

From: [Taylor Elm - DNR](#)
To: [Wayland, Joshua](#); [Uinta Basin Rail Environment](#)
Cc: [J.T. Romatzke](#); [Douglas Vilsack - DNR](#); [Dean Riggs - DNR](#); [Brad Petch - DNR](#); [Bill deVergie - DNR](#); [Lyn Huber - DNR](#)
Subject: CPW Scoping Comments for Uinta Basin Railway EIS
Date: Thursday, August 01, 2019 4:53:35 PM
Attachments: [Uinta Railway Project EIS - CPW Scoping Comments SIGNED.pdf](#)
[Attachment 1 - CPW's Raptor Guidelines.pdf](#)

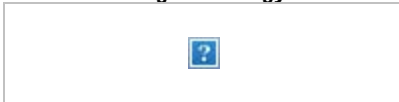
EI-26716

Hello Joshua,

Attached are Colorado Parks and Wildlife's scoping comments for the proposed Uinta Basin Railway Project - Craig Alignment. Please let us know if you have any questions, or needs for additional information. We appreciate the opportunity to review and submit comments.

Thank you,

Taylor Elm
Northwest Region Energy Liaison



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COLORADO

Parks and Wildlife

Department of Natural Resources

Northwest Regional Office
711 Independent Avenue
Grand Junction, CO 81501

August 1, 2019

Joshua Wayland
Surface Transportation Board
Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031

Sent via email to: Joshua.Wayland@stb.gov & uinta.eis@icf.com

RE: Colorado Parks & Wildlife's Scoping Comments for the Seven County Infrastructure Coalition - Uinta Basin Railway Environmental Impact Statement

Dear Mr. Wayland,

Colorado Parks and Wildlife (CPW) has received the notice of intent to prepare a Draft Environmental Impact Statement (EIS) and Draft Scope of Study for the proposed Seven County Infrastructure Coalition's Uinta Basin Railway Project. CPW submitted preliminary scoping comments to your office on May 2nd, 2019 regarding the proposed Craig railway alignment. The official scoping comments herein are intended to provide a more detailed analysis of the proposed railway route through Northwest Colorado, along with recommendations to avoid, minimize, and mitigate any potential impacts on wildlife and their habitats. CPW hopes this information will be valuable to the Surface Transportation Board as you work towards developing a Draft EIS document.

As you may be aware, CPW's statutory mission is to perpetuate the wildlife resources of the State, to provide a quality State parks system, and to provide enjoyable and sustainable outdoor recreation opportunities that educate and inspire current and future generations to serve as strategic stewards of Colorado's natural resources. This mission is implemented through our 2015 Strategic Plan, and the goals it embraces which are designed to make CPW a national leader in wildlife management, conservation, and sustainable outdoor recreation for current and future generations.

One way CPW works to conserve the wildlife resources of the State is to engage in land use planning decisions such as this. For this proposed railway project, CPW has gathered input from field personnel and relevant geospatial animal use data collected and maintained by CPW staff. This information is used to assess wildlife use of the affected landscape and subsequently develop recommendations to effectively avoid, minimize, and mitigate potential impacts to



wildlife. It is important to note that the mitigation hierarchy begins with avoiding impacts to the greatest extent possible, minimizing any remaining impacts, and finally, compensatory mitigation as a last resort for residual impacts that cannot be avoided or minimized completely.

After thorough review, CPW has identified seven wildlife-specific topics we'd like to see analyzed within the Draft EIS document. These items include: analysis of the cumulative impacts to wildlife resulting from recent and proposed anthropogenic land uses within the project area, impacts to CPW property interests and conservation easements, and potential impacts and mitigations for: aquatic fish and wildlife species, big-game species, greater sage-grouse, Columbian sharp-tailed grouse, and raptors. The following sections contain CPW's concerns and recommendations regarding each item.

Cumulative Impacts

The proposed Craig railway alternative bisects areas of Colorado that have recently received proposals and/or approvals for projects such as two high-voltage transmission lines, a coal mine expansion, federal oil and gas mineral leasing, and sand and gravel mining. While many wildlife species might be able to tolerate a single disturbance, the compounding effects of several projects in the same area could greatly diminish habitat effectiveness.

Specific projects to consider for the cumulative impacts analysis are the Transwest Express Transmission Line, Energy Gateway South Transmission Line, Tri-State's Colowyo coal mine expansion (Collom Pit), federal oil and gas leasing over the past several years, and a recent request for sand and gravel mining on three Colorado State Land Board parcels near Massadona on Highway 40. CPW recommends working with the Bureau of Land Management and the Colorado State Land Board to identify other potential projects that could contribute to cumulative wildlife impacts along the proposed route.

Additionally, the EIS should consider the potential for increased animal-vehicle collisions on CO Highway 40 and Moffat County Road 57 resulting from disrupted movement patterns and potential displacement from historic habitats. Furthermore, CPW expects direct mortalities from train collisions as this already occurs east of Craig and in other areas where railways bisect big-game winter range habitats. CPW is more than willing to provide relevant wildlife data to help assess these cumulative impacts during development of the Draft EIS.

CPW Property Interests and Conservation Easements

CPW has reviewed the proposed Craig alignment with respect to CPW's fee-title properties (State Wildlife Areas), conservation easements, and public access agreements with private landowners and State Land Board's (SLB) State Trust Lands (STL). The following properties will be bisected by the proposed route and CPW's comments and/or concerns are outlined.

Elk Springs #3 STL Public Access Program - This SLB parcel is leased by CPW for public hunting access from August 15th through the end of February. The proposed railway cuts through the northern portion of this property and does not follow the existing alignment of Highway 40. CPW is concerned that the proposed railway could impact public use of this property.

Tuttle Ranch Conservation Easement (CE) - The Tuttle Ranch CE was acquired by CPW in 2012. The intent of this conservation easement was to conserve habitat for wildlife species including elk, mule deer, pronghorn, greater sage-grouse and black-footed ferrets. The proposed Craig alignment contains approximately 3.75 miles of railway through the Tuttle Ranch CE. This use is strictly prohibited by the terms of the conservation easement and inconsistent with the management of the property. CPW strongly recommends that the proposed alignment be adjusted to avoid disturbance within the boundary of this important piece of property.

Cedar Springs STL Public Access Program - This SLB parcel is leased by CPW for public hunting access from September 1st through the end of February. The proposed alignment cuts through the southwest corner of this property. CPW is concerned that the proposed railway could impact public use of this property.

Bitterbrush State Wildlife Area (SWA) - This property is owned and managed by CPW to provide wildlife habitat and public access opportunities for sportspersons. A significant portion of the pronghorn population in this area utilizes the property for year-round habitat. Additionally, this area is extremely important for both resident and migrating mule deer that utilize the SWA in large numbers each year. The Craig alignment bisects the southern end of this property for approximately ½ miles. This proposed use would be inconsistent with CPW's management of the property and right-of-way (ROW) approvals would be unlikely. CPW recommends complete avoidance of the Bitterbrush State Wildlife Area property.

Rattlesnake Hill STL Public Access Program - This SLB parcel is leased by CPW for public hunting access from September 1st through the end of February. The proposed alignment cuts through the far northeast corner of this property. CPW is concerned that disturbance from the new railway could impact public use of this parcel.

South Duffy Mountain STL Public Access Program - This SLB parcel is leased by CPW for public hunting access from September 1st through the end of February. Again, the proposed alignment cuts through the far northeast corner of this property and CPW is concerned that it will impact public use of the parcel.

Kourlis Hunting Lease - CPW maintains a lease with a private landowner to allow public access for hunting. The proposed alignment cuts through approximately 0.32 miles of the leased property and CPW has concerns that the new railway would impact public use of this property.

CPW Wildlife Mitigation Property for Colowyo Mine Expansion - CPW has been engaged with Tri-State Energy in regard to the Collom Pit expansion at the Colowyo Coal Mine. An agreement was made to mitigate impacts to wildlife by transferring ownership of a parcel of property to CPW to manage as wildlife habitat in perpetuity. The transfer of this parcel to CPW is expected within the next 3 to 5 years. The proposed Craig railway alignment would bisect approximately 1 mile of this property. Railroad construction on the parcel would be inconsistent with the purpose of the agreement and ROW agreements would be unlikely. CPW can work with the project proponent to identify where this parcel is located and how best to avoid impacts by rerouting the proposed alignment.

Aquatic Species

The proposed Craig alignment is located between the White River and the Yampa River. These two waterways contain important habitat for federally listed native fish species including: Colorado pikeminnow, bonytail chub, humpback chub, and razorback sucker. Additionally, bluehead sucker, flannelmouth sucker, and roundtail chub are Tier 1 species on the Colorado species of greatest conservation needs list (Colorado 2015 State Wildlife Action Plan). While the railway will not directly intersect the White or Yampa Rivers, it does appear to cross numerous tributaries to these rivers. CPW recommends careful analysis of stream crossings to ensure that fish passage is not impaired. Many native fish species utilize small tributaries for spawning activities and seasonal migrations.

Additionally, CPW maintains standardized recommendations for working in live waters when constructing any necessary crossing structures. These recommendations include items such as disinfection protocols for equipment, seasonal timing restrictions, and sediment control best management practices. CPW will be happy to supply these at the appropriate time during the NEPA analysis.

Big Game Species (Mule Deer, Elk, and Pronghorn)

Northwest Colorado contains some of the largest populations of mule deer, elk and pronghorn in the State of Colorado. CPW maps the distribution and habitat use of these animals through field observations, yearly classification flights, and GPS and VHF telemetry collars. Every four years CPW staff updates the species activity maps (SAM) for this area based on new data and observations. Based on the most recent SAM layers, the proposed Craig railway alignment will bisect a significant amount of seasonal big game habitat. Most important to this area are winter range areas and migration corridors. CPW's publicly available GIS data can be accessed through the State's GeoPortal database located at <https://gisftp.colorado.gov/>. Below is a breakdown by big-game species with CPW's recommended actions.

Mule Deer - A significant portion of the Craig alignment overlaps with mule deer severe winter range and winter concentration areas. These are considered the most crucial winter range areas

where the greatest number of animals congregate during the winter months, and where habitat conditions are adequate to allow at least a portion of the overall population to survive even the most extreme winters. The proposed railway could reduce animals' ability to move within their winter ranges to access resources such as water, forage and cover. Furthermore, depending on the frequency of trains during the winter, there may be a reduction in use of habitats within close proximity to the railway.

In addition to these important winter range habitats, the route also overlaps with known migration patterns of mule deer. CPW is concerned that construction and subsequent use of the railway through these movement areas could impact the ability of animals to successfully migrate between seasonal habitats. At a minimum, design features should be incorporated that would facilitate passage of the railway by wildlife (i.e. overpasses and underpass structures). CPW is currently working with the Colorado Department of Transportation in NW Colorado to identify crossing areas on State highways to reduce animal-vehicle collisions and increase permeability for wildlife.

Finally, the proposed alignment intersects areas of remaining bitterbrush stands that are extremely important for mule deer. Wildfires in this area have recently reduced the amount of available bitterbrush and sagebrush to wintering deer. Displacing animals to less productive winter ranges could increase winter mortality within this deer herd.

Elk - Similar to mule deer, a significant portion of the proposed route overlaps with elk severe winter range and winter concentration areas. Additionally, there are potential conflicts with migration patterns and migration corridors for elk. The same concerns regarding severing movement patterns and impacting animals' use of winter range are also present with elk. CPW recommends that these potential conflicts be analyzed in the Draft EIS and the below big-game recommendations be incorporated.

Pronghorn - There is considerably less overlap with pronghorn severe winter range and winter concentration corridors; however, the route does traverse heavily used year-round pronghorn habitat. There will likely be issues with impacts to seasonal and daily movement patterns for pronghorn and disruptions to their use of seasonal habitats. CPW recommends inclusion of this species within the affected environment section of the Draft EIS.

CPW recommends the following measures for big-game habitats:

- Within big-game severe winter range and/or winter concentration areas, conduct all construction activities outside the time period from December 1st to April 15th.
- Avoid construction within documented big-game migration corridors.
- Work with CPW staff to identify wildlife passage opportunities where construction of the railway could be a barrier for animal movement.

- Reclaim disturbed areas with a native seed mix recommended by CPW or the applicable land management agency.
- Consider methods to reduce operational impacts from the railway (i.e. minimizing sound, daily timing restrictions for rail traffic, etc.).

Greater Sage-grouse

Greater sage-grouse (GrSG) have been a species of concern in Colorado and range-wide for a number of years. Recently, the Bureau of Land Management has amended its sage-grouse resource management plan for NW Colorado. These resource management plans guide federal land managers on decisions such as this proposal. CPW recommends close coordination with local BLM field offices to ensure full compliance with the relevant resource management plans covering the project area.

Based on a GIS analysis of GrSG data, the proposed route passes within one mile of 10 active GrSG lek locations. Four of those leks will be less than ½ mile from the proposed alignment, with one lek approximately 180 feet from the railway. These lek sites are located on a mix of BLM, State Land Board, and private property. Due to the sensitive nature of sage-grouse lek locations and data sharing limitations, CPW would have to work with the applicant and the Surface Transportation Board to ensure these sites are not impacted. There is no effective means to mitigate the loss of a GrSG lek; therefore, CPW recommends full avoidance of areas within one mile of an active lek site, consistent with BLM's NW Colorado GrSG Plan.

Additionally, occupied GrSG habitat is delineated as either priority or general habitat management areas (PHMA or GHMA). The railway overlaps with approximately 59.4 miles of priority habitat and 38.5 miles of general habitat. This is nearly 100% of its length within the State of Colorado. Within both habitat types, CPW recommends a construction timing restriction between the dates of March 1st to June 30th to protect the lekking, nesting, and brood rearing periods. Furthermore, actions should be taken to address noise, minimize tall structures along the railway, minimize collisions with trains or ancillary facilities (i.e. power lines or towers), preclude new nesting substrates for corvids and raptors, and effectively reclaim disturbed vegetation with native seed mixes appropriate to sage-grouse habitats.

Columbian Sharp-tailed Grouse

Similar to greater sage-grouse, Columbian sharp-tailed grouse (CSTG) will congregate at lek locations in the spring so that males can display and breed with females. These locations are considered to be very important for reproduction and new recruitment into the population. The proposed Craig railway alignment is within 0.4 miles (CPW recommended avoidance buffer) of one CSTG lek site. Additionally, there is overlap with approximately 5.0 miles of CSTG production habitat. Within this habitat type, CPW recommends seasonal construction timing

restrictions between the dates of March 15th and July 30th. Also, similar to GrSG, measures should be incorporated to minimize noise impacts, preclude new raptor perches and nesting substrates, and utilize native vegetation for reclamation efforts.

Raptors

CPW's raptor database shows numerous raptor nest locations that have been previously identified in close proximity to the proposed alignment. Species include, but are not limited to: golden eagle, bald eagle, ferruginous hawk, prairie falcon, red-tailed hawk, and Swainson's hawk. To avoid permanently impacting raptor nest locations, CPW recommends that surveys be conducted by certified biologists within ½ mile of the centerline of the proposed alignment. These surveys should be conducted during the breeding season to maximize detectability of active nest sites. See Attachment 1 (CPW's Raptor Guidelines) for recommended seasonal timing restrictions and nest avoidance distances. If power lines or ancillary facilities are needed along the railway, CPW recommends the installation of raptor perch deterrents to prevent electrocutions and collisions. CPW can share known raptor nest locations through a non-disclosure agreement, if the need arises to conduct surveys along this proposed alignment.

Compensatory Mitigation

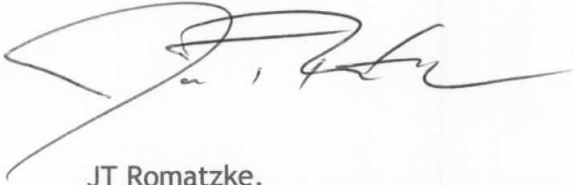
After all avoidance and minimization actions have been applied to this proposal, CPW still anticipates residual impacts to wildlife species present in the project area. An analysis to determine the magnitude of these remaining impacts would be very valuable within the Draft EIS. Once these remaining wildlife impacts have been quantified, effective compensatory mitigation projects should be implemented to ensure a "no net loss" scenario for wildlife and their habitats. CPW staff is happy to assist in identifying meaningful mitigation projects that will help address the unavoidable impacts that may occur with this proposed alignment.

One additional species for analysis within the Draft EIS would be black-footed ferrets. There have been reintroduction efforts in the past within close proximity to the proposed alignment. Coordination between the U.S. Fish and Wildlife Service, CPW, STB and the project proponent may be necessary to avoid impacting areas where successful reintroduction efforts have occurred. Protection of large white-tailed prairie dog colonies is important to ensure viable areas remain for black-footed ferrets.

Colorado Parks and Wildlife appreciates the opportunity to review and submit comments for this project. To quickly reiterate our previous comments, CPW recommends that the Craig alignment not be chosen as the final alignment for this project. Due to the project area's extremely high value for numerous wildlife species, and the project's potential to adversely affect those species, we suggest that a less ecologically sensitive route be chosen. We look forward to

continuing our relationship with the Surface Transportation Board as the planning process for this project proceeds. If there are any questions or needs for additional information, don't hesitate to contact the Northwest Region Energy Liaison, Taylor Elm, at (970) 255-6180 or Area Wildlife Manager, Bill de Vergie, at (970) 878-6061.

Sincerely,

A handwritten signature in black ink, appearing to read 'JT Romatzke', with a long horizontal flourish extending to the right.

JT Romatzke,
Northwest Regional Manager

Cc. Doug Vilsack, Dept. of Natural Resources Assistant Director
Dean Riggs, Deputy Regional Manager
Brad Petch, Senior Terrestrial Biologist
Bill de Vergie, Area Wildlife Manager
Taylor Elm, NW Region Energy Liaison
File

Attachments: Colorado Parks & Wildlife's Raptor Guidelines Document



RECOMMENDED BUFFER ZONES AND SEASONAL RESTRICTIONS FOR COLORADO RAPTORS

Tolerance limits to disturbance vary among as well as within raptor species. As a general rule, Ferruginous Hawks and Golden Eagles respond to human activities at greater distances than do Ospreys and America Kestrels. Some individuals within a species also habituate and tolerate human activity at a proximity that would cause the majority of the group to abandon their nests. Other individuals become sensitized to repeated encroachment and react at greater distances. The tolerance of a particular pair may change when a mate is replaced with a less tolerant individual and this may cause the pair to react to activities that were previously ignored. Responses will also vary depending upon the reproductive stage. Although the level of stress is the same, the pair may be more secretive during egg laying and incubation and more demonstrative when the chicks hatch.

The term "disturbance" is ambiguous and experts disagree on what actually constitutes a disturbance. Reactions may be as subtle as elevated pulse rate or as obvious as vigorous defense or abandonment. Impacts of disturbance may not be immediately evident. A pair of raptors may respond to human intrusion by defending the nest, but well after the disturbance has passed, the male may remain in the vicinity for protection rather than forage to feed the nestlings. Golden eagles rarely defend their nests, but merely fly a half mile or more away and perch and watch. Chilling and over heating of eggs or chicks and starvation of nestlings can result from human activities that appeared not to have caused an immediate response.

A 'holistic' approach is recommended when protecting raptor habitats. While it is important for land managers to focus on protecting nest sites, equal attention should focus on defining important foraging areas that support the pair's nesting effort. Hunting habitats of many raptor species are extensive and may necessitate interagency cooperation to assure the continued nest occupancy. Unfortunately, basic knowledge of habitat use is lacking and may require documentation through telemetry investigations or intensive observation. Telemetry is expensive and may be disruptive so a more practical approach is to assume that current open space is important and should be protected.

Although there are exceptions, the buffer areas and seasonal restrictions suggested here reflect an informed opinion that if implemented, should assure that the majority of individuals within a species will continue to occupy the area. Additional factors, such as intervening terrain, vegetation screens, and the cumulative impacts of activities should be considered.

These guidelines were originally developed by CDOW raptor biologist Gerald R. Craig (retired) in December 2002. To provide additional clarity in guidance, incorporate new information, and update the conservation status of some species, the guidelines were revised in January 2008. Further revisions of this document may become necessary as additional information becomes available.

RECOMMENDED BUFFER ZONES AND SEASONAL RESTRICTIONS

BALD EAGLE

Nest Site:

No surface occupancy (beyond that which historically occurred in the area; see 'Definitions' below) within ¼ mile radius of active nests (see 'Definitions' below). Seasonal restriction to human encroachment (see 'Definitions' below) within ½ mile radius of active nests from October 15 through July 31. This closure is more extensive than the National Bald Eagle Management Guidelines (USFWS 2007) due to the generally open habitat used by Colorado's nesting bald eagles.

Winter Night Roost:

No human encroachment from November 15 through March 15 within ¼ mile radius of an active winter night roost (see 'Definitions' below) if there is no direct line of sight between the roost and the encroachment activities. No human encroachment from November 15 through March 15 within ½ mile radius of an active winter night roost if there is a direct line of sight between the roost and the encroachment activities. If periodic visits (such as oil well maintenance work) are required within the buffer zone after development, activity should be restricted to the period between 1000 and 1400 hours from November 15 to March 15.

Hunting Perch:

Diurnal hunting perches (see 'Definitions' below) associated with important foraging areas should also be protected from human encroachment. Preferred perches may be at varying distances from human encroachment and buffer areas will vary. Consult the Colorado Division of Wildlife for recommendations for specific hunting perches.

GOLDEN EAGLE

Nest Site:

No surface occupancy (beyond that which historically occurred in the area) within ¼ mile radius of active nests. Seasonal restriction to human encroachment within ½ mile radius of active nests from December 15 through July 15.

OSPREY

Nest Site:

No surface occupancy (beyond that which historically occurred in the area) within ¼ mile radius of active nests. Seasonal restriction to human encroachment within ¼ mile radius of active nests from April 1 through August 31. Some osprey populations have habituated and are tolerant to human activity in the immediate vicinity of their nests.

FERRUGINOUS HAWK

Nest Site:

No surface occupancy (beyond that which historically occurred in the area) within ½ mile radius of active nests. Seasonal restriction to human encroachment within ½ mile radius of active nests from February 1 through July 15. This species is especially prone to nest abandonment during incubation if disturbed.

RED-TAILED HAWK

Nest Site:

No surface occupancy (beyond that which historically occurred in the area) within 1/3 mile radius of active nests. Seasonal restriction to human encroachment within 1/3 mile radius of active nests from February 15 through July 15. Some members of this species have adapted to urbanization and may

tolerate human habitation to within 200 yards of their nest. Development that encroaches on rural sites is likely to cause abandonment.

SWAINSON'S HAWK

Nest Site:

No surface occupancy (beyond that which historically occurred in the area) within ¼ mile radius of active nests. Seasonal restriction to human encroachment within ¼ mile radius of active nests from April 1 through July 15. Some members of this species have adapted to urbanization and may tolerate human habitation to within 100 yards of their nest.

PEREGRINE FALCON

Nest Site:

No surface occupancy (beyond that which historically occurred in the area) within ½ mile radius of active nests. Seasonal restriction to human encroachment within ½ mile of the nest cliff(s) from March 15 to July 31. Due to propensity to relocate nest sites, sometimes up to ½ mile along cliff faces, it is more appropriate to designate 'Nesting Areas' that encompass the cliff system and a ½ mile buffer around the cliff complex.

PRAIRIE FALCON

Nest Site:

No surface occupancy (beyond that which historically occurred in the area) within ½ mile radius of active nests. Seasonal restriction to human encroachment within ½ mile radius of active nests from March 15 through July 15.

NORTHERN GOSHAWK

No surface occupancy (beyond that which historically occurred in the area) within ½ mile radius of active nests. Seasonal restriction to human encroachment within ½ mile radius of active nests from March 1 through September 15.

BURROWING OWL

Nest Site:

No human encroachment within 150 feet of the nest site from March 15 through October 31. Although Burrowing Owls may not be actively nesting during this entire period, they may be present at burrows up to a month before egg laying and several months after young have fledged. Therefore it is recommended that efforts to eradicate prairie dogs or destroy abandoned towns not occur between March 15 and October 31 when owls may be present. Because nesting Burrowing Owls may not be easily visible, it is recommended that targeted surveys be implemented to determine if burrows are occupied. More detailed recommendations are available in a document entitled "Recommended Survey Protocol and Actions to Protect Nesting Burrowing Owls" which is available from the Colorado Division of Wildlife

Recommended Buffer Zones and Seasonal Restrictions Around Raptor Use Sites

[illegible]

DEFINITIONS

Active nest – Any nest that is frequented or occupied by a raptor during the breeding season, or which has been active in any of the five previous breeding seasons. Many raptors use alternate nests in various years. Thus, a nest may be active even if it is not occupied in a given year.

Active winter night roost – Areas where Bald Eagles gather and perch overnight, and sometimes during the day in the event of inclement weather. Communal roost sites are usually in large trees (live or dead) that are relatively sheltered from wind and are generally in close proximity to foraging areas. These roosts may also serve a social purpose for pair bond formation and communication among eagles. Many roost sites are used year after year.

Human encroachment – Any activity that brings humans in the area. Examples include driving, facilities maintenance, boating, trail access (e.g., hiking, biking), etc.

Hunting perch – Any structure on which a raptor perches for the purpose of hunting for prey. Hunting perches provide a view of suitable foraging habitat. Trees are often used as hunting perches, but other structures may also be used (utility poles, buildings, etc.).

Surface occupancy – Any physical object that is intended to remain on the landscape permanently or for a significant amount of time. Examples include houses, oil and gas wells, tanks, wind turbines, roads, tracks, etc.

CONTACT

For further information contact:

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