

# **Transportation Management Plan**

## **Volume 1**

**North Umpqua Hydroelectric Project  
FERC No. 1927**

***Prepared by:***

PacifiCorp  
Portland, Oregon  
and  
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Seattle, Washington

***In Consultation With:***

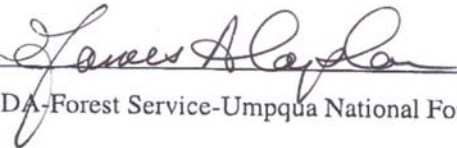
USDA Forest Service  
Pacific Northwest Region  
Umpqua National Forest  
and  
USDI Bureau of Land Management  
Roseburg District

April 30, 2004

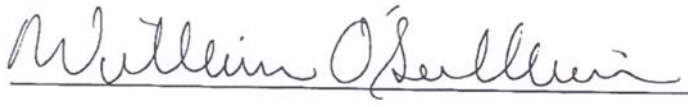


## Transportation Management Plan (Plan)

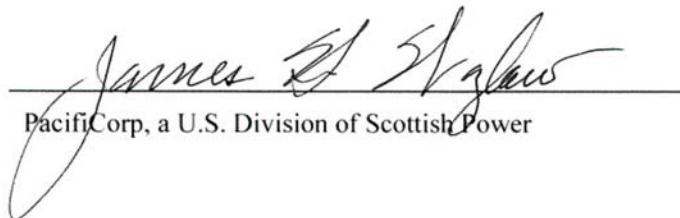
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5/13/04  
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5/12/04  
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PacifiCorp, a U.S. Division of Scottish Power

5-13-04  
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Date



## EXECUTIVE SUMMARY

PacifiCorp, a U.S. Division of Scottish Power (PacifiCorp), is the operator of the North Umpqua Hydroelectric Project, Federal Energy Regulatory Commission (FERC) No. 1927 (Project), licensed by the FERC in 1947. Under the terms of the North Umpqua Hydroelectric Project Settlement Agreement (SA), dated June 13, 2001 between PacifiCorp and the U.S. Department of Agriculture, Forest Service (USDA-FS), U.S. Department of the Interior, Bureau of Land Management (USDI-BLM), USDI Fish and Wildlife Service (USFWS), National Oceanic and Atmospheric Administration, National Marine Fisheries Service (NOAA Fisheries), Oregon Department of Environmental Quality (ODEQ), Oregon Department of Fish and Wildlife (ODFW), and Oregon Water Resources Department (OWRD), a new FERC license will be issued for a term of 35 years. This new FERC license order was issued in 2003 to PacifiCorp. All parties recognize shared responsibilities for the management of roads and bridges serving the Project.

PacifiCorp has, in consultation with the USDA-FS and USDI-BLM, prepared this Transportation Management Plan (Plan) in accordance with the SA that called for completion of the Plan in 2002. This due date has been extended to 2004 by the Executive Policy Group of the Resource Coordinating Committee (RCC) and by the FERC.

PacifiCorp and the USDA-FS and USDI-BLM will use this Plan to manage transportation facilities associated with the Project over the new license term. The Plan cites goals for managing transportation facilities, identifies actions, and describes implementation activities. More specifically, the Plan is intended to monitor, fund, operate, and maintain the existing and future transportation facilities necessary to properly operate the Project.

The implementation Plan includes eight activities contained in Volume 1:

- Road maintenance and reconstruction (capital improvement);
- Bridges and major culverts;
- Road decommissioning;
- Culvert upgrades;
- Periodic monitoring and inspections;
- New road construction (capital improvement);
- Traffic management; and
- Reporting.

Volume 1 of this Plan contains details of these eight different activities, with additional supporting details in Exhibits A through U. In addition, there is a supporting map set, Volume 2 – TMP Map Set, that identifies the road maintenance responsibilities and key features such as culverts and the Project boundary.



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**VOLUME 2 OF THE PLAN –  
TRANSPORTATION MANAGEMENT PLAN MAP SET**

(Under Separate Cover)

## ACRONYMS AND ABBREVIATIONS

ADA	Americans with Disabilities Act
Agencies	USDA-FS and USDI-BLM (agency approval signatories to the Plan)
AMP	Aesthetics Management Plan
BMPs	Best Management Practices
CFR	Code of Federal Regulations
ECP	Erosion Control Plan
EIS	Environmental Impact Statement
EM	Emergency Management
ESA	Endangered Species Act
FERC	Federal Energy Regulatory Commission
FERM	Flood Emergency Road Maintenance Plan
FHSA	Federal Highway Safety Act
FHWA	Federal Highway Administration
FLRMP	Forest Land and Resource Management Plan, USDA-FS Umpqua National Forest
FPMP	Fire Prevention Management Plan
FSH	Forest Service Handbook
FSM	Forest Service Manual
GIS	geographic information system
GVW	Gross Vehicle Weight
HMP	Hazardous Management Plan
HPMP	Historic Properties Management Plan
ISO	International Organization for Standardization
JATL	Joint Access Transmission Line Roads
JMH	Jointly Maintained Hydro Roads
LUA	Land Use Authorization
mph	miles per hour
MOU	Memorandum of Understanding
MUTCD	Manual of Uniform Traffic Control Devices
NBIS	National Bridge Inspection Specifications
NEPA	National Environmental Policy Act
NFS	National Forest System
NHPA	National Historic Preservation Act
NOAA	National Oceanic and Atmospheric Administration, National Marine Fisheries Service (NOAA Fisheries)
O&M	operations and maintenance
ODEQ	Oregon Department of Environmental Quality
ODFW	Oregon Department of Fish and Wildlife (focused consultation on requirements included in Vol. 3 of the Plan)
ODSL	Oregon Division of State Lands
OSHA	Occupational Safety and Health Administration

**ACRONYMS AND ABBREVIATIONS (continued)**

OWRD	Oregon Water Resources Department
PacifiCorp	A U.S. Division of Scottish Power, Licensee
Parties	PacifiCorp, USDA-FS and USDI-BLM (signatories to the Plan); plus ODFW (focusing on culvert enhancements defined in Vol. 3 of the Plan)
Plan	Transportation Management Plan
PM&E	Protection, mitigation, and enhancement
PMR	PacifiCorp-Maintained Recreation Roads
PMH	PacifiCorp-Maintained Hydro Roads
PMT	PacifiCorp-Maintained Transmission Line Roads
Project	North Umpqua Hydroelectric Project, FERC No. 1927
PWP	Project Work Plan
RCC	Resource Coordination Committee
RCP	Resource Coordination Plan
RMP	Resource Management Plan, USDI-BLM Roseburg District
ROW	right-of-way
RRMP	Recreation Resource Management Plan
SA	Settlement Agreement
SI&A	Structure Inventory and Appraisal
T-Line	Transmission Line
TMP	Transportation Management Plan
UNF	Umpqua National Forest
USC	Unites States Code
USDA-FS	U.S. Department of Agriculture, Forest Service
USDI-BLM	U.S. Department of Interior, Bureau of Land Management
VMP	Vegetation Management Plan
W&SR	Wild and Scenic River



## 1.0 INTRODUCTION

PacifiCorp, a U.S. Division of Scottish Power (PacifiCorp), is the operator of the North Umpqua Hydroelectric Project, Federal Energy Regulatory Commission (FERC) No. 1927 (Project), licensed by the FERC in 1947. Under the terms of the North Umpqua Hydroelectric Project Settlement Agreement (SA), June 13, 2001, between PacifiCorp and the U.S. Department of Agriculture, Forest Service (USDA-FS), U.S. Department of the Interior, Bureau of Land Management (USDI-BLM), USDI Fish and Wildlife Service, National Oceanic and Atmospheric Administration, National Marine Fisheries Service (NOAA Fisheries), Oregon Department of Environmental Quality (ODEQ), Oregon Department of Fish and Wildlife (ODFW), and Oregon Water Resources Department (OWRD), a new FERC license will be issued for a term of 35 years. This new FERC license order was issued in 2003 to PacifiCorp.

The Project, including transmission lines, is located on federally managed lands administered by the USDA-FS and USDI-BLM (agencies). PacifiCorp recognizes its responsibility with the agencies in the management of the transportation system serving the Project, its transmission lines, and the surrounding vicinity. Therefore, PacifiCorp, the USDA-FS, and the USDI-BLM will coordinate and share in the cost of developing, operating, and maintaining roads, bridges, and culverts and other transportation facilities serving the Project where applicable. No cost sharing will occur between PacifiCorp and the USDI-BLM; cost sharing only occurs between PacifiCorp and the USDA-FS.

To facilitate coordination among PacifiCorp, the USDA-FS, and USDI-BLM, PacifiCorp, in consultation with the agencies, has prepared this Plan as directed in the SA. The purpose of this Plan is to adequately manage the transportation system serving the Project within the jurisdiction of the two federal agencies. The Plan does not apply to privately owned land, but does include federally held easements across private lands.

The Plan includes two Volumes. Volume 1 of the Plan herein includes five sections:

- Section 1.0 presents an introduction to the Plan and a user's guide, the Plan's purpose and intent, goals of the Plan, an implementation activities summary, and defined terms and definitions.
- Section 2.0 addresses various Plan coordination and planning activities, including defining agency and PacifiCorp roles and responsibilities; development of a rolling 5-year transportation action plan; holding annual meetings and periodic Plan reviews; performing environmental compliance consistent with the Resource Coordination Plan (RCP); identifying required agreements, permits, and grants of right-of-way (ROW); and coordination with other Project and non-Project plans.
- Section 3.0 identifies activities related to the maintenance and reconstruction (capital improvement), decommissioning, upgrading, inspecting, inventorying, and monitoring of Project-related roads, bridges, and major and minor culverts; as well as travel management and reporting requirements.

- Section 4.0 discusses the procedures for how the Plan may be updated and revised over the term of the new license.
- Section 5.0 lists references cited in the Plan.

Volume 2 of the Plan (Transportation Management Plan Map Set) is under separate cover and includes a series of maps depicting the various classifications of roads and bridges within the Project area. These maps were developed in a geographic information system (GIS) and will be updated periodically by PacifiCorp as needed.

Some road culverts on Project-related roads require modifications to allow for adequate fish passage (SA 15.6), to pass a 100-year flood, and provide for aquatic connectivity (SA 10.7). This activity defines the responsibilities and schedule for culvert upgrades. PacifiCorp is also required to inventory and upgrade culverts per SA 15.6. PacifiCorp inventoried ditch relief and stream crossing culverts in 2002-2003 with assistance from the USDA-FS. The USDA-FS, under contract by PacifiCorp, then analyzed the culverts to determine their ability to meet a 100-year flow capacity as well as their overall stability. The culvert locations are shown on the TMP Map Set, Volume 2. A Culvert Assessment Report presenting the findings of the culvert inventory data assessment will be completed in 2004, which will identify a priority listing for culvert replacement. This report will be reviewed and approved by the USDA-FS and ODFW prior to submittal to FERC. PacifiCorp is also required to identify and upgrade culverts to an ODFW fish passage standard. The USDA-FS conducted a fish passage culvert survey in 2000. Based on this survey, it was determined that there were seven culverts on streams known to be fish-bearing. These seven fish-bearing culverts are located on Jointly Maintained Hydro Roads and are shown in the TMP Map Set, Volume 2. Therefore, the responsibility for upgrading these culverts to appropriate ODFW standards will be the joint financial responsibility of both PacifiCorp and the USDA-FS. PacifiCorp has reimbursed the USDA-FS for their initial inventory of these culverts as part of the culvert inventory during 2002-2003. PacifiCorp, USDA-FS, and ODFW will cooperate to develop construction requirements and a schedule for culvert replacement. As the USDA-FS 2000 inventory did not address all culverts within the Project area, there are several culverts that are currently being monitored for fish presence. The monitoring results will be displayed in the Culvert Assessment Report.

## **1.1 USER'S GUIDE**

This section is a user's guide to help clarify potential conflicts or ambiguity in implementing the Plan during the term of the new license. If the authority or action is unclear or contradictory, the following prioritized list of plans will guide decision-makers. The priority plan hierarchy is as follows (first to last):

- FERC license;
- SA (June 13, 2001) – main text Sections 1 through 24, excluding Appendices and Schedules;

- Management Plans including this Plan and associated main text sections and exhibits;
- Management Plans including this Plan and associated broader goals and objectives; and
- SA (June 13, 2001) Appendices and Schedules that were superseded with exhibits in this Plan.

Potential conflicts or ambiguity in implementing this Plan may be discussed and addressed during annual transportation meetings and during Plan review and potential revisions.

## **1.2 PURPOSE AND INTENT**

The Plan is intended to cover all Project transportation-related activities on federal lands regardless of their location within or outside the FERC Project boundary and identifies ongoing cooperative procedures. The purpose and intent of the Plan is to:

- Identify a process to annually coordinate all transportation-related activities required for the continued operation of the Project and its transmission lines that occur on federal lands managed by USDI-BLM and USDA-FS;
- Identify roads and bridges outside the FERC Project boundary and management steps necessary to ensure the protection of resources to provide for authorization of the use of such roads through a USDA-FS Land Use Authorization (LUA) (see Exhibit T) and a USDI-BLM Grant of ROW (see Exhibit E);
- Identify procedures for equitable cost sharing of Project and Project-related road and bridge development, and operations and maintenance (O&M) costs incurred by the USDA-FS and PacifiCorp (the USDI-BLM is not involved in cost sharing);
- Identify all roads and bridges necessary for continued efficient operation of the Project through the term of the new FERC license (35 years);
- Provide for a uniform federal response to Project and non-Project transportation-related actions within federally managed lands through the consistent application of roadway policies, requirements, and maintenance specifications;
- Provide for the continuing protection of road and adjacent off-road resources;
- Bring all Project-required roads and bridges up to identified operational standards over a phased period of up to 15 years; and
- Comply with policies and prescriptions identified in the USDA-FS Umpqua National Forest Land and Resource Management Plan (FLRMP), as amended (USDA-FS 1990), and the USDI-BLM Roseburg District Resource Management Plan (RMP), as amended (USDI-BLM 1990).

This Plan is a culmination of a process that began with an inventory of all roads and bridges within the Project vicinity, a review of their condition, an assignment of party use and needs related to the Project, and a classification of road levels (1-5). These tasks were performed by the parties in the early- to mid-1990s. Roads, bridges, major culverts (i.e., culverts with an opening 35 square feet or larger), and barriers were mapped and summarized by PacifiCorp using GIS-based technology. This information was summarized in a License Application (PacifiCorp 1995a). Following the filing of the 1995 License Application, a Draft Transportation Management Plan (TMP) was also prepared by PacifiCorp and EDAW, Inc. in consultation with the USDA-FS. This Draft TMP was subsequently filed with the FERC (PacifiCorp 1995b).

Following the SA in 2001, the parties agreed to update and finalize the original 1995 Draft TMP by further refining the components of the Plan that is now called Volume 1 of the Plan. The GIS map set was updated and is now included as the TMP Map Set, Volume 2. All signatory parties were involved in the update of the Plan in 2002-2004, including the USDI-BLM and USDA-FS. In addition, ODFW was provided drafts of the Plan for review and comment during this period.

As a result, this Plan documents how PacifiCorp will address the terms of the SA and the associated shared management of the transportation system in the Project area and vicinity over the term of the new license.

### **1.3 GOALS**

To meet the purpose and intent of the Plan, goals and objectives were developed to guide transportation capital improvements, operations, and maintenance of roads, bridges, and major and minor culverts required for the operation of the Project and its transmission lines located on federally managed lands. These goals and their respective objectives (SA sections noted where applicable) include:

**Goal 1:** Provide for the long-term transportation-related needs of the Project and public through the term of the new license. (SA 15.1, 15.5)

Objective 1a: The USDI-BLM and USDA-FS will allow continued access by PacifiCorp on all jointly maintained and PacifiCorp-Maintained Roads required by the Project through the term of the new license.

Objective 1b: Identify a process for maintaining existing roads and bridges associated with the Project, as well as a process for developing new roads and bridges, if ever needed, for the operation of the Project and the protection of associated resources.

**Goal 2:** Provide information for the issuance of an LUA (USDA-FS) or Grant of ROW (USDI-BLM) for roads located outside the Project boundary. (USDA-FS Terms & Conditions) (see Exhibits D and E, respectively)

Objective 2a: Provide mapping and an inventory of roads and bridges located outside the Project boundary under the authority of an LUA and/or Grant of ROW.

Objective 2b: Provide resource protection through requirements contained in the LUA or Grant of ROW.

**Goal 3:** Provide a process for sharing annual costs and capital improvements between PacifiCorp and the USDA-FS (excludes the USDI-BLM). (SA 15.2, 15.3, 15.5)

Objective 3a: Annual maintenance costs will be shared and maintenance obligations will be satisfied based on coordination between PacifiCorp and the USDA-FS.

Objective 3b: Provide flexible process for PacifiCorp and the USDA-FS to satisfy their financial obligations under the SA.

**Goal 4:** Provide for annual coordination of transportation-related activities between PacifiCorp and the USDA-FS and USDI-BLM. (SA 15.1)

Objective 4a: Develop a “Rolling 5-Year Transportation Action Plan” prepared as described in Section 2.0 Planning and Coordination.

**Goal 5:** Maintain transportation-related facilities to agreed-upon standards and avoid or mitigate impacts to off-road resources. (SA 15.2, 15.3, 15.5)

Objective 5a: Establish a process for bringing roads and bridges up to the agreed-upon standards.

**Goal 6:** Provide for safe public road access. (SA 15.1, 15.2)

Objective 6a: Identify roads that will not safely accommodate public use.

Objective 6b: Mitigate, correct hazards, or close unsafe roads to public use as appropriate.

**Goal 7:** Provide resource protection and mitigation related to the transportation system to comply with the FLRMP, as amended. (SA 15.4, 15.6, 10.7)

Objective 7a: Upgrade culverts to provide fish passage and aquatic site reconnections, as appropriate.

Objective 7b: Decommission some roads to reduce impacts on the watershed.

## 1.4 PLAN IMPLEMENTATION ACTIVITIES SUMMARY

This Plan addresses resource management needs and related transportation system actions for the Project. Other management plans that discuss related resources include:

- Aesthetics Management Plan (AMP) (PacifiCorp 2004a)
- Erosion Control Plan (ECP) (PacifiCorp 2004b)
- Recreation Resource Management Plan (RRMP) (PacifiCorp 2004c)
- Vegetation Management Plan (VMP) (PacifiCorp 2004d)
- Historic Properties Management Plan (HPMP) (PacifiCorp 2004e)

Overall coordination of these and other plans will occur through implementation of the umbrella RCP (PacifiCorp 2005 [to be developed]).

This Plan is neither a fiscal nor a funds obligation document and does not provide such authority. Such endeavors are outlined in the separate Cooperative Road Agreement (see Exhibit F) between PacifiCorp and the USDA-FS.

To implement the transportation component of the SA, the Plan includes a number of specific activities:

- **Road Maintenance and Reconstruction (Capital Improvement) (Section 3.1):** defines the road maintenance responsibilities of PacifiCorp and the USDA-FS and discusses road maintenance levels (1-5), road maintenance standards, scheduling, and coordination. (SA 15.2, 15.3)
- **Bridges and Major Culverts (Section 3.2):** defines bridge and major culvert maintenance responsibilities, inventory and inspections, and scheduling. After bridges have been inspected and upgraded, ownership of some bridges will be transferred to the USDA-FS. (SA 15.5)
- **Road Decommissioning (Section 3.3):** defines roads to be decommissioned by PacifiCorp and scheduling and decommissioning standards. (SA 15.4)
- **Culvert Upgrades (Section 3.4):** defines minor culverts to be replaced or upgraded by PacifiCorp and scheduling and decommissioning standards for culverts. (SA 15.6, 15.7)
- **Periodic Monitoring and Inspections (Section 3.5):** addresses monitoring and inspection of roads, bridges, and major culverts. (SA 15.1, 15.5)
- **New Road Construction (Capital Improvement) (Section 3.6):** defines a process for potential new or temporary road development for Project purposes, such as potential access to the Lemolo No. 1 Forebay or the Stink Hole wetlands complex. (SA 15.3, 11.5)

- **Traffic Management (Section 3.7):** addresses the need for public access, traffic studies, road signs, work area signing, and hazard analysis (see Exhibit R). (SA 15.1)
- **Reporting (Section 3.8):** defines requirements for a “Rolling 5-Year Transportation Action Plan,” annual notification to the Resource Coordination Committee (RCC), periodic reporting to the FERC, and annual reporting of area of manipulation on National Forest System (NFS) lands by the USDA-FS.

## 1.5 EXPLANATION OF TERMS AND DEFINITIONS

Terms and concepts used in this Plan and are relevant to Project-related transportation system facilities, operations, and maintenance are defined below.

Approval - Confirmation or concurrence with plans, design, projects, and schedules prior to implementation by the party or parties assigned responsibility in the SA.

Authority - The legal right to approve or modify an action or proposed action; this is based on statute, regulations, or legal agreements.

Bridge Ownership - The owner of any bridge covered by the Plan is the party (USDA-FS or PacifiCorp) that made the initial investment in the bridge (i.e., constructed the bridge), unless there has been a transfer of the bridge to another party. The owner is solely responsible for correcting deferred maintenance existing at the time of the SA, until the bridge is brought up to standard (see Section 3.2.3 and Exhibit Q).

PacifiCorp does not have the authority to restrict traffic on PacifiCorp-owned bridges that are located on NFS lands. PacifiCorp, on joint use roads, has the option to transfer ownership of bridges to the USDA-FS once required deferred maintenance work has been completed to the satisfaction of the USDA-FS.

Annual maintenance and bridge inspections will be cost shared on the same percentage basis as the road on which the bridge is located (USDA-FS and PacifiCorp only).

Capital Improvement - The construction, installation, or assembly of a new fixed asset, or the significant alteration, expansion, or extension of an existing fixed asset, to accommodate a change of purpose.

Casual Use or Insignificant Use – The occasional commercial use by pickups and line and bucket service vehicles on an intermittent basis that does not generate a significant maintenance requirement. Also, non-commercial activities that are not prohibited by closure of lands to such activities, and involve practices that do not ordinarily cause any appreciable disturbance or damage to the public lands, resources, or improvements thereon, and, therefore, do not require a written authorization (i.e., ingress and egress on existing roads and trails where no commercial activity is being conducted such as hauling logs, ore, or use of heavy equipment). The determination of whether the use is casual or insignificant will rest with the USDA-FS and/or the USDI-BLM, depending on the

jurisdictional location. If a need to control the use through stipulations exists, then the use would be formally authorized using the appropriate agreement.

Construction - The erection, construction, installation, or assembly of a new fixed asset.

Consultation - Formal or informal discussions for the purposes of developing and/or reviewing proposed projects and implementation plans. Consultation involves providing another party an opportunity for review and input regarding a proposed plan or project. The objective of consultation is to obtain input and reach a joint understanding of requirements for the proposed project or plans. The results of consultation are generally documented in reports or letters. Informal consultation generally pertains to the results of meetings, exchange of e-mail, or other informal communication between parties. Formal consultation involves procedures that are covered by agency regulations, such as consultation with the USFWS under the Endangered Species Act, and tribal consultation.

Decommissioning - Activities that result in the stabilization and restoration of unneeded roads to a more natural state (36 Code of Federal Regulations [CFR 212.1]). Existing roads that are no longer needed for access to and management of NFS lands are candidates for decommissioning. The objectives for decommissioning of a road are to reestablish vegetation and, as necessary, to restore ecological processes interrupted or adversely impacted by the road and its operation. Decommissioning includes various levels of treatments to stabilize and rehabilitate the road. Treatments may include one or more of the following activities:

- Blocking the entrance to the road;
- Removing culverts and re-establishing former drainage patterns;
- Installing water-bars on the road surface;
- Pulling back road shoulders and removing unstable road fills;
- Ripping of the roadbed to promote water infiltration;
- Stabilizing slopes;
- Scattering slash over the roadbed;
- Restoring vegetation in the road prism; and
- Other methods designed to meet specific conditions associated with the road.

In some instances, road decommissioning may involve complete elimination of the roadbed by restoring natural contours and slopes.

The specific treatments for an individual road are best identified by an interdisciplinary team of resource specialists based on the site-specific conditions along that road.

Emergency Access - Access required because of a Project facility failure, such as a transmission line, canal, or penstock, or because of a disruption of service where power cannot be rerouted on the grid system. Such access is allowed, though immediate agency notification is required and possible mitigation may follow.

Engineering Judgment - The evaluation of available pertinent information, and the application of appropriate principles, standards, guidelines, and practices as contained in agency manuals and other sources, for the purpose of deciding upon the applicability, design, operation, or maintenance of roads or facilities. Engineering judgment will be exercised by an engineer, or by an individual working under the supervision of an engineer, through the application of procedures and criteria established by the engineer. Documentation of engineering judgment is not required.

FERC Project Boundary or FERC Boundary - The boundary of the Project as approved by the FERC under the new license.

Flood Emergency Road Maintenance Plan (FERM) - Flooding conditions are common to the Umpqua National Forest (UNF). The resultant damage varies with the intensity of the runoff and local conditions. It is important to recognize the potential for flooding damage and take positive action to minimize it through preventative measures and aggressive action prior to and during high runoff periods.

The FERM is designed to align the Umpqua National Forest with Forest Service Manual (FSM) 7734 (Repairs Performed with Emergency Relief-Federally Owned Funds) and also to provide an outline to follow in the event of a storm with enough magnitude to cause damage to forest roads and resources.

Emergency actions begin when damaging conditions are imminent and continue until the need for immediate action diminishes.

The Forest Supervisor will declare a flood emergency when it can be determined that the storm will cause damage severe enough to warrant such action.

Funding – Money that is available and has been committed by an organization to accomplish an activity, project, or program. Funding represents monies currently available for expenditure for the designated work, compared to a budget that may only represent a plan or projection for use of future anticipated funding. A commitment of money may take several forms, including a contract, approved collection agreement, payment of a bill for collection, appropriation of funds by Congress and allocated by higher levels of an agency, or a formal grant agreement.

Guideline - A statement of recommended, but not mandatory, practice in typical situations, with deviations allowed if professional judgment or scientific/engineering study indicates the deviation to be appropriate.

Implementation – Accomplishment of on-the-ground or on-site construction, restoration, reconstruction, maintenance, or operational activities. Implementation may involve actual ground or habitat disturbance. Implementation normally will not take place until the appropriate agencies or officials approve required permits, NEPA decisions per the RCP, designs, and/or implementation plans.

Joint Access Transmission Line (JATL) Road – These roads, located primarily in the western portion of the Project vicinity, are used by the USDI-BLM, USDA-FS, PacifiCorp, commercial users, and the public. PacifiCorp use of joint access transmission line roads is minimal (e.g., 1 or 2 times per year). The cost of maintaining these roads is the responsibility of the landowner or land management agency where the road is located, or the party that requires immediate access.

Joint Use Road – These roads are jointly used by PacifiCorp and the USDA-FS and /or USDI-BLM.

Jointly Maintained Hydro (JMH) Road - These roads are jointly maintained by PacifiCorp and the USDA-FS, and are used by the public. These roads are located in the Umpqua National Forest and are used by PacifiCorp to operate and maintain its Project hydroelectric facilities and nearby transmission lines.

Jurisdiction – The legal right to control and regulate the use and traffic on a transportation facility. Roads on USDA-FS-managed lands are under the control of the USDA-FS, except for private roads, roads for which the USDA-FS has granted ROW to private landowners or public road agencies.

License - The new license issued by the FERC to operate and maintain the North Umpqua Hydroelectric Project, FERC Project No. 1927.

Maintenance - The ongoing upkeep of a road necessary to retain or restore the road to the approved road management objective. The act of keeping fixed assets in acceptable condition. It includes preventive maintenance, normal repairs, replacement of parts and structural components, and other activities needed to preserve a fixed asset so that it continues to provide acceptable service and achieves its expected life. Maintenance excludes activities aimed at expanding the capacity of an asset or otherwise upgrading it to serve needs different from, or significantly greater than, those originally intended.

Maintenance includes work needed to adhere to laws, regulations, codes, and other legal direction as long as the original intent or purpose of the fixed asset is not changed.

Four types of maintenance are identified in the Plan including annual (recurrent), deferred, critical deferred, and emergency.

- Annual Maintenance - Maintenance that is recurrent. Such road maintenance is performed to comply with standards and policies and does not arise out of an emergency condition, and is not reconstructive in nature. This includes both traffic-generated and non-traffic-generated road maintenance. Recurrent maintenance is conducted as a matter of course on a periodic basis.
- Deferred Maintenance - Deferred maintenance is maintenance that was not performed when it normally would have been or when it was scheduled; and therefore, was put off or delayed for a future period of one or more years until it

can be economically or efficiently performed. When allowed to accumulate without limits or consideration of useful life, deferred maintenance typically leads to deterioration of performance, increased costs to repair, and decrease in asset value. Deferred maintenance needs may be categorized as critical or non-critical at any point in time. Continued deferral of non-critical maintenance will normally result in an increase in critical deferred maintenance.

Code compliance (e.g., life safety, Americans with Disabilities Act [ADA], Occupational Safety and Health Administration [OSHA], environmental, etc.), Forest Plan Direction, Best Management Practices (BMPs), Biological Evaluations, other regulatory or Executive Order compliance requirements, or applicable standards not met on schedule are considered deferred maintenance.

- Critical Deferred Maintenance - Maintenance that was not performed when it should have been or when it was scheduled and which, therefore, was put off or delayed for a future period; and is to the point that its is a serious threat to public health or safety, a natural resource, or the ability to carry out the mission of the organization.
- Emergency Maintenance - An urgent maintenance need that may result in injury, illness, or loss of life, natural resource, or property, and must be satisfied immediately. Emergency needs generally require a declaration of emergency or disaster, or a finding by a USDA-FS or USDI-BLM line officer that an emergency exists.

May - This word is not normally synonymous with “should,” and does not normally express certainty as “will” or “shall” does. It is used to indicate a certain measure of likelihood or possibility, and is used to express a desire, contingency, purpose, or result, to be allowed or permitted to do something.

Must - This word, like the word “shall,” is of mandatory effect.

New Construction - Activity that results in the addition of forest classified or temporary road miles (36 CFR 212.1).

PacifiCorp-Maintained Transmission Line (T-Line) (PMT) Road - These roads, located primarily in the western portion of the Project, that are used by the USDI-BLM, USDA-FS, PacifiCorp, and the public. PacifiCorp’s use of these transmission line roads is minimal (e.g., 1 or 2 times per year). The cost of maintaining and closing these roads will be borne by the first party that needs to access these roads.

PacifiCorp-Maintained Hydro (PMH) Road - Those hydro-related roads that are maintained and used by PacifiCorp for the operation and maintenance of the Project’s hydroelectric generation facilities.

PacifiCorp-Maintained Recreation (PMR) Road - Those roads associated with selected USDA-FS managed campgrounds and day use areas located within the FERC Project

boundary including the following recreation sites (refer to the RRMP): Toketee, Toketee Falls, Lemolo No. 2 Forebay, Poole Creek, Bunker Hill, Inlet, East Lemolo, and a future campground facility at Lemolo or Toketee Lakes.

Parties - Parties to the Plan, including PacifiCorp, USDI-BLM, and USDA-FS, related to implementation of the entire Plan; plus ODFW focusing on implementation of culvert improvements.

Prime Maintainer - The party that performs on-the-ground and ongoing maintenance of a road, particular segment of road, or structure such as a culvert, sign, or bridge.

Project - The North Umpqua Hydroelectric Project, FERC Project No. 1927, including all lands associated therewith as described in the new FERC license.

Project-Induced Traffic - Traffic occurring on a road or bridge that is a direct result of the existence or continued operation of the Project and would not otherwise occur without the Project.

Reconstruction (Rehabilitation) - Replacement of an existing facility involving the reconstruction, reinstallation, or reassembly of a fixed asset. Activity that results in improvement or realignment of an existing road, including: (1) road improvement - where an activity results in an increase in an existing road's traffic service level, an expansion of its capacity, or a change in its original design function; and (2) road realignment - where an activity results in a new location of an existing road or portions of an existing road and treatment of the old roadway (36 CFR 212.1).

Resource Coordination Committee (RCC) - The RCC is created by Section 21 of the North Umpqua Hydroelectric Project, FERC No. 1927-008 Settlement Agreement (SA), and derives authority from the SA. The RCC makes collective decisions while implementing the SA. The structure and process of the RCC is intended to be value-added to its member organizations by providing a forum to address time-sensitive matters, early warning of problems, and coordination of member organization actions, schedules, and decisions to save time and expense. The RCC shall not infringe on the authority of the agencies.

Restoration - Work necessary, as a result of major damage, to restore a road, bridge, or other transportation facility to the designated standard and serviceability.

Road and Bridge Operations - The management and control of traffic, road use, and inspection and evaluation of the condition and safety of roads and bridges.

Road Maintenance Levels (USDA-FS) - The USDA-FS levels of service provided by, and maintenance required for, a road consistent with road management objectives and maintenance criteria. The USDA-FS has defined five road maintenance levels listed below (see Exhibit N).

- USDA-FS Level 1 - Assigned to intermittent service roads during the time they are closed to vehicular traffic. The closure period must exceed 1 year. Basic custodial maintenance is performed to keep damage to adjacent resources to an acceptable level and to perpetuate the road to facilitate future management activities. Emphasis is normally given to maintaining drainage facilities and runoff patterns. Planned road deterioration may occur at this level. Appropriate traffic management strategies are “prohibit” and “eliminate.”

Roads receiving Level 1 maintenance may be of any type, class, or construction standard, and may be managed at any other maintenance level during the time they are open for traffic. However, while being maintained at Level 1, they are closed to vehicular traffic, but may be open and suitable to non-motorized uses.

- USDA-FS Level 2 - Assigned to roads open for use by high clearance vehicles. Passenger car traffic is not a consideration. Traffic is normally minor, usually consisting of one or a combination of administrative, permitted, dispersed recreation, or other specialized uses. Log hauling may occur at this level. Appropriate traffic management strategies are either to: (1) discourage or prohibit passenger cars, or (2) accept or discourage high clearance vehicles.
- USDA-FS Level 3 - Assigned to roads open and maintained for travel by a prudent driver in a standard passenger car. User comfort and convenience are not considered priorities.

Roads in this maintenance level are typically low speed (nominally 15-25 mph), single lane with turnouts and spot surfacing. Some roads may be fully surfaced with either native or processed material. Appropriate traffic management strategies are either “encourage” or “accept.” “Discourage” or “prohibit” strategies may be employed for certain classes of vehicles or users.

- USDA-FS Level 4 - Assigned to roads that provide a moderate degree of user comfort and convenience at moderate travel speeds. Most roads are double-lane and aggregate surfaced. However, some roads may be single-lane. Some roads may be paved and/or dust-abated. The most appropriate traffic management strategy is “encourage.” However, a “prohibit” strategy may apply to specific classes of vehicles or users at certain times.
- USDA-FS Level 5 - Assigned to roads that provide a high degree of user comfort and convenience. These roads are normally double-lane, paved facilities. Some may be aggregate surfaced and dust-abated. The appropriate traffic management strategy is “encourage.”

Road Maintenance Levels (USDI-BLM) - The USDI-BLM levels of service provided by, and maintenance required for, a road consistent with road management objectives and maintenance criteria. Like the USDA-FS, the USDI-BLM also has defined five maintenance levels. All of the USDI-BLM road maintenance levels, including Western

Oregon guidance, are listed in Exhibit S. However, under the USDI-BLM road maintenance definitions, Level 2 roads are defined differently compared to the USDA-FS system. In addition, one special road/trail requirement exists in the Susan Creek area. For transmission line access roads on USDI-BLM-managed land, Level 1 and 2 roads are defined as the following plus special considerations for the Susan Creek Trail:

- USDI-BLM Level 1 - This level is assigned to roads where minimum maintenance is required to protect adjacent lands and resource values. These roads are no longer needed and are closed to traffic. The objective is to remove these roads from the transportation system. In Western Oregon, the objective of this maintenance level should also include road segments which are closed to vehicles on a long-term basis, but that may be used again in the future. This will facilitate assigning decommissioned roads at this level.
- USDI-BLM Level 2 - This level is assigned to roads where management objectives require the road to be opened for limited administrative traffic. Typically, these roads are passable by high clearance vehicles. In Western Oregon, traffic is generally administrative with some minor specialized use, or moderate seasonal use. These roads are typically low standard, low volume single-lane roads, natural and aggregate surfaced, and are functionally classified as a resource road.
- Special Road/Trail Consideration - Special requirements exist for the road alignment that is also used as the Susan Creek Trail (road to access TL39\_04/23) (see the TMP Map Set, Volume 2). This road alignment is shared for both purposes for approximately 500 feet. The accessible hiking trail was constructed to ADA guidelines to a width of 3.5 feet using compacted crushed rock. To protect both the investment in the trail and the public recreation opportunity, a special standard applies to this segment when transmission line maintenance activities may damage the trail.

Road Maintenance Specifications - The guidelines for the maintenance of roads as identified in the Plan are defined in Exhibit N (USDA-FS) and Exhibit O (USDI-BLM).

Rolling 5-Year Transportation Action Plan - An annually updated transportation management and coordination plan that is jointly prepared by the parties. The plan framework is defined as a 5-year rolling plan based on a calendar year and is presented in Exhibit C. The plan addresses annual road and bridge cost sharing (between the USDA-FS and PacifiCorp only), capital improvement, and operation; bridge transfers; traffic management; and road, bridge, major culvert, and minor culvert maintenance, to be coordinated by the parties. The plan includes the current year, looks out 3 years for planning purposes, and looks back 1 year for accounting purposes, for a total of 5 years.

Shall - As used in the SA and the Plan, this word is imperative and mandatory. “Shall” is a word of command, and one which has always or which must be given a compulsory meaning; as denoting obligation. It has a peremptory meaning, and it is generally

imperative or mandatory. It has the invariable significance of excluding the idea of discretion, and has the significance of operating to impose a duty which may be enforced, particularly if public policy is in favor of this meaning, or when addressed to public officials, or where a public interest is involved, or where the public or persons have rights which ought to be exercised or enforced, unless a contrary intent appears.

Should - The past tense of shall; ordinarily implying duty or obligation; although usually no more than an obligation of propriety or expediency, or a moral obligation, thereby distinguishing it from “ought.” It is not normally synonymous with “may,” and although often interchangeable with the word “would;” it does not ordinarily express certainty as “will” and “shall” do.

Standard - A statement of required, mandatory, or specifically prohibitive practice regarding land management, safety, or other procedures.

Temporary Roads - Roads authorized by contract, permit, lease, other written authorization, or emergency operation not intended to be a part of the Forest transportation system and not necessary for long-term resource management (36 CFR 212.1).

Transportation Management Plan (TMP) (Plan) - The transportation planning and policy document that describes implementation activities and policies related to the coordination of all transportation-related needs of PacifiCorp and the agencies for roads and bridges necessary for Project operations in the Project vicinity for the term of the new license. Cost sharing between PacifiCorp and the USDA-FS is also addressed.

Watershed Analysis - Watershed analysis is a process used to characterize the human, biological, and physical conditions, processes, and interactions within a watershed. It is an intermediate analysis between land management planning and project planning. The analysis focuses on specific issues, values, and uses identified within the landscape that are essential for making sound management decisions.

Will - This word expresses certainty and is used in a mandatory sense, unlike “should” or “may” that expresses a degree of permission, but not certainty. This word is used most often in the Plan, as compared to shall, should, must, and may.



## 2.0 PLANNING AND COORDINATION

This section of the Plan discusses annual and longer term coordination of transportation-related activities among PacifiCorp, USDA-FS, USDI-BLM, and ODFW. It also describes a basis for annual road and bridge maintenance cost sharing (excludes the USDI-BLM) and identifies options for satisfying cost obligations between PacifiCorp and the USDA-FS. Overall coordination procedures related to the operation and maintenance of the Project are addressed in the RCP (PacifiCorp 2005).

Any federal law, regulation, policy, or direction revised or updated shall supersede any pertinent part of this Plan.

### 2.1 AGENCY AND PACIFICORP ROLES AND RESPONSIBILITIES

The roles and responsibilities of PacifiCorp, USDA-FS, USDI-BLM, and ODFW and RCC are listed below.

PacifiCorp Roles - PacifiCorp roles and responsibilities are identified in the FERC License Terms and Conditions (not included herein) and in the SA, Section 15 (see Exhibit B). These include the following:

- Responsibility for implementation of eight activities identified in the Plan as a party to the SA. These activities address specific transportation-related actions that are considered Project-related including:
  - Road maintenance
  - Bridge and major culvert maintenance
  - Road decommissioning
  - Culvert upgrades
  - Monitoring and inspection of transportation facilities
  - Road capital improvements (new or temporary)
  - Traffic control and travel management
  - Reporting
- Participates as a member of the RCC;
- Participates in cost sharing with the USDA-FS (but not the USDI-BLM);
- Coordinates and prepares annual transportation plans as part of the Rolling 5-Year Transportation Action Plan (see Exhibit C) and annual notification to the RCC;
- Responsibility for coordination with actions identified in other associated plans that address transportation issues through the RCP, including the VMP, AMP, ECP, HPMP, and RRMP;
- Responsible for periodic reporting to the FERC;
- Responsible for updates of the Plan and tracking changes;
- Responsible for PacifiCorp-controlled road operations and maintenance;
- Responsible for traffic control and travel management on PacifiCorp-controlled roads;

- Responsible for road closures and public access on PacifiCorp-controlled roads;
- Responsible for funding, conducting environmental compliance and documentation, and acquiring necessary federal permits including (depending on the project): National Environmental Policy Act (NEPA) compliance consistent with and as defined in the RCP, U.S. Army Corps of Engineers Section 404 Wetland Permitting, National Historic Preservation Act (NHPA) Section 106 compliance for cultural resources consistent with and as defined in the HPMP, Endangered Species Act (ESA) compliance and consultation, and other federal requirements as needed; and
- Responsible for funding, conducting environmental compliance and documentation, and acquiring necessary State of Oregon permits including (depending on the project) Oregon Division of State Lands (ODSL) General Authorization, Removal-Fill Permits, and others as required (Oregon Plan for Salmon and Watersheds and Oregon Watershed Enhancement Board 1999) (as amended).

Umpqua National Forest (USDA-FS) Roles - Within NFS lands, the USDA-FS has the following roles and responsibilities:

- A party to the SA;
- Lead agency for overall environmental compliance and permitting on USDA-FS-managed lands involving transportation-related maintenance and capital improvement projects, including compliance with the FLRMP (as amended), ESA, U.S. Army Corps of Engineers wetland permitting, and others;
- Participates as a member of the RCC;
- Responsible for land management per the FLRMP, as amended;
- Responsible for annual reporting of area of manipulation on NFS lands;
- Responsible for NFS road operations and maintenance;
- Responsible for traffic control and travel management on NFS roads;
- Responsible for road closures and public access on NFS roads;
- Follow NEPA compliance guidance as defined in the RCP;
- Follow NHPA Section 106 compliance guidance for cultural resources as defined in the HPMP for potential recreation maintenance and capital improvement actions affecting cultural resources; and
- Participates in the preparation of annual transportation plans as part of the Rolling 5-Year Transportation Action Plan (see Exhibit C).

Roseburg District, USDI-BLM Roles - Within USDI-BLM-managed lands, the USDI-BLM has the following roles and responsibilities:

- A party to the SA;
- Lead agency for overall environmental compliance and permitting on USDI-BLM-managed lands involving transportation-related maintenance and construction projects, including compliance with ESA, U.S. Army Corps of Engineers wetland permitting, and others;

- Follow NEPA compliance guidance as defined in the RCP;
- Follow NHPA Section 106 compliance guidance for cultural resources as defined in the HPMP for potential recreation maintenance and capital improvement actions affecting cultural resources;
- Participates as a member of the RCC;
- Responsible for land management per the Roseburg District RMP, as amended;
- Responsible for USDI-BLM-managed road operations and maintenance;
- Responsible for traffic control and travel management on USDI-BLM-managed roads;
- Responsible for road closures and public access on USDI-BLM-managed roads; and
- Participates in the preparation of annual transportation plans as part of the Rolling 5-Year Transportation Action Plan (see Exhibit C).

ODFW Roles - ODFW has the following roles and responsibilities related to the Plan, including:

- A party to the SA;
- A party to consultation to complete an inventory of culverts on Project lands; and
- Participates as a member of the RCC.

RCC Roles - the RCC has roles and responsibilities related to the Plan as defined in the SA, including:

- Prioritize early implementation projects (SA 19.5.1);
- Facilitate coordination of the implementation of the RCP, including ongoing operations and maintenance (SA 21.1). As the RCP will not be finalized until 2005, this role may not take place until future years;
- Coordinate and monitor implementation of protection, mitigation, and enhancement (PM&E) measures (SA 21.1), and coordinate ongoing monitoring requirements by PacifiCorp (SA 21.1);
- Coordinate responses and evaluations specifically assigned to the RCC in the SA (SA 8.2.2, 8.3.3, 12.2, 14.3.3, 14.5, 17.8, 19.2.2, 22.5.2);
- Facilitate coordination and consultation on plans developed by PacifiCorp (SA 21.1);
- Review and comment on the draft annual report of RCC activities and implementation of PM&E measures (SA 21.4.2); and
- Serve as a common point of contact for public information regarding SA implementation (SA 19.5.3).

SA actions specifically excluded from RCC responsibility include, but are not limited to:

- Administration of Tributary Enhancement Program through an ODFW Memorandum of Understanding (MOU) (SA 21.1);

- Administration of Mitigation Fund through the USDA-FS (SA 21.1); and
- Approval of plans and actions regarding specific PM&E measures specifically assigned to individual organizations for resource protection in the SA (SA 21.2).

## **2.2 ROLLING 5-YEAR TRANSPORTATION ACTION PLAN**

To facilitate long-term coordination among parties, each calendar year the parties will prepare a 5-year rolling projection of anticipated activities for normal or recurrent general maintenance and major maintenance. An allowance will be made for unanticipated major and emergency maintenance that may become necessary during the calendar year and was not previously scheduled.

The plan will also provide a thorough accounting of all costs incurred during the previous calendar year by Project Work Plan (PWP) action directed by the USDA-FS and/or PacifiCorp. Variances will be applied or deducted from the upcoming work and associated costs to each of these parties in the next calendar year. The USDI-BLM does not participate in cost sharing.

To annually document agreed-upon transportation-related activities and associated costs, PacifiCorp and the USDA-FS will jointly prepare a Rolling 5-Year Transportation Action Plan (see Exhibit C) for approval by the Umpqua National Forest Supervisor and PacifiCorp's Representative. PacifiCorp activities to be performed on USDI-BLM-administered lands will also be documented; however, no cost sharing will occur under normal circumstances. This rolling action plan and each of the Plan activities are described below.

The plan will summarize all road, bridge, and major culvert maintenance or capital improvements performed during the previous past calendar year and will address work planned during both the current calendar year and the subsequent 3 years, for a total of 5 years.

The plan will reference and append a number of individual USDA-FS and PacifiCorp PWPs for each major project that requires funding, including maintenance and capital improvement. The USDA-FS and PacifiCorp PWPs will include various requirements, definitions, maintenance specifications, labor and material needs, equipment needs, and other information necessary to effectively maintain the road and bridge system.

The rolling action plan and its appended USDA-FS and PacifiCorp PWPs will include the following information to describe the anticipated work effort for the upcoming calendar year and the subsequent 3 calendar years including:

- Road, bridge, and major culvert number or name and road segment;
- Road length in miles;
- Planned inventory, maintenance, capital improvement, and inspection tasks;
- Estimated costs including personnel labor (hours and staffing categories), equipment, supplies, materials, and contracts;

- Percentage work attributable to each party;
- Planned bridge ownership transfers and inspections;
- Actions related to an LUA, Grant of ROW, Cooperative Road Agreement, or Road Use Permit;
- Planned road decommissioning;
- Planned Level 1 road barricading and mitigation;
- Planned road Level changes (up/down);
- Performance responsibility; and
- Anticipated work that is needed for roads, bridges, and major culverts during the current year and subsequent 3 years.

### **2.3 ANNUAL TRANSPORTATION MEETING**

To facilitate efficient coordination and action among the parties, an annual transportation meeting will be held prior to March 1 or when feasible, prior to the end of November.

The purpose of this annual transportation meeting includes:

- Rolling 5-Year Transportation Action Plan Update - Coordinate and prepare for approval the anticipated activities in the current year and the next 3 calendar years per the Rolling 5-Year Transportation Action Plan (see Exhibit C). Account for projects that were delayed or continued, and new projects requiring action. Complete the approved Rolling 5-Year Transportation Action Plan for distribution by April 1 of each year.
- Calendar Year-End Accounting Between the USDA-FS and PacifiCorp – The USDA-FS will provide a quality accounting of all expenditures related to the Plan, including an annual summary based on the federal fiscal year. The annual USDA-FS accounting report will be provided by December 31 of each year. PacifiCorp will reconcile USDA-FS and PacifiCorp expenditures on a calendar year basis and provide a summary of reconciliation in the Rolling 5-Year Transportation Action Plan that is updated annually. Following review and discussion of the cost data by the parties, appropriate payments, or in lieu work, will be made or scheduled as needed. Funds may be rolled over from year to year, or the balance brought to zero, upon agreement by PacifiCorp and the USDA-FS. This accounting does not involve the USDI-BLM.
- Progress Accounting - Review, reconcile, and prepare for approval the previous fiscal year's accomplishments, accrued costs, and cost sharing accounting.
- Activity Coordination - Coordinate and prepare for approval activities and estimated costs by PWP to occur in the next calendar year period.
- Changes in Cost Share Percentage - If necessary, agree upon an adjusted cost share percentages of road maintenance if the percentage split changes from the percentage agreed upon in the SA (see Exhibit H). This may be due to significant

future timber hauls, changes in public use of roads, or other actions that may increase or decrease vehicular use of different road segments.

- Address Potential Disputes - If disputes occur, direct these issues through the appropriate channels per the SA, Section 22.3.
- Policy Changes - Review changes in laws, policies, manuals, and updates as necessary.

## **2.4 ANNUAL RESOURCE COORDINATION COMMITTEE REVIEW**

Once the Rolling 5-Year Transportation Action Plan (see Exhibit C) is completed for the upcoming year (to the extent possible), PacifiCorp will provide a summary of the Action Plan to the RCC. PacifiCorp will provide the RCC with the status of implementation of the Plan as required in SA 21.4.2.

## **2.5 ENVIRONMENTAL COMPLIANCE, APPROVALS, AND PERMITTING**

PacifiCorp will be responsible for funding and/or conducting environmental analysis, compliance, and permitting for transportation-related capital improvement projects, as necessary, such as major bridge refurbishment subject to the requirements contained in the SA, and laws, regulations, and policies in force at the time each individual action will be undertaken.

Section 21.7 of the SA requires that PacifiCorp conduct or fund an environmental analysis of any ground- or habitat-disturbing actions associated with the SA PM&E measures on NFS lands. Such environmental analyses must comply with criteria set forth in USDA-FS and USDI-BLM NEPA regulations and policies in existence at the time the particular PM&E measure is initiated by PacifiCorp. Consequently, as applicable USDA-FS and USDI-BLM NEPA implementation regulations and policies change concerning the application of NEPA to SA actions, so may PacifiCorp's obligations to undertake or fund appropriate NEPA analyses.

PacifiCorp will refer or rely upon applicable previous NEPA compliance documentation prepared by FERC, USDA-FS, USDI-BLM, or other parties to the maximum extent possible to avoid any unnecessary costs, duplication, and delay. Nothing in the Plan expands or alters PacifiCorp's obligations to conduct environmental analyses pursuant to the SA.

Section 21.1 of the SA requires that PacifiCorp prepare an RCP (PacifiCorp 2005) that unifies the processes for implementation of the new license conditions, ongoing operations, and maintenance activities consistent with the terms of the SA. The RCP is to be finalized within 1 year after the new license becomes final or 2005. One aspect of the RCP will be to provide more detail concerning needed environmental analysis, compliance, and permitting activities needed for implementation projects.

During the annual transportation meeting, PacifiCorp, the USDA-FS, and USDI-BLM will consider upcoming environmental analyses, compliance, and permitting for all upcoming transportation projects. Because of the lead-time needed for some compliance activities (such as public input, cultural resource inventories, or ESA Section 7 consultation), advance scheduling is essential for timely implementation of the transportation projects. Such activities should be scheduled 2 years in advance, to the extent possible. These activities will be identified in the Rolling 5-Year Transportation Action Plan (see Exhibit C).

To the extent possible, planned transportation projects will be grouped together to minimize environmental analyses and permitting needs. Such groupings may be geographical (clusters of roads and/or bridges), temporal (2005 to 2010, 2010 to 2015, etc.), or topical (all bridges and major culverts, all Level 4-5 roads, all minor culverts, etc.).

If a planned transportation project is found to have impacts that cannot be adequately mitigated or avoided, alternative projects may be considered to satisfy the intended need of the original project. The RCC will be informed about such actions as appropriate.

Planned activities will be reviewed for policy consistency with: (1) Project-related plans, such as the ECP (PacifiCorp 2004b); and (2) non-Project-related plans, such as the USDA-FS FLRMP, USDI-BLM RMP, or watershed analyses as listed below.

Project-related plans prepared by PacifiCorp (PacifiCorp 2004a-e, 2005) include:

- AMP
- ECP
- RRMP
- VMP
- HPMP
- RCP

Non-Project-related plans include:

- Umpqua National Forest Land and Resource Management Plan, as amended (USDA-FS 1990)
- North Umpqua River Management Plan (USDA-FS et al. 1992)
- Diamond Lake and Lemolo Lake Areas Watershed Analysis (USDA-FS 1998a)
- Fish Creek Watershed Analysis (USDA-FS 1999)
- Calf-Copeland Watershed Analysis (USDA-FS 2001a)
- Middle North Umpqua Watershed Analysis (USDA-FS 2001b)
- Draft Environmental Assessment for Integrated Noxious Weed Management on the Umpqua National Forest (USDA-FS 2003a)
- Forest Service Manual 2700, Special Uses Management, Chapter 2770, Federal Power Act Projects, Amendment 2700-2003-2 (as amended) (USDA-FS 2003b)

- Draft USDA-FS Region 6 Environmental Impact Statement on Invasive Plants (USDA-FS [in prep])
- Final Environmental Impact Statement (EIS) for Northwest Area Noxious Weed Control Program, Final Supplemental EIS for Noxious Weeds, and Respective Records of Decision (USDI-BLM 1985 and 1987)
- Roseburg District Resource Management Plan (RMP) (as amended) (USDI-BLM 1990)

## 2.6 AGREEMENTS, PERMITS, AND GRANTS OF RIGHT-OF-WAY

Project roads within federally managed lands that are located either inside or outside of the FERC Project boundary are subject to federal regulation. As a result, the USDA-FS will require PacifiCorp to obtain an LUA (see Exhibit D) for roads located outside of the FERC Project boundary (see Exhibit D) used by PacifiCorp for commercial activities (approximately 55 miles of roads). LUAs that may be required by the USDA-FS for Project-related roads outside of the FERC boundary include Easements, Special Use Permits, and Road Use Permits. These different types depend upon the road use, duration, and location.

Insignificant use of Joint Access T-Line Roads will not be a part of the LUA. If maintenance or reconstruction needs to be performed on a Joint Access T-Line Road, the USDA-FS will issue a short-term Road Use Permit to PacifiCorp on a case-by-case basis (see Exhibit G).

- Easements: Granted to authorize long-term use of NFS land for Project-related roads outside the FERC boundary only. These roads may be on NFS lands or on a private access road.
- Special Use Permits: Issued to authorize construction of temporary Project-related roads needed to provide access for a specific Project activity. These roads are not needed as part of the NFS road system and usually have a term of only 1-2 years.
- Road Use Permits: Issued to authorize Project-related road uses that may be prohibited by an order on an existing Forest Service road, or to authorize commercial use of Forest Service roads and to document requirements for road improvement and/or road maintenance where the use is short-term (length of specific project activity) in nature, usually only 1-2 years.

PacifiCorp is required to enter into a Cooperative Road Agreement for the purposes of jointly maintaining roads and bridges, cost sharing, and fund transfers (see Exhibit F), by 2005.

The USDI-BLM will require that PacifiCorp enter into a Grant of ROW for the use of roads within USDI-BLM-managed land (see Exhibit E). The USDI-BLM intends to issue a long-term Grant of ROW only. The term for the Grant will equal the term of the

new license issued by the FERC. A Grant of ROW for a temporary road, and new construction where needed, may be amended to meet PacifiCorp's needs over time. A short-term Temporary Use Permit may be issued to meet temporary road access needs located outside the FERC boundary as needed on a case-by-case basis.

These USDA-FS- and USDI-BLM-required agreements and permits will be reviewed and updated as needed at the annual transportation meeting and defined in the Rolling 5-Year Transportation Action Plan (see Exhibit C). PacifiCorp will also request any new LUAs and Grants of ROW at the annual meetings.

## **2.7 COORDINATION WITH OTHER PLANS**

The Plan is one of several management plans that provide implementation direction and guidance for the Project (see Table 1 below). Reference will be made to these plans for specific management direction, as indicated below. The primary plan is the principal source of specific implementation direction for the activity listed. Where conflict in directions between two or more plans exists, the document listed as "primary" will take precedence. For example, the Plan will address campground road maintenance and improvements at developed recreation sites as the "Primary and Secondary Plans"; however, the VMP is a document that is also referenced.

**Table 1. Plan Coordination and Funding Guidance for Typical Transportation Activities.**

<b>Plan Transportation-related Activity</b>	<b>Primary Plan</b>	<b>Funding Plan Responsibility</b>	<b>Other Plan or Authority References</b>
Road warnings and regulatory signs	TMP	TMP	Manual of Uniform Traffic Control Devices (MUTCD) (Federal Highway Administration [FHWA])
Roadside brushing	VMP	TMP	Forest Service Handbook (FSH), Road Maintenance Specifications
Revegetation of disturbed areas along roads – construction/maintenance	VMP	TMP	AMP
Hazard tree removal along roads	VMP	TMP	Regional Handbook, Programmatic Biological Opinion on Hazardous Tree Removal (USFWS)
Guide signs outside developed recreation sites	TMP	TMP	Engineering Management (EM) 7100-15 Sign and Poster Guidelines for the USDA-FS (USDA-FS 1998b)
Guide signs inside developed recreation sites	RRMP	RRMP	EM 7100-15 Sign and Poster Guidelines for the USDA-FS
Road failure due to natural or Project-related event	ECP	ECP	TMP
Bridge or major culvert failure due to emergency road maintenance and storm damage	TMP	TMP	ECP, FERM Plan
Storm patrols under FERM	TMP	TMP	FERM
Road construction or reconstruction	TMP	Situational	HPMP, AMP, VMP, FLRMP, RRMP
Annual and deferred road maintenance	TMP	TMP	VMP, ECP, FSH
Fire prevention related to road maintenance	UNF Fire Prevention	TMP	VMP

**Table 1. Plan Coordination and Funding Guidance for Typical Transportation Activities.**

<b>Plan Transportation-related Activity</b>	<b>Primary Plan</b>	<b>Funding Plan Responsibility</b>	<b>Other Plan or Authority References</b>
	Management Plan (FPMP)		
Hazardous waste and spill response	UNF Hazardous Management Plan (HMP)	HMP	PacifiCorp Environmental Management System/ISO 14001
Noxious weed control along USDA-FS and USDI-BLM roads	VMP	VMP/TMP	Best Management Practices
Campground road maintenance and improvements	TMP	TMP	RRMP, AMP
Landscape plantings and screening – Scenic Byway and Wild and Scenic River (W&SR) Reach	AMP	AMP	VMP
Project facility design, construction and maintenance	AMP (Exhibit F and Sec. 3.1)	--	VMP, HPMP, RRMP, TMP



### 3.0 IMPLEMENTATION

Implementation of this Plan is addressed in the following management activities:

- Road maintenance and reconstruction (capital improvement)
- Bridges and major culverts
- Road decommissioning
- Culvert upgrades
- Periodic monitoring and inspections
- New road construction (capital improvement)
- Traffic management
- Reporting

#### 3.1 ROAD MAINTENANCE AND RECONSTRUCTION (CAPITAL IMPROVEMENT)

A cornerstone of this Plan is roadway maintenance. A companion to this activity is the TMP Map Set (GIS maps), Volume 2, that identifies the location and type of each road and bridge included in the Plan. This activity defines PacifiCorp, USDA-FS, and USDI-BLM requirements for road maintenance. The road maintenance activity identifies maintenance specifications for each road level. PacifiCorp and USDA-FS responsibilities are defined and different means of satisfying road maintenance obligations are identified:

- Road maintenance responsibilities
- Road maintenance schedule
- Road maintenance levels
- Road maintenance specifications
- Annual and deferred road maintenance activities
- Reconstruction (capital improvement) and emergency road maintenance
- Changes in road maintenance levels
- Prioritized Level 1 roads with mitigation prescriptions
- Prioritized Level 1 roads with barriers
- Snow removal
- Methods of satisfying road maintenance obligations

##### 3.1.1 Road Maintenance Responsibilities

Commencing on the effective date of the SA, PacifiCorp will assume 100 percent maintenance and capital improvement responsibility for roads listed on the updated Schedule 15.2 (see Exhibit H) as PacifiCorp-Maintained Roads (Hydro, T-Line, and Recreation). Maintenance and capital improvement activities will be consistent with USDA-FS requirements, as amended, found at USDA-FS Manual Sections 7730 and 7720, respectively, and corresponding sections of the USDA-FS Handbook for Road Maintenance Section 7709.58 (see Exhibit N); and USDI-BLM Manual 9100 Series and

the Roseburg District Resource Management Plan (USDI-BLM 1990), Appendix D, Part H (see Exhibit O). Schedule 15.2 of the SA includes maintenance levels required for each road type (see Exhibit H for roads within USDA-FS-managed lands and Exhibit I for roads within USDI-BLM-managed lands).

The prime maintainer is the party that performs on-the-ground ongoing maintenance of a road, particular segment of road, or structures such as culverts, signs, and bridges. Road maintenance responsibilities include the following:

- PacifiCorp road maintenance and road use rights as a licensee will be secured where appropriate on USDA-FS-managed lands and USDI-BLM-managed lands through the use of a USDA-FS Road Use Permit as defined in Exhibit G, and a USDI-BLM Grant of ROW as defined in Exhibit E.
- Road maintenance responsibilities on Jointly Maintained Hydro Roads and PacifiCorp-Maintained Roads (Hydro, T-Line, and Recreation) will be consistent with USDA-FS road maintenance levels and specifications as described below. Maintenance activities will include normal and emergency maintenance categories as described below.
- The USDA-FS will be the prime maintainer for all Jointly Maintained Hydro Roads and PacifiCorp-Maintained Recreation Roads (Levels 3-5) located within NFS lands as defined in Exhibit H.
- PacifiCorp will be the prime maintainer of PacifiCorp-Maintained Roads (Hydro, T-Line, and Recreation) as defined in Exhibit H.
- On Joint Access T-Line Roads, the party requiring first access to such a road (typically Level 1) will incur all costs and responsibilities for opening up the road and then closing it afterwards when all work has been completed.
- PacifiCorp road maintenance responsibilities for USDI-BLM-managed roads are defined in Exhibit I.
- PacifiCorp road maintenance responsibilities for some Level 1 roads with mitigation prescriptions in lieu of decommissioning are defined in Exhibit K.
- PacifiCorp road maintenance responsibilities for providing barriers on some Level 1 roads are defined in Exhibit L.
- Road signs (warning, directional, and regulatory) are included as a part of road maintenance in the Plan. Guide signs at recreation sites are included as part of the RRMP.

### 3.1.2 Road Maintenance Schedule

The USDA-FS will schedule required road maintenance on JMH Roads as agreed upon at the annual transportation meeting and further documented in the Rolling 5-Year Transportation Action Plan (see Exhibit C for a framework).

PacifiCorp will schedule required road maintenance on PacifiCorp-Maintained Roads (Hydro, T-Line, and Recreation) as agreed upon at the annual transportation meeting and further documented in the Rolling 5-Year Transportation Action Plan (see Exhibit C).

At the annual transportation meeting and in the Rolling 5-Year Transportation Action Plan, PacifiCorp, the USDA-FS, and USDI-BLM will prioritize and track progress on road maintenance upgrades for three actions over the next 10-15 years including:

- PacifiCorp is responsible for Level 1 roads with mitigation prescriptions (see Exhibit K). Mitigation measures will be completed by PacifiCorp by 2013. Progress will be tracked and reported annually.
- PacifiCorp is responsible for Level 1 roads requiring barriers (see Exhibit L). All Level 1 roads require barricading. While not identified in the SA, barricading all Level 1 roads is date certain. During 2004 to 2008, PacifiCorp will install road barriers as needed as work is completed and workers exit the road. During 2009 to 2013, PacifiCorp will install barriers on all remaining Level 1 roads that have no existing barriers. This overall schedule starts with completion of the Plan or May 2004. Progress will be tracked and reported annually and addressed in the Rolling 5-Year Transportation Action Plan. Some barriers have already been installed by PacifiCorp prior to completion of the Plan and are noted in Exhibit L. As an alternative, PacifiCorp has the right to upgrade to a Level 2 road, or to decommission a Level 1 road, in lieu of barricading.

### 3.1.3 Road Maintenance Levels

The USDA-FS and USDI-BLM have developed road classification systems with 5 levels, as summarized below. The Level 2 definition is somewhat different between the USDA-FS and USDI-BLM, while the others are similar. These two road classification systems are presented below for road conditions and situations that are relevant to the Project.

USDA-FS Road Maintenance Levels - USDA-FS road maintenance Levels (1-5) are defined in Section 1.5, Explanation of Terms and Definitions.

USDI-BLM Road Maintenance Levels - USDI-BLM road maintenance (Levels 1, 2, and Special Road/Trail) are also defined in Section 1.5, Explanation of Terms and Definitions.

#### 3.1.4 Road Maintenance Specifications

Maintenance specifications for USDA-FS and USDI-BLM roads are presented below for road conditions and situations that are relevant to the Project.

USDA-FS Specifications - Road maintenance specifications for USDA-FS-managed roads are defined in Exhibit N.

USDI-BLM Specifications - USDI-BLM road maintenance specifications are defined below and in Exhibits O and S. In addition, one special road/trail requirement exists in the Susan Creek area.

- USDI-BLM Level 1/Joint Access T-Line Roads - The party requiring access to Level 1 roads will incur all costs and responsibilities for opening up the road and then closing it afterwards when all work has been completed.
- USDI-BLM Level 2 - Minimum standards for this maintenance level include drainage structures to be inspected within a 3-year period and maintained as needed. Grading will be conducted as necessary to correct drainage problems. Brushing will be conducted as needed to allow administrative access. Slides may be left in place, provided they do not adversely affect drainage.
- USDI-BLM Special Road/Trail Maintenance Needs - To protect both the investment in the trail and the public recreation opportunities, the following standard will be applied when transmission line maintenance activities damage the trail along TL39-04/23: (1) the trail will be restored to current ADA standards with compacted, one-quarter inch minus crushed rock; and (2) upon completion of the transmission line maintenance activities that damage the trail, restoration must be completed within 4 days during the peak recreation use season of May 1 through October 31. Restoration should be completed within 2 weeks during the off-season months.

#### 3.1.5 Annual and Deferred Road Maintenance Activities

The majority of road and bridge maintenance work includes activities that may be planned well in advance. All parties will perform normal maintenance activities on Level 1-5 roads in a consistent and timely manner. Normal maintenance activities will include both recurrent and deferred maintenance activities. Recurrent maintenance will include all work that is needed on a continuing basis with accomplishment annually or more frequently. Deferred maintenance includes work that is deferred one or more years until it can be economically or efficiently performed.

Annual maintenance activities will be coordinated by the parties at the annual transportation meeting prior to the Annual Resource Coordination Meeting. Road maintenance activities will be defined in the Rolling 5-Year Transportation Action Plan (see Exhibit C for framework).

Road maintenance activities will be required as a result of both traffic-generated and non-traffic-generated conditions. These two types of maintenance are described below.

Traffic-Generated Maintenance - Work, except repair of major damage, made necessary as a direct result of, or to minimize the effect of, use and wear by general traffic. The following are considered normal traffic-generated maintenance activities:

- Surface blading
- Dust abatement
- Gate repair
- Surface rock replacement
- Asphalt maintenance
- Asphalt patching
- Striping (pavement marking)
- Chip seals
- Snow removal
- Guardrail repair

Non-Traffic-Generated Maintenance - Work necessary as a direct result of general weathering processes or uncontrollable influences that cannot be attributed to traffic use. The following are considered general non-traffic-generated maintenance activities:

- Restoration
- Minor structure replacement
- Brushing
- Ditch cleaning
- Sign, guardrail, and gate maintenance
- Slide removal
- Culvert cleaning
- Revegetation
- Hazard tree removal

Vegetation management techniques used in road and bridge maintenance on NFS lands will be limited to approved methods identified by the USDA-FS. These methods are defined in a draft EIS on invasive plants (USDA-FS in prep.). PacifiCorp will consult with the USDA-FS and USDI-BLM at the annual transportation meeting prior to implementing vegetation management.

Revegetation techniques used in road maintenance on NFS lands will be limited to those identified in the ECP and the VMP.

### 3.1.6 Reconstruction (Capital Improvement) and Emergency Road Maintenance

During the term of the new license, capital improvement and emergency road maintenance will likely be necessary due to unanticipated natural causes, occasional high

levels of road use, and potential major damage. Capital improvement and emergency road maintenance include repair of roads due to major damage caused by unusual natural events and situations that are not repairable by annual and deferred maintenance activities. Reconstruction can often be planned in advance and should be addressed as needed at the annual transportation meeting and defined in the Rolling 5-Year Transportation Action Plan (see Exhibit C). It also includes repairs due to road use that either intentionally or unintentionally affects the general serviceability of the road or results in wear or damage in excess of that occurring in the area under normal operating conditions and procedures. Capital improvement or reconstruction and emergency road maintenance also include restoration work needed as a result of major damage to restore a road to the standard and serviceability that existed prior to the damage. The work would include, but is not limited to, asphalt overlays, roads resurfacing, retaining wall construction, slide correction and repair, and road widening.

Flooding conditions are common to the UNF and affect the road system. The resultant damage varies with the intensity of the runoff and local conditions. It is important to recognize this potential and take positive action to minimize damage through appropriate prevention measures and aggressive action prior to and during high runoff periods.

The FERM Plan is designed to align the UNF with FSM 7734 (Repairs Performed with Emergency Relief-Federally Owned Funds) and also to provide an outline to follow in the event of a storm with enough magnitude to cause damage to the NFS roads and resources.

Emergency actions will begin when damaging conditions are imminent and will continue until the need for immediate action is reduced. The UNF Forest Supervisor will declare a flood emergency when it can be determined that a storm will cause damage severe enough to warrant.

### 3.1.7 Changes in Road Operational Maintenance Levels

Road operational maintenance activities on some roads will need to be increased (from Level 2 to 3 for example) to meet identified road operational maintenance standards as defined in the updated Schedule 15.2 of the SA (see Exhibit H for roads within USDA-FS-managed lands and Exhibit I for roads within USDI-BLM-managed lands). This will be accomplished in a prioritized, phased approach over a period of 10 to 15 years and will be tracked annually by PacifiCorp. USDA-FS and USDI-BLM road operational maintenance definitions and requirements may change over the term of the new license and will be included in updates of the Plan as necessary.

At the annual transportation meeting, PacifiCorp and the USDA-FS and USDI-BLM will agree upon a list of prioritized road maintenance upgrades and an efficient timetable for upgrading roads to the maintenance specifications identified for each road. For seldom-used PacifiCorp-Maintained Roads (Hydro or T-line), upgrades will occur only when use increases substantially to warrant increased maintenance. All work on roads requiring increased maintenance will be completed within the period specified in the SA (see

Exhibit B). At the annual transportation meeting, priority will be given to roads with potential resource damage and public safety issues.

Road operational maintenance levels (Levels 1-5) may be increased or decreased to address changing conditions and/or Project-related needs through the term of the new license. Any changes (increase/decrease) will be proposed at the annual transportation meeting by the prime maintainer and will be agreed upon by the parties prior to the change taking effect.

#### 3.1.8 Prioritized Level 1 Roads with Mitigation Prescriptions

PacifiCorp will implement mitigation prescriptions on some Level 1 roads in lieu of their decommissioning. This mitigation work does not decrease the total 8.6 miles of decommissioning described in Exhibit J of this Plan. Level 1 roads with mitigation prescriptions are defined in Exhibit K.

Prioritization for implementation of these mitigation prescriptions will be planned in advance and addressed at the annual transportation meeting. Implementation will be defined in the Rolling 5-Year Transportation Action Plan (see Exhibit C).

#### 3.1.9 Prioritized Level 1 Roads with Barriers

PacifiCorp will install road barriers where needed on some Level 1 roads. Roads requiring barriers are defined in Exhibit L. Barrier installation will be phased and completed within 10 years beginning by May 2004 and completed by 2013. Roads with existing barriers are defined in the TMP Map Set, Volume 2.

Prioritization of Level 1 roads requiring barriers will be planned in advance and addressed at the annual transportation meeting. Implementation will be defined in the Rolling 5-Year Transportation Action Plan (see Exhibit C).

Specifications for road barriers using the berm and ditch methodology (the preferred method) are included in Exhibit L.

#### 3.1.10 Snow Removal

Snow removal on Jointly Maintained Hydro Roads will be managed by the USDA-FS, while snow removal on PacifiCorp-Maintained Roads (Hydro, T-Line, and Recreation as applicable) will be managed by the PacifiCorp. Only necessary Project roads will be plowed by PacifiCorp as part of this Plan. This activity will be conducted in accordance with appropriate Commercial Road Rules and Snow Plowing Restrictions as defined in Exhibit U.

Snow removal needs and scheduling will be planned and coordinated in advance and addressed at the annual transportation meeting. Implementation will be defined in the Rolling 5-Year Transportation Action Plan (see Exhibit C).

### 3.1.11 Methods of Satisfying Road Maintenance Obligations

Commencing in 2005, PacifiCorp and the USDA-FS (not USDI-BLM) will cost-share maintenance on roads listed on the updated Schedule 15.2 of the SA (see Exhibit H) as Jointly Maintained Hydro Roads in accordance with the cost-sharing ratios and maintenance levels listed on the updated Schedule 15.2. Cost-sharing ratios may be changed during the term of the new license if agreed upon in writing by the parties. Maintenance and capital improvements will be done in accordance with USDA-FS Management Handbook provisions (see Exhibit N). Payments for such cost sharing may commence before 2005 upon written agreement between PacifiCorp and the USDA-FS.

The parties may satisfy annual and deferred road maintenance obligations as follows:

- Annual Maintenance Obligations. For satisfying annual maintenance obligations, the USDA-FS may assume full responsibility for performing such maintenance on Jointly Maintained Hydro Roads (Level 3-5 roads) on NFS lands based on discussions and agreements between the parties. PacifiCorp will make advanced cash deposits to the USDA-FS for their share of the work, based on annual maintenance plan and shares in Exhibit H. By mutual agreement, all parties may also perform some portion of the recurrent work for other Level 1 or 2 roads. These decisions will be made at annual transportation meetings and documented in the Rolling 5-Year Transportation Action Plan (see Exhibit C).
- Deferred Maintenance Obligations. Two alternatives may be considered for satisfying such maintenance obligations:
  - Option 1 – Annual payment may be made for a share of the estimated cost of mutually agreed-upon work based on the estimated annual costs in the Rolling 5-Year Transportation Action Plan and documented and verified at the end of each calendar year through accounting for each PWP; and
  - Option 2 – Performance of such maintenance by either party in lieu of payment or transfer of funds between the parties. Credits for deferred work performed may be used to help offset all or a portion of any other agreed-upon maintenance obligations if agreed to by all parties. Such credits will be included in the annual accounting of expenditures for each PWP.

## **3.2 BRIDGES AND MAJOR CULVERTS**

The maintenance of Project-related bridges and major culverts provides for long-term road access to Project generation facilities and transmission lines. Maintenance responsibilities and schedules are described below including inventory, maintenance, cost sharing, and bridge transfers to the USDA-FS by PacifiCorp.

### **3.2.1 Bridge and Major Culvert Maintenance Responsibilities**

PacifiCorp will, in consultation with the USDA-FS and USDI-BLM, complete an inventory of bridges and major culverts. The inspection process will utilize the standards of the federal Highway Safety Act of September 9, 1966 (23 United States Code [USC] §§ 401-411) (see Exhibit P). Commencing upon the effective date of the SA, PacifiCorp will assume 100 percent maintenance responsibility for bridges and major culverts identified in the updated Schedule 15.5 (see Exhibit M) as being on PacifiCorp-Maintained Roads (Hydro, T-Line, and Recreation).

Bridge and major culvert structures on PacifiCorp-Maintained Roads (Hydro, T-Line, and Recreation) will be periodically maintained according to identified maintenance needs following routine bridge inspections per the National Bridge Inspection Specifications (NBIS) included in Exhibit P.

PacifiCorp and the USDA-FS will cost-share bridge and major culvert maintenance on Jointly Maintained Hydro Roads. Cost sharing will occur on bridges and major culverts along roadways under the classification of Jointly Maintained Hydro Roads in accordance with the cost-share ratios set forth in the updated Schedule 15.2 (see Exhibit H). The owner of each bridge or major culvert, as shown on the updated Schedule 15.5 (see Exhibit M), will bear the full cost of deferred maintenance on such bridge.

### **3.2.2 Bridge and Major Culvert Maintenance Schedule**

PacifiCorp will perform critical deferred maintenance (safety related) on PacifiCorp-owned bridges and major culverts identified during inspections by the first anniversary of the new license, or 2005, whichever occurs earlier; and will perform non-critical deferred maintenance on PacifiCorp-owned bridges and major culverts by the tenth anniversary of the new license. Cost sharing on bridge inspections and annual maintenance will commence when the new license is issued by FERC.

Prioritization of bridges and major culverts will be planned in advance and addressed at the annual transportation meeting. Bridge and major culvert inspections, refurbishment, upgrades, or replacement will be defined and tracked in the Rolling 5-Year Transportation Action Plan (see Exhibit C).

### 3.2.3 Bridge Ownership Transfers

Bridges and major culverts on joint use roads that are owned by PacifiCorp and have been fully inspected and upgraded (per bridge inspection needs defined in Exhibit P) may be transferred to the USDA-FS. The required USDA-FS transfer process, bridge design standards, and a list of potential bridge transfers is included in Exhibit Q. The USDA-FS will review transfer requests made by PacifiCorp and will accept such bridges and major culverts when these standards have been met.

### 3.2.4 Bridge Inspections

Prior to issuance of the new license or 2005 (whichever occurs first), PacifiCorp will complete bridge inspections on PacifiCorp-owned bridges in accordance with established federal standards. These inspections will be used to determine PacifiCorp's deferred maintenance obligations (critical and non-critical). After these initial inspections have been completed, PacifiCorp and USDA-FS will jointly share the cost of bridge inspections at the same ratio as set forth for the road containing that bridge, according to the standards of the Federal Highway Safety Act (FHSA) and NBIS (see Exhibit P).

The party responsible for the inspection of any bridge on a jointly maintained road will furnish copies of the bridge inspection report to the other party.

## **3.3 ROAD DECOMMISSIONING**

To enhance the natural environment surrounding the Project, meet requirements of the FLRMP, and improve watershed conditions, up to 8.6 miles of abandoned roadway will be decommissioned by PacifiCorp. Several Project-related roadways or roadway segments have been identified in this Plan for road decommissioning. Other abandoned roads in the vicinity are also candidates, including USDI-BLM roads. This activity sets out the responsibilities and schedule for road decommissioning activities.

### 3.3.1 Road Decommissioning Responsibilities

In cooperation with the USDA-FS and USDI-BLM, the parties have identified several PacifiCorp-Maintained Roads (Hydro and T-Line) in need of decommissioning as presented in the updated Schedule 15.4 (see Exhibit J). Per the SA, PacifiCorp will decommission up to 8.6 miles of existing roadway. This will be accomplished according to defined road prescriptions in the Plan (see Exhibit J). PacifiCorp has identified one road to be decommissioned on USDI-BLM-administered lands (road number TL45\_07/16) (see Exhibit J and the TMP Map Set, Volume 2). The remainder of the decommission road segments are on NFS lands.

Existing roads that are no longer needed to access NFS lands and USDI-BLM-managed lands are candidates for decommissioning. The objectives for decommissioning of a road are to re-establish vegetation and, as necessary, restore ecological processes interrupted or adversely impacted by the road. Decommissioning may include various levels of

treatments to stabilize and rehabilitate the road. Treatments may include one or more of the following activities:

- Blocking the entrance to the road;
- Removing culverts and re-establishing former drainage patterns;
- Installing waterbars on the road surface;
- Pulling back road shoulders and removing unstable road fills;
- Ripping of the roadbed to promote water infiltration;
- Stabilizing slopes;
- Scattering slash over the roadbed;
- Restoring vegetation in the road prism; and
- Other methods designed to meet specific conditions associated with the road.

In extreme instances, decommissioning may involve complete elimination of the roadbed by restoring natural contours and slopes.

The specific treatments for an individual road will be identified by an appropriate interdisciplinary team of resource specialists based on site-specific conditions along the candidate road.

For roads similar to the type of Transmission Line and Hydro roads being considered for decommissioning, the cost per mile for road decommissioning is typically in the range of \$10,000 to \$20,000 per mile (2004). However, costs may vary depending upon the specific treatments identified for a specific road or segment. Also, these costs are for contracts procured under federal acquisition regulations, such as the payment of Davis-Bacon wage rates to employees of the contractor.

PacifiCorp-Maintained Roads (Hydro or T-line) and Jointly Maintained Hydro Roads may be decommissioned if certain conditions are met including:

- The action is agreed upon by all parties;
- The road is no longer needed;
- The road causes significant resource damage that cannot be adequately or cost-effectively mitigated;
- Road use is no longer feasible or desirable; and
- The action is consistent with the SA.

The balance of any unused road decommissioning mileage will be reviewed at the annual transportation meeting and included in the Rolling 5-Year Transportation Action Plan as appropriate (see Exhibit C). Any unused balance will be held for 4 years or through 2008 (whichever is sooner) for future decommissioning opportunities.

If PacifiCorp, the USDA-FS, and USDI-BLM agree, alternative road segments with approximately the same decommissioning cost (same value per mile) as those listed may be substituted for possible decommissioning. Other PacifiCorp substitute decommission roads (yet to be defined) may be applied to the unused mileage balance (up to 8.6 miles).

In addition to approximately the same value per mile, priority will be given to the Project license area inside the FERC boundary, then inside the Umpqua basin on NFS lands or USDI-BLM-managed lands, as agreeable to all parties.

Any PacifiCorp-Maintained Road (Hydro or T-Line) that PacifiCorp determines is no longer needed for Project operations will be decommissioned upon USDA-FS or USDI-BLM approval as appropriate, as soon as practicable in accordance to the same standards, with PacifiCorp bearing the financial responsibilities.

### 3.3.2 Road Decommissioning Schedule

All road decommissioning by PacifiCorp will be completed by the fourth anniversary of the new license. Road decommissioning activities will be addressed at the annual transportation meeting. Such activities will be planned in advance and included in the Rolling 5-Year Transportation Action Plan (see Exhibit C).

## **3.4 CULVERT UPGRADES**

Some road culverts on Project-related roads need to be modified to allow for adequate fish passage (SA 15.6), to pass a 100-year flood, and provide for aquatic connectivity (SA 10.7). This activity defines the responsibilities and schedule for culvert upgrades. PacifiCorp inventoried ditch relief and stream crossing culverts in 2002-2003 with assistance from the USDA-FS. The USDA-FS, under contract by PacifiCorp, then analyzed the culverts to determine their ability to meet a 100-year flow capacity as well as their overall stability. The inventoried culvert locations are shown on the TMP Map Set, Volume 2. A Culvert Assessment Report presenting the findings of the culvert inventory data assessment will be completed in 2004, which will identify a priority listing for culvert replacement. This report will be reviewed and approved by the USDA-FS and ODFW. PacifiCorp is also required to identify and upgrade culverts to an ODFW fish passage standard. The USDA-FS conducted a fish passage culvert survey in 2000. Based on this survey, it was determined that there were seven culverts on streams known to be fish-bearing. These seven fish-bearing culverts are located on Jointly Maintained Hydro Roads and are shown in the TMP Map Set, Volume 2. Therefore, the responsibility for upgrading these culverts to appropriate ODFW standards will be the joint financial responsibility of both PacifiCorp and the USDA-FS. PacifiCorp has reimbursed the USDA-FS for their cost of conducting the initial inventory of these culverts as part of the culvert inventory during 2002-2003. PacifiCorp, USDA-FS, and ODFW will cooperative to develop construction requirements and a schedule for culvert replacement. As the USDA-FS 2000 inventory did not address all culverts, there are several culverts that are currently being monitored for fish presence. The monitoring results will be displayed in the Culvert Assessment Report.

### 3.4.1 Culvert Inventory Responsibilities

The Culvert Assessment Report, when finalized, will include the results of the 2002-2003 culvert inventory and an assessment indicating which culverts require modifications to

allow for adequate fish passage and which culverts require replacement or other modifications to pass a 100-year flood.

The standard for improvements for fish passage will be ODFW standards defined in Schedule 15.6 of the SA (see Exhibit B) (ODFW 2001). PacifiCorp will consult with ODFW to consider any necessary changes to design criteria and incorporate such changes, provided the costs are not more than 125 percent of the existing design costs as of the effective date of the SA and adjusted for inflation. The cost of upgrading culverts along a roadway will be divided on the same basis as costs for road maintenance along the same roadway as set forth in Exhibit H.

### 3.4.2 Culvert Upgrade Schedule

All culverts requiring upgrading to accommodate a 100-year flood will be upgraded by the eleventh anniversary of a new license at an average rate of approximately 7.5 percent of such culverts per year.

PacifiCorp will replace or upgrade culverts that are associated with other PM&E measures at the time of the scheduled implementation of the particular PM&E measure.

For culverts requiring modifications for fish passage barriers, PacifiCorp will upgrade such culverts commencing after the new license becomes final at a rate of approximately 20 percent of such culverts a year, to be completed by the fifth anniversary of the new license.

Road culverts associated with Priority 1 and Priority 2 aquatic sites (SA 10.7) shall be replaced or removed with adequately sized drainage structures by the date established in Schedule 10.6 of the SA for the aquatic site. These culverts are identified in the TMP Map Set, Volume 2 and will be further identified in a tabular format in the Culvert Assessment Report.

If the USDA-FS cannot fund its share of costs for culvert upgrades in any year, the schedule for work on such culverts will be adjusted to accommodate funds appropriated by Congress.

Culvert upgrades will be reviewed and scheduled at the annual transportation meeting and included in the Rolling 5-Year Transportation Action Plan as appropriate (see Exhibit C).

Road culverts associated with Priority 1 and Priority 2 aquatic sites (SA 10.7) shall be replaced or removed with adequately sized drainage structures by the date established in the Schedule 10.6 of the SA for the aquatic site. These culverts will be identified in the Culvert Assessment Report.

### 3.5 PERIODIC MONITORING AND INSPECTIONS

Monitoring and inspection activities address the need for coordinated road, bridge, and major culvert monitoring and inspection activities over the term of the new license. These activities are necessary to properly maintain the road system servicing the Project for continuous access when needed.

#### 3.5.1 Road Monitoring Responsibilities and Schedule

All Project-related roads, bridges, and major culverts will be monitored on a periodic basis by the parties. These monitoring data will be used to identify existing and anticipated problems and to facilitate appropriate maintenance as identified in Exhibits M, N, and O.

The prime maintainer of each roadway (as defined in Exhibits H, I, and M) will conduct appropriate road, bridge, and major culvert monitoring activities, as needed, to properly manage and maintain the identified roads and bridges. The following road monitoring activities will be conducted:

- Conduct asphalt pavement management surveys on paved joint use roads and PacifiCorp-Maintained Roads at least every 5 years.
- Monitor the overall condition and safety of the roads and culverts that are listed in Exhibits H, I, and M.
- Monitor resources adjacent to roads, including erosion, through the ECP.
- On selected roadways where a change in use level has occurred, or is perceived to have occurred, periodically monitor road traffic volumes and composition to determine the appropriate percentage responsibility to be assigned to the parties for cost-sharing purposes (PacifiCorp and USDA-FS only). Four USDA-FS traffic counters are currently operational. To the extent possible and agreed upon by the two parties, monitoring will include the number of vehicles, type of vehicles, and vehicle destination on the selected roadway(s).
- For cost-sharing purposes (PacifiCorp and USDA-FS only), a baseline is shown as a percentage in the SA (see Exhibits H, I, and M). Thereafter, agreed-upon roads will be monitored when road traffic changes substantially and one of the two parties requests that a new baseline be considered and then established.
- The USDA-FS will maintain a Structure Inventory and Appraisal (SI&A) form for all structures on NFS lands based on inspections by any party.
- The USDA-FS will file an annual report with the Oregon State Bridge Engineer as required by law. The USDI-BLM will also do the same for any bridges or major culverts on BLM-managed land, as applicable.

- Road condition surveys will be conducted every 3 years on a rotating basis for all Level 1 roads used or needed by PacifiCorp. Level 1 maintenance conditions are defined in Exhibit N.
- A Road Hazard Analysis will be performed by the prime maintainer as necessary per Exhibit R.

### 3.5.2 Bridge Monitoring Responsibilities and Schedule

All bridges and major culverts subject to federal Highway Safety Act requirements will be inspected at intervals not to exceed 2 years (Road Maintenance Levels 3-5) in accordance with Exhibit P using NBIS. All other bridges and major culverts open to public use will be inspected at least every 4 years (Road Levels 1 and 2), with some exceptions, with approval by the UNF Engineering Staff or USDI-BLM Engineering Staff. The bridge and major culvert inspection schedule is defined in Exhibit M.

A Hazard Analysis will be performed by the prime maintainer as necessary per Exhibit R.

Planned road, bridge, and major culvert monitoring and inspection will be reviewed at annual transportation meetings and included in the Rolling 5-Year Transportation Action Plan as appropriate (see Exhibit C).

### 3.5.3 Mapping Omissions and Updates

As additional or modified road segments or road realignments and their associated transportation structures are identified over the term of the new license, PacifiCorp will periodically update the TMP Map Set, Volume 2, and associated Plan Exhibits as appropriate. These mapping and database updates over time will become part of the PacifiCorp GIS database and this Plan. Should PacifiCorp determine that these roads or facilities are no longer needed for Project operations, PacifiCorp shall decommission them as soon as is practicable according to the standards outlined in Section 15 of the SA.

Should PacifiCorp determine that these roads or facilities are needed for Project operations, PacifiCorp will be responsible for operating and maintaining these roads to current USDA-FS or USDI-BLM standards, as applicable.

## **3.6 NEW ROAD CONSTRUCTION (CAPITAL IMPROVEMENT)**

Road capital improvement activities address the need to potentially develop new Project-related roads and/or reconstruct existing ones to serve the Project over the term of the new FERC License. In addition, temporary road construction will be needed to implement some SA actions with follow-on road obliteration to return the area back to a natural condition.

### 3.6.1 New Road Construction Responsibilities

If needed, PacifiCorp will be responsible for new road construction for Project use over the new license term. These roads will be designed and constructed by PacifiCorp in consultation with the USDA-FS and/or USDI-BLM, as appropriate. When new Project-related road construction is anticipated, PacifiCorp will prepare a road development plan for the period(s) when the new development is anticipated. New road construction plans, estimated costs, permitting requirements, NEPA documentation needs per the RCP, and costs will be identified and approved at the annual transportation meeting and included in the Rolling 5-Year Transportation Action Plan (see Exhibit C). New roads, if needed, will be constructed and maintained in accordance with USDA-FS or USDI-BLM standard specifications, as applicable.

PacifiCorp will be responsible for temporary roads requiring new construction identified in the SA, such as the Stink Hole wetlands project access or Lemolo No. 1 Forebay development. After an SA-related project has been constructed, PacifiCorp will be responsible to obliterate the temporary road and to return the area to a near natural condition in consultation with the USDA-FS.

### 3.6.2 New Road Construction Schedule

When new or temporary Project-related road capital improvement is anticipated, PacifiCorp will prepare a road capital improvement schedule. The new or temporary road capital improvement schedule will be reviewed and coordinated at the annual transportation meeting. A final agreed-upon schedule, including design, permitting, and NEPA documentation per the RCP, will be included in the Rolling 5-Year Transportation Action Plan (see Exhibit C).

## 3.7 TRAFFIC MANAGEMENT

In the Rolling 5-Year Transportation Action Plan each year (see Exhibit C), PacifiCorp and the USDA-FS will work together in developing access and traffic management plans as needed for Jointly Maintained Roads and PacifiCorp-Maintained Roads (Hydro, Recreation, and T-Line). Appropriate traffic control measures will be identified at the annual transportation meeting including the placement of signs and barriers, or other reasonable protection from traffic hazards, as appropriate. Roads that may present a significant safety hazard to public traffic will be closed to public motor vehicle use as needed.

“Road” signs are addressed in this Plan, while “guide” signs are addressed in the RRMP. The replacement or modification of road signs will be discussed and agreed upon by the parties at the annual transportation meeting.

Potential traffic hazards on NFS roads will be identified and mitigated in accordance with the USDA-FS Transportation System Operations Handbook, Chapter 50 (see Exhibit R). The USDA-FS will control and manage all traffic on Jointly Maintained Hydro Roads. This responsibility includes establishing road use rules, plans for signing, and restrictions

for timber haul and public use. All emergency or other road closures to public traffic on Jointly Maintained Hydro Roads will be approved and implemented by the USDA-FS.

The USDA-FS may close Jointly Maintained Hydro Roads to the public, or require public closure of PacifiCorp-Maintained Roads (Hydro, Recreation, and T-Line), where required for public safety or adopted resource protection standards contained within the FLRMP, as amended, or the RCP. Closure conditions may include extreme fire conditions, environmental degradation to sensitive resources, storm damage, and protection of public health and safety.

PacifiCorp will adhere to road and bridge closures, use restrictions, and travel management guidelines as identified by the USDA-FS or in the RCP. Potential traffic hazards on PacifiCorp-Maintained Hydro Roads, PacifiCorp-Maintained T-line Roads, and PacifiCorp-Maintained Recreation Roads will be identified and jointly evaluated by the parties and will be mitigated as necessary by PacifiCorp.

NFS commercial road rules and snow plowing requirements that apply to the Project are defined in Exhibit U. The objectives of these road rules and regulations are to:

- Provide commercial users with a uniform and timely system concerning use requirements on roads in advance of applying for permits or bidding on contracts.
- Provide Forest Officers with a system to display their road use requirements and to administer them uniformly with all commercial users.
- Implement a responsive system for issuing permits or making other arrangements for authorizing road use to meet the special needs unique to any commercial user.

Temporary traffic restrictions and closures will be revisited at the annual transportation meeting and the Rolling 5-Year Transportation Action Plan (see Exhibit C). Restrictions or closures may be lifted or continued as agreed upon by the parties.

Traffic management studies will be conducted on roads where active maintenance activities occur or on roads with damage due to natural causes such as a slide or failure. These traffic studies will be performed on PacifiCorp-Maintained Roads (Hydro, Recreation, and T-Line) and Jointly Maintained Hydro Roads where necessary to identify required hazard mitigation if any (see Exhibit R). The probability of an accident occurring and the severity of a potential accident will need to be assessed to determine the risk of potential accidents at a site or road segment. Mitigation measures will be developed and implemented based on the degree of probability for a potential accident. The USDA-FS will approve traffic-related studies or mitigation measures on NFS roads. Such measures will be reviewed and discussed during the development of the Rolling 5-Year Transportation Action Plan (see Exhibit C) each year.

PacifiCorp will be responsible for all costs associated with traffic management activity at the same percentage as road maintenance, as defined in Exhibit F.

### 3.8 REPORTING

This Plan includes four reporting requirements that are discussed below:

- Rolling 5-Year Transportation Action Plan
- Annual Notification to the RCC
- Reporting to the FERC
- Area of Vegetation Manipulation
- Tracking of Expenditures

#### 3.8.1 Rolling 5-Year Transportation Action Plan

PacifiCorp will prepare a Rolling 5-Year Transportation Action Plan on an annual basis, with input from the USDA-FS and USDI-BLM as appropriate, including the preparation of PWWs. This document will be presented to the parties at the annual transportation meeting. A framework for the annual plan is presented in Exhibit C. Following input from the parties, the annual plan will be finalized and approved by the parties. If no agreement is reached prior to the Annual Resource Coordination Meeting, any disagreements will be resolved via Section 22 of the SA.

The Rolling 5-Year Transportation Action Plan (see Exhibit C) will document the prior year, the current year, and the next 3 years' planned activities, including estimated costs for each of the years. No cost-sharing information is required for roads on USDI-BLM-administered lands. These plans will be detailed for the following plan activities:

- Road maintenance and capital improvement (restoration)
- Bridges and major culverts
- Road decommissioning
- Culvert upgrades
- Periodic monitoring and inspections
- Road capital improvement
- Traffic management
- Reporting requirements

#### 3.8.2 Annual Notification to the RCC

Once the Rolling 5-Year Transportation Action Plan has been completed, PacifiCorp will present a summary of the annual plan to the RCC. PacifiCorp will provide the RCC with the status of implementation of the Plan as required in SA 21.4.2.

#### 3.8.3 Periodic Reporting to the FERC

Every 10 years, PacifiCorp will prepare a Plan Monitoring Report and submit it to the FERC for review. The USDA-FS and USDI-BLM may review and comment on a draft of the Plan Monitoring Report prior to its filing with the FERC. The 10-year Plan Monitoring Report will utilize the annual Rolling 5-Year Transportation Action Plans and

minutes of the annual transportation meetings and Annual Resource Coordination Meetings as a basis for this reporting. Progress toward completion of specific actions in the Plan will be tracked and summarized by PacifiCorp.

#### 3.8.4 Annual Reporting of Area of Vegetation Manipulation

During the preparation of the Rolling 5-Year Transportation Action Plan each year, PacifiCorp and the USDA-FS will report the area of vegetation manipulation (site disturbance area) during the previous year. This area will be calculated in approximate acres and reported to the USDA-FS for further compilation and reporting on a Forest-wide basis by the UNF.

#### 3.8.5 Tracking of Expenditures Reporting

Each party will provide progress accounting that will include a review, reconciliation, and preparation of the previous fiscal year's accomplishments, accrued costs, and cost-sharing accounting. To this end, each party will track annual expenditures of labor, overhead, expenses, and other materials for each PWP and Plan activity defined and agreed upon by the parties in the Rolling 5-Year Transportation Action Plan. Within 60 days of the end of an operating quarter, each party will compile all appropriate PWP and Plan activity expenditures incurred during the previous quarter. This information will be provided to the other party for review and comment on a quarterly basis. Quarterly reports will be compiled into an annual expenditure report.

The USDA-FS will provide a quality accounting of all expenditures related to the Plan, including an annual summary based on the federal fiscal year. The annual USDA-FS accounting report will be provided quarterly and then summarized by December 31 of each year. PacifiCorp will reconcile USDA-FS and PacifiCorp expenditures on a calendar year basis and will provide a summary of reconciliation in the Rolling 5-Year Transportation Action Plan that is updated annually. Following review and discussion of the cost data by the parties, appropriate payments, or in lieu work, will be made or scheduled as needed. This accounting does not involve the USDI-BLM.



#### 4.0 REVISIONS AND UPDATES

This Plan was completed in 2004 in consultation with ODFW and reviewed and approved by the USDA-FS and USDI-BLM. Implementation of this Plan is expected to occur throughout the 35-year term of the new license. However, some flexibility has been allowed to address unanticipated changes in conditions over time.

During the annual review process involving the preparation of a Rolling 5-Year Transportation Action Plan (see Exhibit C), adjustments or revisions may be made to some specific activities or schedules to address errors or concerns. PacifiCorp, USDA-FS, and USDI-BLM will jointly agree on any scheduled changes of specific actions during these annual transportation meetings prior to the Annual Resource Coordination Meeting.

This Plan, including the main document with its Exhibits A through U in Volume 1 and the TMP Map Set, Volume 2, may be updated as the information contained herein is updated and revised by the parties. This Plan will be reviewed and updated as agreed upon by the parties. This review will occur in conjunction with the annual transportation meetings.

Recommendations for changes to this Plan may be submitted in writing by any party. Agreed-upon changes to this Plan will be incorporated into a revised Plan by PacifiCorp. The revised Plan will be submitted to the FERC for review. Any disagreements on revisions to the Plan may be submitted to the RCC for resolution. Revisions to this Plan may not contradict overall decisions made and agreed upon in the SA. Factors that may trigger a review and possible revision of this Plan include:

- Revisions and updates to the Umpqua National Forest FLRMP (2008 is the next planned update, then approximately every 15 years);
- Revisions and updates to the USDI-BLM Roseburg District RMP;
- Catastrophic natural events, such as major forest fires, windstorms, floods, or other natural disasters;
- West Cascades Scenic Byway proposal implementation and related traffic increases or changes;
- Substantial and sustained changes (5 consecutive years) in annual recreation use level projections in the Project area at the Composite Plan level of at least 20 to 25 percent (increase or decrease);
- New federal or state policies, regulations, and laws that may significantly affect transportation facilities in the Project area for the new license term; and
- Significant increase in timber hauling activity on NFS lands that may affect Project-related roads.

Cost-sharing percentages are identified in the SA (see Exhibit H) and will not be modified as a result of any potential future changes to this Plan, unless mutually agreed upon by the parties.



## 5.0 REFERENCES

- ODFW (Oregon Department of Fish and Wildlife). 2001. Oregon Department of Fish and Wildlife Guidelines and Criteria for Stream-Road Crossings. Included in the Settlement Agreement (Schedule 15.6) pursuant to ORS 498.351 and ORS 509.605, et al. Salem, OR.
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- PacifiCorp. 1995b. Draft Transportation Management Plan. North Umpqua Hydroelectric Project. December 1995. Portland, OR.
- PacifiCorp. 2004a. Aesthetics Management Plan (AMP). Prepared by EDAW, Inc. for PacifiCorp. Portland, OR.
- PacifiCorp. 2004b. Erosion Control Plan (ECP). Prepared by Washington Group International for PacifiCorp. Portland, OR.
- PacifiCorp. 2004c. Recreation Resource Management Plan (RRMP). Prepared by EDAW, Inc. for PacifiCorp. Portland, OR.
- PacifiCorp. 2004d. Vegetation Management Plan (VMP). Prepared by EDAW, Inc. for PacifiCorp. Portland, OR.
- PacifiCorp. 2004e. Historic Properties Management Plan (HPMP). Prepared by EDAW, Inc. for PacifiCorp. Portland, OR.
- PacifiCorp. 2005. Resource Coordination Plan (RCP) (to be developed by PacifiCorp). Portland, OR.
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- USDA-FS. 2003b. Forest Service Manual (FSM) 2700 – Special Uses Management. Chapter 2770 – Federal Power Act Projects. Amendment 2700-2003-2. October, 14, 2003. Washington, DC.
- USDA-FS. In preparation. Draft USDA-FS Region 6 Environmental Impact Statement on Invasive Plants. USDA-FS Pacific Northwest Regional Office. Portland, OR.
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- USDA-FS, USDI-BLM (USDI Bureau of Land Management), and Oregon Parks and Recreation Department. 1992. North Umpqua River Management Plan. Roseburg, OR.
- USDI-BLM. 1985 and 1987. Final Environmental Impact Statement (EIS) for Northwest Area Noxious Weed Control Program, Final Supplemental EIS for Noxious Weeds, and Respective Records of Decision.
- USDI-BLM. 1990. Roseburg District Resource Management Plan (RMP) (as amended). Roseburg, OR.