sage-grouse.
- **Lek Buffers** – Leks are at the heart of the sage-grouse life-cycle, serving as sites that sage-grouse return to every year to mate. Scientific literature also suggests that other activities, including nesting, occur within a limited distance from a lek site. The plans identify buffers, consistent with the distances identified in a USGS study, as areas in which disturbance should be limited or eliminated to protect sage-grouse. As the study acknowledges, there is no single distance that's appropriate for all populations and all habitats across the range, so distance variations based on local data, best available science, landscape features and existing protections will be considered during the project-specific NEPA processes.
- **Renewable Energy** – Large-scale wind and solar projects have been demonstrated to negatively impact sage-grouse populations. While allowed in general habitat, the plans steer wind and solar development projects to areas outside of priority sage-grouse habitat. The plans complement the BLM's Western Solar Plan which developed solar energy zones, all of which are located outside sage-grouse habitat.
- **Transmission** – Large-scale wind and solar energy projects require transmission to deliver electricity to demand centers. The plans require developers seek to avoid placing transmission lines and other linear developments in sage-grouse habitat. Where important habitat cannot be avoided, mitigation measures will be required.
- **Mining** – The plans minimize surface disturbance caused by mining activities, subject to valid existing rights, in priority habitat and ensure that sagebrush habitat will be an important consideration in the BLM review of proposed coal mines or coal mine expansions. The plans



# Idaho Sagebrush Focal Areas and Conservation Areas

