

**APPENDIX I  
LINCOLN COUNTY REROUTE REPORT**



# **Lincoln County Reroute Report**

## **Gateway West Transmission Line Project**

*Prepared for*

**Bureau of Land Management**

*Prepared by:*

**Tetra Tech Inc.**

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**ATTACHMENT**

**Attachment A** August 1, 2013, Kemmerer Stakeholder Meeting Materials

## 1.0 INTRODUCTION

The Gateway West Transmission Line Project (Gateway West or Project) consists of approximately 1,000 miles of new 230-kilovolt (kV), 345-kV, and 500-kV alternating current (AC) electric transmission lines in 10 segments between the Windstar Substation at Glenrock, Wyoming, and the Hemingway Substation approximately 30 miles southwest of Boise, Idaho. The purpose of this report is to describe proposed route changes to the Preferred Alternative identified in the Gateway West Final Environmental Impact Statement (FEIS) in Lincoln County, Wyoming. These proposed reroutes are located along Gateway West Segment 4 between the proposed Anticline Substation and the existing Populus Substation.

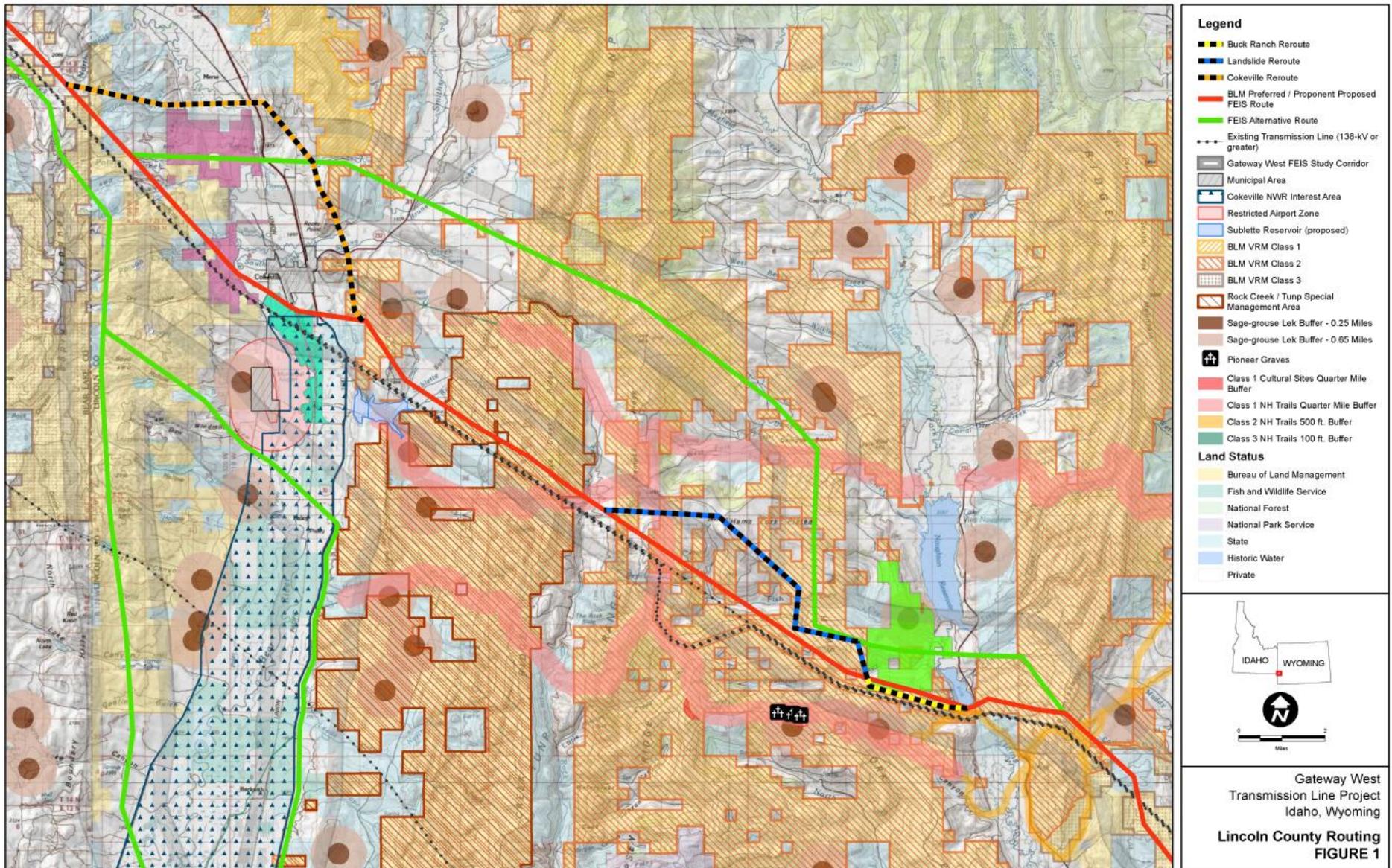
## 2.0 ROUTE BACKGROUND AND DESCRIPTION

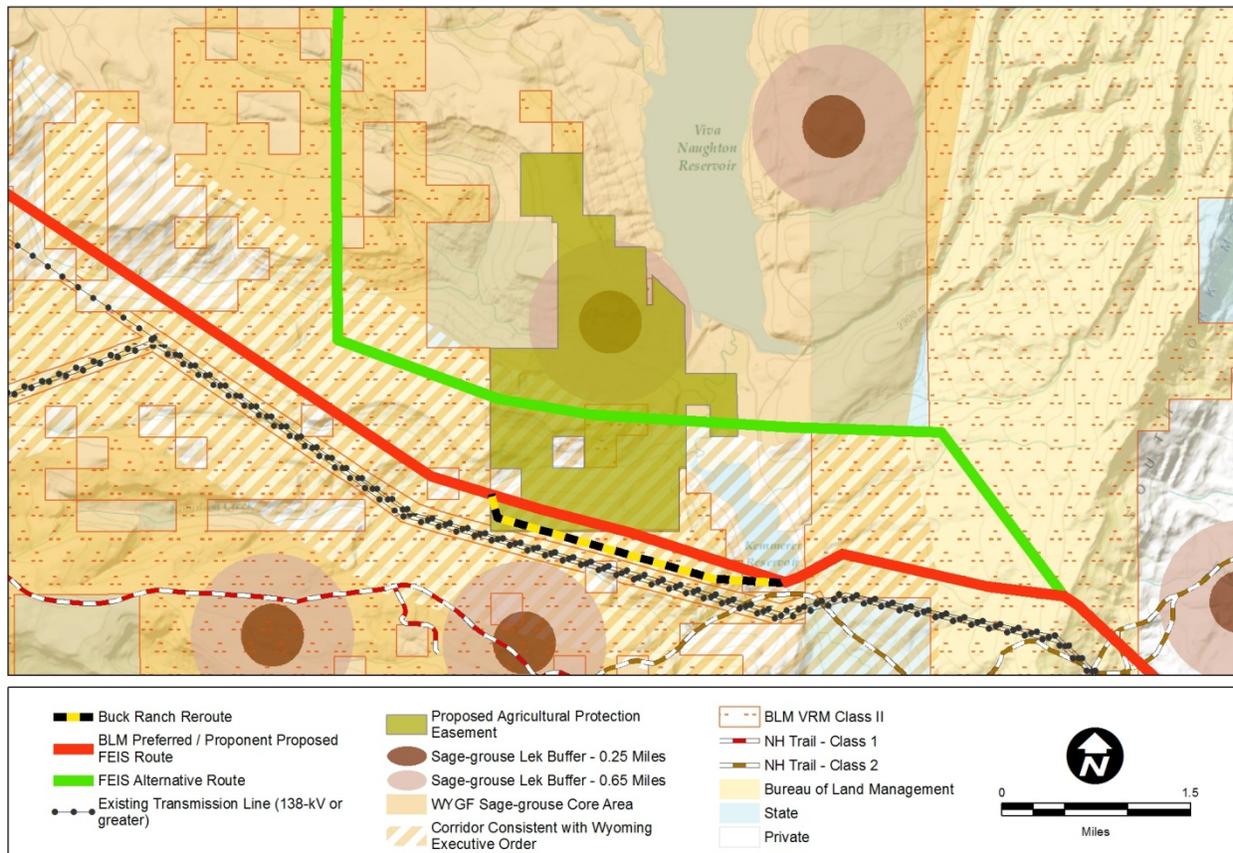
A comprehensive siting study was undertaken by the Bureau of Land Management (BLM) as part of the FEIS Preferred Alternative selection process. Initially, Rocky Mountain Power and Idaho Power Company's (the Proponents) overall Project approach for the Proposed Route was to follow the West-wide Energy (WWE) corridor, other designated corridors, or existing utility rights-of-way (ROWs) where feasible (IPC and RMP 2008, 2009). Therefore, many of the route alternatives were developed to consider various routes that follow these existing corridors, as well as to avoid important resources. Over the course of the siting effort, over 2,000 miles of alternative routes were identified and evaluated within a 2-mile-wide siting corridor. Local governments and individuals suggested additional routes that were outside the original siting study, some of which were fully analyzed in the EIS. The BLM's Preferred Alternative for Segment 4 was identified in the FEIS. It follows an existing 345-kV transmission line corridor from the Jim Bridger Power Plant in Wyoming to the Populus Substation in Idaho, although the corridor is not designated as a WWE corridor.

Following completion of the FEIS, additional information has been identified that warrants consideration of route changes to the FEIS Preferred Alternative in three areas. These are referred to as the Buck Ranch, Landslide, and Cokeville Reroutes. Each is described in the following subsections. Figure 1 shows the location of the FEIS Preferred Alternative and the three proposed reroutes.

### 2.1 Buck Ranch Reroute

The owners of Buck Ranch are negotiating to enter into a three-party easement with the Wyoming Stockgrowers Association and the Natural Resources Conservation Service to protect agricultural values under the Farm and Ranch Protection Act. The BLM's Preferred Alternative crosses the planned easement. The Proponents and the parties to the planned easement have proposed rerouting a segment of the Preferred Alternative to minimize the extent to which the transmission line ROW would be located within the easement. In order to accomplish this, approximately 1 mile of the Gateway West line would be within 625 to 750 feet north of the existing 345-kV transmission line (Figure 2). This portion of the transmission line would not maintain established separation criteria





**Figure 2.** Buck Ranch Reroute

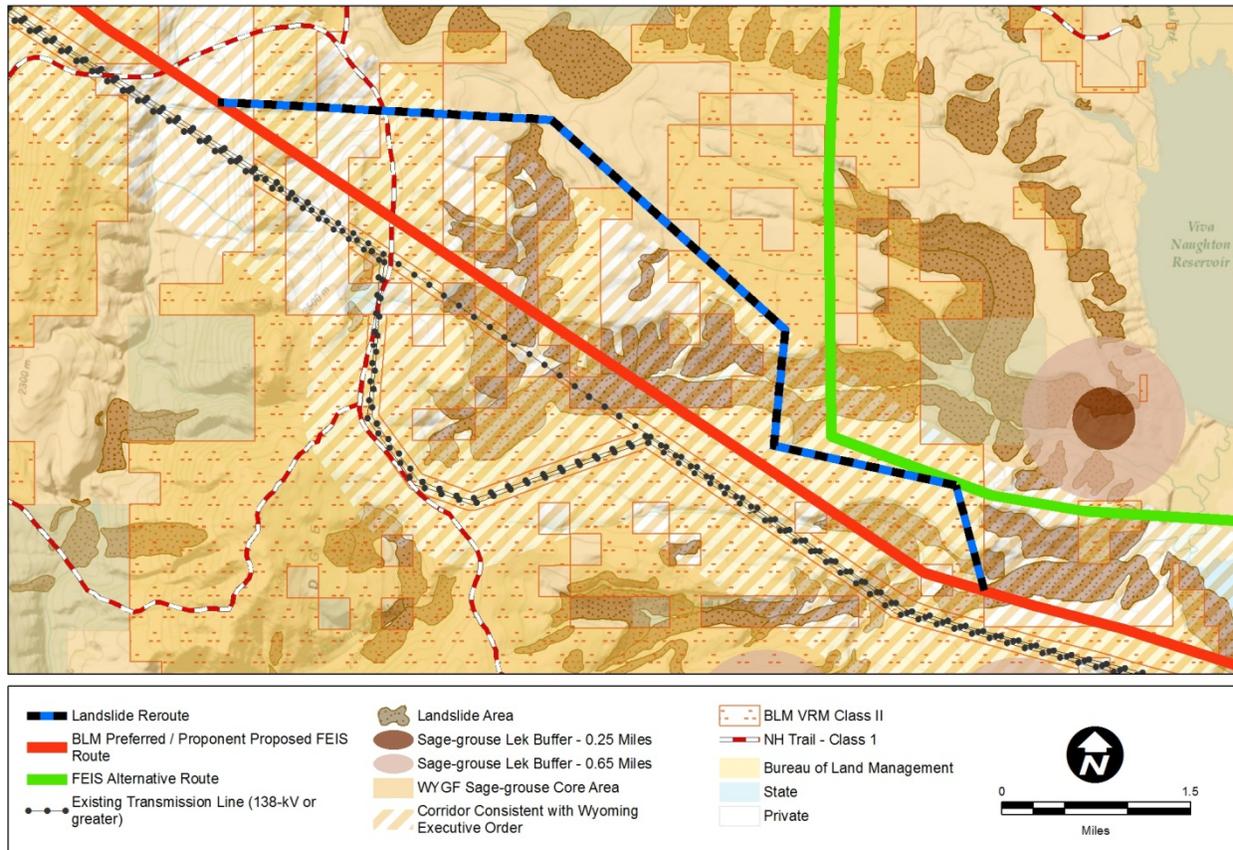
for the Project (i.e., the distance between towers, an average 1,500-foot separation from existing lines). The Western Electricity Coordinating Council allows lines to be closer for short portions of the line where needed to meet resource objectives.

The Buck Ranch Reroute would deviate from the FEIS Preferred Alternative at milepost 105.1 along Segment 4. From that point, it would extend to the west, avoiding a crossing of the southern portion of Kemmerer Reservoir. The route would cross Meadow Creek, then turn to the northwest, paralleling existing 345-kV transmission lines. This route would cross the extreme southwest corner of the Buck Ranch before turning northwest to meet the FEIS Preferred Alternative at milepost 107.5. The Buck Ranch Reroute would be 2.5 miles long, compared to 2.4 miles for the comparison portion of the FEIS Preferred Route. The Buck Ranch Reroute is located entirely within the Wyoming Governor’s 2-mile-wide transmission line corridor through sage-grouse core habitat.

**2.2 Landslide Reroute**

An area of unstable soils in the vicinity of Dempsey Ridge is crossed by three 345-kV transmission lines (referred to as the Bridger Lines). In the 1970s, two of the three Bridger Lines were relocated to more stable ground. The FEIS Preferred Alternative is approximately 1,500 feet north of and parallel to the remaining 345-kV line. Ongoing analysis indicates this alignment could be susceptible to landslides (refer to Section

3.14.2.3 and Figure 3.14-4 in the FEIS). The Proponents have proposed rerouting the Preferred Alternative farther north to avoid the unstable area (Figure 3). Approximately 3 miles of the revised route would be slightly outside of the siting study corridor to take advantage of more stable soil conditions. This portion of the reroute would also be located outside of the Wyoming Governor's sage-grouse corridor.



**Figure 3.** Landslide Reroute

The Landslide Reroute would deviate from the FEIS Preferred Alternative at milepost 107.5 along Segment 4. From that point, it would extend to the north and northwest across Robinson Creek and onto Hams Fork Plateau. The Reroute is located immediately north of the known landslide zone, while the FEIS Preferred Alternative passes through the center of the landslide area, as discussed in Section 3.14 of the FEIS. North of the landslide area, the route turns to the west, intersecting the FEIS Preferred Alternative at milepost 114.7. The reroute is approximately 8.4 miles long, compared to 7.2 miles for the comparison portion of the FEIS Preferred Alternative.

## 2.3 Cokeville Reroute

The FEIS Preferred Alternative in the vicinity of Cokeville would cross a recently executed wetland protection easement under the Farm and Ranch Protection program. This easement prohibits the placement of transmission lines. The FEIS Preferred Alternative also crosses another planned agricultural protection easement. The Lincoln Board of County Commissioners' comments on the FEIS identified the need to further

consider placing an 8-mile section of the line in the vicinity of Cokeville underground or to approve a revised route proposed by the County (Lincoln County 2013).

Burying the line requires digging a continuous trench, resulting in at least a 30-foot-wide disturbance area (see Figure 2.6-2 in the FEIS). Installations similar to substations would be required at each end of the underground section, and each of these would require about 4 acres. Placing a 500-kV line underground would cost approximately 7 to 12 times as much as building an overhead line. Based on an average aboveground construction cost of \$2 million per mile, placing an 8-mile section of the transmission line underground would cost between \$112 and \$208 million, compared to \$16 million for an aboveground line. This cost would be passed on to ratepayers, assuming the state regulators would approve this unusual alternative. The FEIS concludes that placing a 500-kV line underground is not feasible.

In order to avoid the executed and planned easements and the city of Cokeville, several reroute alignment variations were evaluated. Figure 4 shows the reroutes that were considered. The reroutes are listed in the following sections.

### **2.3.1 Teichert Brothers Route**

The Teichert Brothers Route is the shortest of the Cokeville Alternatives. Beginning at the FEIS Preferred Alternative milepost 121.9 of Segment 4, the Teichert Brothers Route follows the FEIS Preferred Alternative for approximately 1.1 miles to the west. The Teichert Brothers Route deviates from the FEIS Preferred Alternative at milepost 123.0. It then proceeds north then west before intersecting the FEIS Preferred Alternative at milepost 125.2. This route avoids the Teichert Brothers conservation easement to the south, but crosses the southern end of the city of Cokeville for a distance of 840 feet. The total distance of the Teichert Brothers Route is 3.4 miles, compared to 3.3 miles for the comparison portion of the FEIS Preferred Alternative.

### **2.3.2 Rocky Peak/Marse Route**

The Rocky Peak/Marse Route would deviate from the FEIS Preferred Alternative at milepost 121.9 along Segment 4. This route would extend 5.6 miles in a straight line to the northwest, passing just east of Big Hill and Rocky Peak. The route would then turn west for approximately 4.6 miles before intersecting the FEIS Preferred Alternative at milepost 130.7. This route would not cross through sage-grouse core area. This route is approximately 10.2 miles long, compared to 8.8 miles for the comparison portion of the FEIS Preferred Alternative.

### **2.3.3 Rocky Peak Route**

The Rocky Peak Route proceeds to the northwest, leaving the FEIS Preferred Alternative at milepost 121.9 along Segment 4 and following nearly the same alignment as the Rocky Peak/Marse Reroute. However, the Rocky Peak Route curves to the west, passing over the top of Rocky Peak and continuing to meet the FEIS Preferred Alternative at milepost 126.7. The westerly portion of this route bends slightly to avoid two segments of agricultural easement. The Rocky Peak Reroute is 5.7 miles long, compared to 4.8 miles for the comparison portion of the FEIS Preferred Alternative.

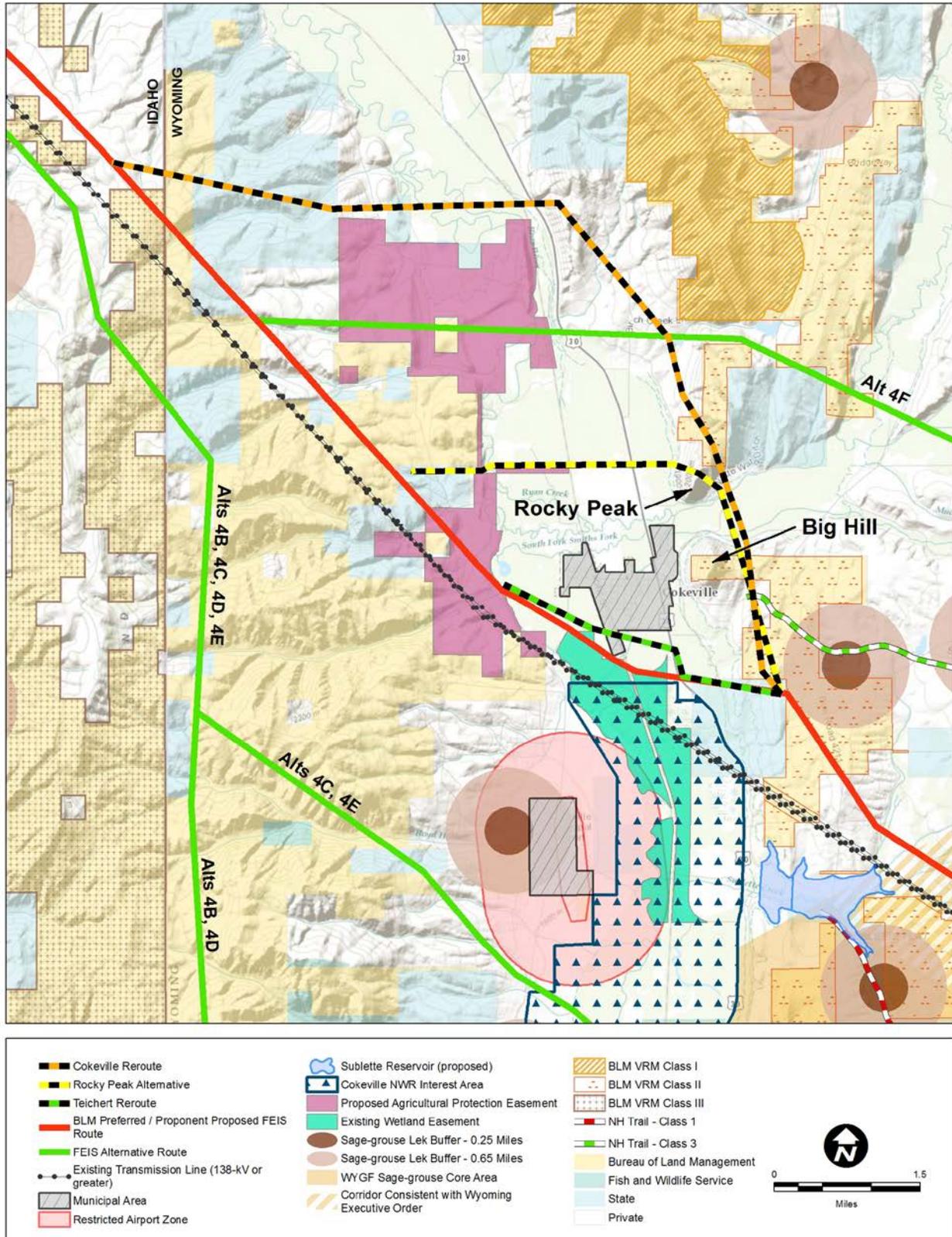


Figure 4. Cokeville Reroute and Route Alternatives

These three alternatives were presented at a stakeholder's meeting sponsored by the Proponents on August 1, 2013. Attachment A includes a copy of the agenda, attendees, and the meeting notes. Based on discussions at the meeting, the Agencies proposed rerouting the Gateway West line to follow the Rocky Peak/Marse Route. Following the meeting, further environmental and engineering analysis was carried out to refine the Rocky Peak/Marse Route. Minor alignment adjustments were made for efficiency of construction and to avoid small-scale human developments and natural constraints. This changed the length to approximately 10.4 miles, compared to 9.1 miles for the comparison portion of the FEIS Preferred Alternative. The revised route is referred to as the Cokeville Reroute in this report. Figure 4 shows the location of the FEIS Preferred Alternative and the Cokeville Reroute.

### **3.0 RESOURCE CONSIDERATIONS**

Each of the reroutes was evaluated using the measures identified in Section 2.8 of the FEIS. These measures were used to determine the scope and extent of the resource impacts and whether these impacts from these routes differ from the impacts disclosed in the FEIS. This section summarizes considerations for each reroute, followed by an assessment for key resource areas.

#### **3.1 Visual Resources**

The Visual Resource Inventory (VRI) forms and photos for selected Key Observation Points (KOPs) were reviewed for each area, and the amount of Visual Resource Management (VRM) Class II areas crossed were contrasted for the proposed reroutes and the FEIS Preferred Alternative. No Class I lands would be crossed.

##### **3.1.1 Buck Ranch Reroute**

The VRI for the Buck Ranch Reroute is assessed as Class B scenic quality, with a score of 15. The scenic quality is not expected to be adversely affected because the reroute is sited closer to the existing transmission lines than the FEIS Preferred Alternative.

The following KOP location was selected to represent the most sensitive views of the Buck Ranch Reroute. This KOP was originally assessed for the FEIS Preferred Route and is used here because it represents the reroute area.

KOP 627 (Figures E.2-4a and b in the FEIS) represents views from a boat launch site on Kemmerer Reservoir, located north of the city of Kemmerer off Highway 233. Overall, the scenic quality is moderate, offering an interesting mix of landscape elements (hills, water, and trees); however, the existing transmission lines are visible and detract from the scenic quality. The Buck Ranch Reroute would be approximately 0.5 mile from KOP 627 and would be highly visible to high-sensitivity

**Table 1. Buck Ranch Reroute Compared to BLM's FEIS Preferred Alternative**

Comparison Features	Unit	Buck Ranch Reroute	Comp. Portion FEIS Pref. Alt.
<b>General</b>			
Total Length	miles <sup>1/</sup>	2.5	2.4
Construction Disturbance Area	acres <sup>2/</sup>	52	57
<b>Land Ownership and Use</b>			
BLM	miles	1.6	1.0
State	miles	0.0	0.1
Private	miles	0.9	1.3
Within or adjacent to existing transmission corridors	miles	2.5	2.4
<b>Resource Summaries</b>			
<b>Visual</b>			
VRM I or II crossed	miles	1.6	1.0
<b>Cultural</b>			
Potentially affected pre-historic cultural resources	number	12	13
Potentially affected historic cultural resources	number	13	15
Potentially affected multicomponent cultural resources <sup>3/</sup>	number	3	3
<b>Wildlife</b>			
Designated big game winter range affected (construction)	acres	52	54
Raptor nests within 1 mile	number	7	7
Sage-Grouse habitat affected (construction)	acres	40	44
BUOW habitat affected (construction)	acres	19	21
CSFR habitat affected (construction)	acres	<1	4
GRBE habitat affected (construction)	acres	52	57
NLFR habitat affected (construction)	acres	<1	4
PYRA habitat affected (construction)	acres	41	42
WTPD habitat affected (construction)	acres	50	49
<b>Vegetation</b>			
Shrubland vegetation removed (construction)	acres	43	40
Forest vegetation removed (construction)	acres	0	3
Grassland vegetation removed (construction)	acres	0	0
Wetland/Riparian disturbance (construction)	acres	0	3
<b>Water</b>			
Waterbody crossings	number	0	2
Temperature- or Sediment-impaired stream crossings	number	0	0
Wells/springs/seeps	number	2	2
Shallow groundwater (in analysis area)	acres	444	512
<b>Soils/Geologic Hazard</b>			
Highly erodible soils impacted (high K factor)	acres	0	0
Landslide-Prone Areas Rank 70-84 (in analysis area)	acres	0	0
Landslide-Prone Areas Rank 85-100 (in analysis area)	acres	2,125	2,064
<b>Land Management Plan Conformance</b>			
Decision 5010 – Heritage Resources	Yes/No	Yes	Yes
Decision 6051 - VRM Class II areas	Yes/No	No	No
Decision 6054 – Manage Viewsheds of NHT Segments	Yes/No	No	No
Decision 7014 – Manage the Rock Creek/Tunp SMA	Yes/No	Yes	Yes
<b>Land Use</b>			
Residences within 300 feet of the centerline	number	0	0
Residences within 1,000 feet of the centerline	number	0	0
<b>Agriculture</b>			
Dryland farming Impacted (construction)	acres	0	0
Irrigated Agriculture Impacted (construction)	acres	0	0

1/ Mileages rounded to the nearest tenth of a mile; numbers are approximate and columns may not sum correctly.

2/ Acreages rounded to the nearest acre; numbers are approximate and columns may not sum correctly..

3/ Includes both a pre-historic and historic site in same location

BUOW = Burrowing Owl Habitat, CSFR = Columbia Spotted Frog Habitat, GRBE = Grizzly Bear Habitat, NLFR = Northern Leopard Frog Habitat, PYRA = Pygmy Rabbit Habitat, WTPD = White-Tailed Prairie Dog Habitat

**Table 2. Landslide Reroute Compared to BLM's FEIS Preferred Alternative**

Comparison Features	Unit	Landslide Reroute	Comp. Portion FEIS Pref. Alt.
<b>General</b>			
Total Length	miles <sup>1/</sup>	8.4	7.2
Construction Disturbance Area	acres <sup>2/</sup>	182	206
<b>Land Ownership and Use</b>			
BLM	miles	5.2	4.9
State	miles	0.0	-
Private	miles	3.2	2.3
Within or adjacent to existing transmission corridors	miles	4.4	7.2
<b>Resource Summaries</b>			
<b>Visual</b>			
VRM I or II crossed	miles	5.2	4.9
<b>Cultural</b>			
Potentially affected pre-historic cultural resources	number	18	18
Potentially affected historic cultural resources	number	30	31
Potentially affected multicomponent cultural resources <sup>3/</sup>	number	5	6
<b>Wildlife</b>			
Designated big game winter range affected (construction)	acres	173	170
Raptor nests within 1 mile	number	7	6
Sage-Grouse habitat affected (construction)	acres	143	114
BUOW habitat affected (construction)	acres	48	26
CSFR habitat affected (construction)	acres	<1	6
GRBE habitat affected (construction)	acres	173	170
NLFR habitat affected (construction)	acres	<1	6
PYRA habitat affected (construction)	acres	140	113
WTPD habitat affected (construction)	acres	165	143
<b>Vegetation</b>			
Shrubland vegetation removed (construction)	acres	152	152
Forest vegetation removed (construction)	acres	10	46
Grassland vegetation removed (construction)	acres	6	<1
Wetland/Riparian disturbance (construction)	acres	0	6
<b>Water</b>			
Waterbody crossings	number	11	10
Temperature- or Sediment-impaired stream crossings	number	0	0
Wells/springs/seeps	number	2	1
Shallow groundwater (in analysis area)	acres	0	0
<b>Soils/Geologic Hazard</b>			
Highly erodible soils impacted (high K factor)	acres	0	0
Landslide-Prone Areas Rank 75-84 (in analysis area)	acres	0	0
Landslide-Prone Areas Rank 85-100 (in analysis area)	acres	5,837	5,140
<b>Land Management Plan Conformance</b>			
Decision 5010 – Heritage Resources	Yes/No	No	No
Decision 6051 - VRM Class II areas	Yes/No	No	No
Decision 6054 – Manage Viewsheds of NHT Segments	Yes/No	No	No
Decision 7014 – Manage the Rock Creek/Tunp SMA	Yes/No	Yes	Yes
<b>Land Use</b>			
Residences within 300 feet of the centerline	number	0	0
Residences within 1,000 feet of the centerline	number	0	0
<b>Agriculture</b>			
Dryland farming Impacted (construction)	acres	0	0
Irrigated Agriculture Impacted (construction)	acres	0	0

1/ Mileages rounded to the nearest tenth of a mile; numbers are approximate and columns may not sum correctly.

2/ Acreages rounded to the nearest acre; numbers are approximate and columns may not sum correctly.

3/ Includes both a pre-historic and historic site in same location

BUOW = Burrowing Owl Habitat, CSFR = Columbia Spotted Frog Habitat, GRBE = Grizzly Bear Habitat, NLFR = Northern Leopard Frog Habitat, PYRA = Pygmy Rabbit Habitat, WTPD = White-Tailed Prairie Dog Habitat

**Table 3. Cokeville Reroute Compared to BLM's FEIS Preferred Alternative**

Comparison Features	Unit	Cokeville Reroute	Comp. Portion FEIS Pref. Alt.
<b>General</b>			
Total Length	miles <sup>1/</sup>	10.4	9.1
Construction Disturbance Area	acres <sup>2/</sup>	209	175
<b>Land Ownership and Use</b>			
BLM	miles	1.7	1.9
State	miles	2.0	2.2
Private	miles	6.7	5.0
Within or adjacent to existing transmission corridors	miles	1.5	9.1
<b>Resource Summaries</b>			
<b>Visual</b>			
VRM I or II crossed	miles	1.4	0.0
<b>Cultural</b>			
Potentially affected pre-historic cultural resources	number	4	4
Potentially affected historic cultural resources	number	16	11
Potentially affected multicomponent cultural resources <sup>3/</sup>	number	1	2
<b>Wildlife</b>			
Designated big game winter range affected (construction)	acres	196	162
Raptor nests within 1 mile	number	3	5
Sage-Grouse habitat affected (construction)	acres	134	103
BUOW habitat affected (construction)	acres	86	82
CSFR habitat affected (construction)	acres	32	12
GRBE habitat affected (construction)	acres	97	26
NLFR habitat affected (construction)	acres	32	12
PYRA habitat affected (construction)	acres	114	77
WTPD habitat affected (construction)	acres	133	128
<b>Vegetation</b>			
Shrubland vegetation removed (construction)	acres	96	79
Forest vegetation removed (construction)	acres	0	0
Grassland vegetation removed (construction)	acres	5	<1
Wetland/Riparian disturbance (construction)	acres	30	11
<b>Water</b>			
Waterbody crossings	number	31	29
Temperature- or Sediment-impaired stream crossings	number	0	0
Wells/springs/seeps	number	6	2
Shallow groundwater (in analysis area)	acres	1029	970
<b>Soils/Geologic Hazard</b>			
Highly erodible soils impacted (high K factor)	acres	19	38
Landslide-Prone Areas Rank 70-84 (in analysis area)	acres	529	412
Landslide-Prone Areas Rank 85-100 (in analysis area)	acres	6,603	5,939
<b>Land Management Plan Conformance</b>			
Decision 5010 – Heritage Resources	Yes/No	Yes	Yes
Decision 6051 - VRM Class II areas	Yes/No	No	Yes
Decision 6054 – Manage Viewsheds of NHT Segments	Yes/No	Yes	Yes
Decision 7014 – Manage the Rock Creek/Tunp SMA	Yes/No	Yes	Yes
<b>Land Use</b>			
Residences within 300 feet of the centerline	number	0	1
Residences within 1,000 feet of the centerline	number	0	3
<b>Agriculture</b>			
Dryland farming Impacted (construction)	acres	0	0
Irrigated Agriculture Impacted (construction)	acres	0	20

1/ Mileages rounded to the nearest tenth of a mile; numbers are approximate and columns may not sum correctly.

2/ Acreages rounded to the nearest acre; numbers are approximate and columns may not sum correctly.

3/ Includes both a pre-historic and historic site in same location

BUOW = Burrowing Owl Habitat, CSFR = Columbia Spotted Frog Habitat, GRBE = Grizzly Bear Habitat, NLFR = Northern Leopard Frog Habitat, PYRA = Pygmy Rabbit Habitat, WTPD = White-Tailed Prairie Dog Habitat

recreation viewers on Kemmerer Reservoir. Figure E.2-4a shows a foreground view looking south towards the Reroute Alignment, from the boat launch. This view is enclosed by the hills surrounding the reservoir and views of three existing transmission lines approximately 0.6 mile to the south. The enclosed view to the south frames the existing transmission lines. The single-circuit structures currently being considered would be somewhat smaller than the double-circuit structures shown in Figure E.2-4b in the FEIS). The anticipated contrast levels would be reduced by the presence of three existing transmission lines; however, the Project is expected to be noticeable in this landscape and would be located closer to the viewers than the existing lines. This proximity would result in moderate visual contrast and a low to moderate visual impact. Impacts would be lower for the reroute than the comparison portion of the FEIS Preferred Alternative because the reroute alignment is closer to the existing transmission lines and farther from the sensitive viewers.

The Buck Ranch Reroute would cross approximately 1.6 miles of VRM Class II land, compared to 1.0 mile for the comparison portion of the FEIS Preferred Alternative because it would move the transmission line off private land and onto BLM-managed land.

### **3.1.2 Landslide Reroute**

The Landslide Reroute would cross the Hams Fork Plateau and a Class I trail segment. KOPs associated with this reroute are Cultural Resource KOPs, which relate to trail sensitivity along Dempsey Ridge. The VRI for the Landslide Reroute is assessed as Class A scenic quality with a score of 19. It is anticipated that Class A lands under either the Reroute or the comparison portion of the FEIS Preferred Alternative may be rated as Class B, due to the introduction of a new transmission line that is parallel to but over a mile away from existing transmission lines. It is not anticipated that scenic quality would be reduced to Class C.

The Landslide Reroute would cross approximately 5.2 miles of VRM Class II land, compared to 4.9 miles for the FEIS Preferred Alternative.

### **3.1.3 Cokeville Reroute**

The VRI for the Cokeville Reroute includes both Class A and Class B scenic quality areas, with scores of 19 and 17, respectively. It is not anticipated that scores would be reduced to Class C levels, although Class A lands may be rated as Class B due to the introduction of a new transmission line in landscapes where there is little man-made development.

The following KOP represents the typical views along the Cokeville Reroute. This KOP was originally assessed for the FEIS Preferred Alternative and is used here because it represents the reroute area.

KOP 635 (Figure E.2-4 in the FEIS) is adjacent to Quealy Reservoir. The view from this KOP includes the reservoir to the south and the Raymond Mountain Wilderness Study Area (WSA) immediately to the north. The BLM road that provides access to the reservoir continues east and eventually turns north providing access to the east side of the WSA. The City of Cokeville, not visible from this KOP, is located about 2.8 miles to

the southeast along Highway 30. Scenic quality is considered moderate to high due to minimal human-made alterations, water, variable landforms, and vegetation.

From KOP 635, moderate to high sensitivity viewers would likely have screened views of the Project due to adjacent terrain and the distance to the Project. The Cokeville Reroute would be located in the middleground, approximately 1 mile from the potential viewers. Viewers would have a limited view within the surrounding terrain. The reroute alignment crosses in a general southeast to northwest direction, paralleling the foothill terrain of the Sublette Mountain Range, which will likely screen views of the reroute. Contrast levels would be low as a result of the screening terrain. There would be little or no visual impacts on viewers in the vicinity of this KOP due to the low contrast level.

The Cokeville Reroute would cross 1.4 miles of VRM Class II land divided among three separate parcels. The comparison portion of the FEIS Preferred Alternative would not cross VRM class II areas.

## **3.2 Cultural Resources**

All known cultural resources within one mile of the proposed reroutes were identified and evaluated for direct and indirect effects. These results were compared against the resources found within one mile of the comparison portion of the FEIS Preferred Alternative to determine if the reroute had greater or less effects on historic properties than the preferred route. The comparisons are discussed by individual reroute.

### **3.2.1 Buck Ranch Reroute**

A total of 28 cultural resources, including 12 prehistoric sites, 13 historic sites, and 3 multicomponent (prehistoric and historic) sites are found within one mile of the proposed Buck Ranch Reroute. The prehistoric sites include lithic scatters, quarries, open camps, and habitation sites. One of those habitation sites has been recommended eligible for listing in the NRHP, while the remaining sites are either not eligible or have not yet been evaluated. Three prehistoric sites, all of which are unevaluated for NRHP eligibility, are found within the area of potential effect (APE) for direct project effects. The other prehistoric sites would not be directly or indirectly affected. The 13 historic sites include a cabin and several segments of the Sublette Cutoff of the California Trail National Historic Trail (NHT) and the Hams Fork Cutoff. The Hams Fork Cutoff was a little-used route that followed the main route of the Emigrant (Oregon-Mormon Pioneer-California) NHT, to the junction of the Hams Fork and Blacks Fork Rivers, then following the Hams Fork to join the Sublette Cutoff.

Within one mile of the comparison portion of the FEIS Preferred Alternative, a total of 31 cultural resources, including 13 prehistoric sites, 15 historic sites, and 3 multicomponent sites, are found. Most of the same prehistoric and historic sites that are found within the study corridor for the reroute are found within the study corridor of the FEIS Preferred Alternative. Only one site, a non-eligible prehistoric lithic scatter, is found within the APE for direct project effects, near the spot where the reroute diverges from the Preferred Alternative.

Some segments of the historic trails retain sufficient integrity to support the eligibility of the larger linear resources and are, therefore, considered to be contributing segments.

One branch of the Sublette Cutoff, which diverges from the main route and travels up Meadow Creek to the top of the Hams Fork Plateau to rejoin the main route, passes just south of the reroute but would not be directly affected. These trail segments do, however, lie within the APE for indirect (visual) effects for both the reroute and preferred alternative. During the review and evaluation of historic trails for the FEIS, KOP C28 was established where the two branches of the Sublette Cutoff connect near the head of Meadow Creek. These branches have been classified as Class 2 trails in the Mapping Emigrant Trails (MET) classification (OCTA 2002). The proposed reroute and FEIS Preferred Alternative are located north of and parallel to an existing lattice transmission line. The visual contrast rating (VCR) for this KOP has been assessed as weak to moderate. The Project may draw the attention of the casual observer but will not dominate the setting. There would be an adverse effect to the resource at this location for both routes.

The Buck Ranch Reroute would have fewer adverse effects on historic properties than the comparison portion of the FEIS Preferred Alternative.

### **3.2.2 Landslide Reroute**

A total of 53 cultural resources, including 18 prehistoric sites, 30 historic sites, and 5 multicomponent (prehistoric and historic) sites, are found within one mile of the proposed Landslide Reroute. Nearly all of the prehistoric sites are lithic scatters and quarries, with one habitation site. The habitation site has been recommended as eligible for listing in the NRHP, but it is located more than one mile south of the reroute. The reroute crosses a prehistoric lithic scatter, but that site has been assessed as not eligible. At this same location, the proposed reroute crosses a contributing segment of the Sublette Cutoff. The Project would have at least an indirect adverse effect, even if towers, access roads, and other project facilities are moved and direct adverse effects eliminated.

Within one mile of the comparison portion of the FEIS Preferred Alternative, a total of 55 cultural resources, including 18 prehistoric sites, 31 historic sites, and 6 multicomponent sites, are found. Most of the same prehistoric and historic sites that are found within the study corridor for the reroute are found within the study corridor of the FEIS Preferred Alternative.

The comparison portion of the FEIS Preferred Alternative crosses the same contributing segment of the Sublette Cutoff as does the reroute. In addition, other historically significant sites are located within the study corridors for both reroute and the preferred alternative, including the Nancy Hill Grave, Alfred Corum Graves, and Hams Fork Cutoff. Several KOPs are located within the study corridors, south of both routes. KOP C7 is located near the Alfred Corum Graves, KOP C8 is located the Nancy Hill Grave, and KOP C9 is located on the Sublette Cutoff. The VCRs for KOPs C7 and C8 have been assessed as a weak to moderate, with adverse effects to the resources at these locations. In contrast, the VCR for KOP C9 is assessed as weak, and the Project would have no adverse effect to the resource at this location.

The Landslide Reroute is neither better nor worse than the comparison portion of the FEIS Preferred Alternative in terms of adverse effects on historic properties.

### **3.2.3 Cokeville Reroute**

A total of 21 cultural resources, including 4 prehistoric sites, 16 historic sites, and 1 multicomponent (prehistoric and historic) site, are found within one mile of the proposed Cokeville Reroute. All of the prehistoric sites are lithic scatters; none of these are considered eligible for listing in the NRHP. The proposed reroute crosses a contributing segment of the Sublette Cutoff near the southern flank of Big Hill. The Project would have at least an indirect adverse effect, even if towers, access roads, and other project facilities are moved and direct adverse effects are eliminated. The reroute also crosses the Oregon Trail near the Bear River north of Cokeville, but this segment of the trail is non-contributing and there would be no direct or indirect adverse effects.

Within one mile of the comparison portion of the FEIS Preferred Alternative, a total of 17 cultural resources, including 4 prehistoric sites, 11 historic sites, and 2 multicomponent sites, are found. Most of the same prehistoric and historic sites that are found within the study corridor of the reroute are found within the study corridor of the FEIS Preferred Alternative. The Preferred Alternative also crosses a non-contributing segment of the NRHP-eligible Mau Ditch.

The comparison portion of the FEIS Preferred Alternative crosses the same contributing segment of the Sublette Cutoff as does the reroute near Big Hill. It also crosses the Oregon Trail, southeast of Cokeville in the Bear River Valley. KOP C30 is located on the Sublette Cutoff, on Stoffer Ridge just east of the Bear River Valley. The VCR for this KOP has been assessed as moderate for the FEIS Preferred Alternative, resulting in an adverse effect. The same conclusion would hold true for the reroute, which crosses the trail immediately west of KOP C30.

The comparison portion of the FEIS Preferred Alternative has fewer adverse effects than does the Cokeville Reroute.

## **3.3 Vegetation Communities**

### **3.3.1 Buck Ranch Reroute**

The Buck Ranch Reroute is approximately parallel to and located approximately 950 feet from the comparison portion of the FEIS Preferred Alternative at their widest separation. The Buck Ranch Reroute would cross through and impact very similar vegetation as the comparison portion of the FEIS Preferred Alternative. As shown in Table 1, the Buck Ranch Reroute would impact about 3 more acres of shrubland habitat than the comparison portion of the FEIS Preferred Alternative, but would result in a 3-acre reduction in impacts to both forested habitat and wetland/riparian areas. With the exception of lower wetland impacts, the Buck Ranch Reroute is not substantially different from the FEIS Preferred Alternative in regards to impacts to vegetation.

### **3.3.2 Landslide Reroute**

The Landslide Reroute would result in similar impacts to shrubland habitats as the comparison portion of the FEIS Preferred Alternative (with both routes impacting about 152 acres of shrublands; see Table 2). The Landslide Reroute would, however, impact about 36 fewer acres of forested habitat and 6 fewer acres of wetland/riparian habitat

than the comparison portion of the FEIS Preferred Alternative, and about 6 acres of additional grassland habitat. Based on the potential reduction in impacts to forested and wetland/riparian habitats, as well as the reduced risk of landslides associated with this reroute, the Landslide Reroute would likely have slightly less impact to vegetation than the comparison portion of the FEIS Preferred Alternative.

### **3.3.3 Cokeville Reroute**

The Cokeville Reroute is longer than the comparison portion of the FEIS Preferred Alternative, would cross through more undeveloped areas, and would cross more wetland areas associated with the Bear River. As a result, it would impact about 17 more acres of shrubland, 4 more acres of grasslands, and 19 more acres of wetland/riparian areas than the comparison portion of the FEIS Preferred Alternative (see Table 3). In order to minimize the severity of wetland impacts, no permanent roads would be built across these wetlands, and matting would be used for temporary roads within all impacted wetlands in the Bear River Plain (see Section 3.9.2.2 of the FEIS for details). Other than wetland impacts, the two routes are not substantially different.

## **3.4 Wildlife and Fish Species**

### **3.4.1 Buck Ranch Reroute**

As was discussed in the previous section on vegetation communities, the Buck Ranch Reroute is located close to the FEIS Preferred Alternative; therefore, impacts to wildlife habitats would be similar under either of the two routes. As shown in Table 1, the difference between the acreage of impact to wildlife habitats from the Buck Ranch Reroute and the comparison portion of the FEIS Preferred Alternative would range from 2 to 5 acres. As a result, the Buck Ranch Reroute is not substantially different from the FEIS Preferred Alternative in regard to impacts to wildlife habitats.

As is the case with the FEIS Preferred Alternative, the Buck Ranch Reroute is located within sage-grouse Wyoming Core Areas (Core Areas). Both routes are also located within the Wyoming Governor's corridor that was established through these Core areas. As a result, both routes are in compliance with the Wyoming Governor's Executive Order (EO) 2011-5 in regard to Core Areas.

### **3.4.2 Landslide Reroute**

The Landslide Reroute would not have an appreciably different impact on general wildlife habitats than the comparison portion of the FEIS Preferred Alternative, impacting about 173 and 170 acres of big game winter range, respectively. In addition, both routes would be within 1 mile of a similar number of raptor nests (see Table 2). However, the Landslide Reroute could have a larger impact to Threatened, Endangered, and Sensitive Species and Special Status Species habitats than the comparison portion of the FEIS Preferred Alternative. For example, the Landslide Reroute would impact about 143 acres of sage-grouse habitats, while the comparison portion of the FEIS Preferred Alternative would impact 114 acres (a 29-acre increase in impacts). The Landslide Reroute would also result in about 22 acres of additional

impacts to burrowing owl and white-tailed prairie dog habitat, as well as 27 acres of additional impacts to pygmy rabbit habitat.

Additionally, the Landslide Reroute would cross sage-grouse Core areas. Approximately 3.15 miles of the Landslide Reroute are located outside of the corridor that was established by the Governor of Wyoming through Core areas. As a result, the Wyoming Governor's EO 2011-5 requires that an assessment of the density of disturbance within the applicable Core area be conducted. A Density and Disturbance Calculation Tool (DDCT) was conducted for the portion of the Reroute located outside of the Wyoming Governor's corridor, per the methods outlined in the "Density and Disturbance Calculation Tool (DDCT) Manual" (BLM 2012), and using the online tool available from the Wyoming Game and Fish Department (WGFD 2013).

There are two main phases in the review process for the DDCT analysis: the "technical review" and the "policy review," both of which are conducted by the WGFD (WGFD 2013). The technical review ensures that all disturbances are correctly mapped, and checks are made for missing disturbances, fires within the analysis area, and vegetation treatments. The policy review ensures that the project is 1) in compliance with EO 2011-5 in terms of density and disturbance thresholds, and that 2) the project is reviewed by the WGFD Habitat Protection Program. The DDCT analysis for the Project has undergone and passed the technical review; however, the policy review has not been initiated at this time.

The DDCT examination area for the Landslide Reroute encompassed approximately 93,052.72 acres and included eight affected leks. Under EO 2011-5, the total allowable disturbance is limited to no more than 5 percent of the total suitable habitat within the DDCT examination area. The total disturbance in this area prior to the Project's construction (i.e., pre-Project disturbance) is 11.18 percent (i.e., 6.18 percent above the 5 percent limit). Construction of the Project would result in an additional 0.16 percent of the total area being disturbed. The pre-Project disturbance within 4 miles of G-Beaver Creek lek would be 10.88 percent (10.90 percent after the Project's construction), while the pre-Project disturbance around the G-Nancy Hill Grave lek would be 18.86 percent (19.00 percent after the Project's construction). The remaining six affected leks within the DDCT examination area would have less than 1 percent disturbance within 4 miles prior to and following the Project's construction.

Nearly all the existing disturbances within the DDCT examination area are related to wildfire and prescribed fires; however, recovery plans have not yet been developed and implemented for these burned areas. Preliminary talks are ongoing between the BLM, WGFD, and the Proponents regarding the existing density of disturbance within the DDCT examination area and the fact that the 5 percent threshold is exceeded due to these fires. The official policy review will commence once these preliminary talks conclude.

### **3.4.3 Cokeville Reroute**

The Cokeville Reroute would impact approximately 34 more acres of big game winter range than the comparison portion of the FEIS Preferred Alternative (see Table 3). It would also result in approximately 71 more acres of impact to grizzly bear habitats, 37

more acres of impacts to pygmy rabbit habitats, 31 more acres of impacts to sage-grouse habitats, and 20 more acres of impacts to Columbia spotted frog and northern leopard frog habitat.

### **3.5 Water Resources – 303d Streams, Number of Streams and Rivers, Public Wells**

Impacts to water resources were evaluated by the number of waterbody crossings by access roads, the number of wells, springs, or seeps along the route within the analysis area, and the number of acres of shallow groundwater located within the disturbance footprint. Lists of waterbodies with total maximum daily loads (TMDLs) and 303(d) listed waterbodies were obtained from geographic information system (GIS) files maintained by the Wyoming Department of Environmental Quality (2012). There are no listed streams along the portion of the Project located in Wyoming.

#### **3.5.1 Buck Ranch Reroute**

The Buck Ranch Reroute does not include any waterbody crossings, while the comparison portion of the FEIS Preferred Alternative includes two crossings. The number of wells, springs, or seeps is the same as the comparison portion of the FEIS Preferred Alternative, but the number of acres of shallow groundwater located within the analysis area is less than the Preferred Alternative (444 acres as compared to 512 acres). Therefore, the Buck Ranch Reroute would have slightly fewer impacts to water resources than the comparison portion of the FEIS Preferred Alternative.

#### **3.5.2 Landslide Reroute**

The Landslide Reroute includes 1 more waterbody crossing than the comparison portion of the FEIS Preferred Alternative (11 crossings as compared to 10 crossings) and 1 additional well, spring, or seep located within the analysis area (2 as compared to 1). Therefore, the Landslide Reroute would have slightly more impacts to water resources than the comparison portion of the FEIS Preferred Alternative.

#### **3.5.3 Cokeville Reroute**

The Cokeville Reroute includes 2 more waterbody crossings than the comparison portion of the FEIS Preferred Alternative (31 crossings as compared to 29 crossings); 4 additional wells, springs, or seeps (6 as compared to 2); and 59 more acres of shallow groundwater within the analysis area (1,029 acres as compared to 970 acres ) than the Preferred Alternative. Therefore, the Cokeville Reroute would have more impacts to water resources than the comparison portion of the FEIS Preferred Alternative.

### **3.6 Soils and Geologic Hazards**

#### **3.6.1 Buck Ranch Reroute**

The analysis area for the Buck Ranch Reroute contains slightly more areas at high risk from landslide, 2,125 acres, compared to 2,064 acres in the comparison portion of the FEIS Preferred Alternative. Neither route crosses highly erodible soils.

### **3.6.2 Landslide Reroute**

The analysis area for the Landslide Reroute includes nearly 700 additional acres at a high risk from landslide (5,837 acres, compared to 5,140 acres in the comparison portion of the FEIS Preferred Alternative). This indicates that although the Landslide Reroute avoids an active landslide, there may be similar potential for landslides in the area surrounding the Landslide Reroute.

### **3.6.3 Cokeville Reroute**

The analysis area for the Cokeville Reroute contains more areas of medium and high risk from landslide than the comparison portion of the FEIS Preferred Alternative. The Cokeville Reroute analysis area contains 529 acres of medium landslide risk and 6,603 acres of high landslide risk, compared to 412 acres of medium risk and 5,939 acres of high risk for the comparison portion of the FEIS Preferred Alternative. There are small amounts of highly erodible soil in both the comparison portion of the FEIS Preferred Alternative and the Cokeville Reroute, with 19 acres of high K factor soil in the Cokeville Reroute compared to 38 acres in the comparison portion of the FEIS Preferred Alternative.

## **3.7 Land Use**

### **3.7.1 Buck Ranch Reroute**

The Buck Ranch Reroute and the comparison portion of FEIS Preferred Alternative are similar in total length and construction disturbance area (see Table 1). Both are adjacent to existing transmission lines for their full length. Land ownership is also similar, though the Reroute crosses more BLM-managed land (1.6 miles) than the Preferred Route (1 mile). Also, the Buck Ranch Reroute would not cross any state land whereas the Preferred Route would cross 0.1 mile of state land. The Reroute would cross slightly less private land (0.9 mile) than the comparison portion of the FEIS Preferred Alternative (1.3 miles). The general current land use for both routes is open public land with shrubland vegetation. Impacts to vegetation communities are noted above in Section 3.3.

Neither the FEIS Preferred Alternative nor the Buck Ranch Reroute crosses within 1,000 feet of a residence. Both routes avoid the Kemmerer Reservoir, passing to the south of the reservoir.

### **3.7.2 Landslide Reroute**

The Landslide Reroute is slightly more than a mile longer than the comparison portion of FEIS Preferred Alternative, deviating north from the path of the existing transmission lines. However, the Reroute disturbs approximately 24 acres less during construction (Table 2). The Reroute crosses slightly more BLM-managed land (5.2 miles) than the comparison portion of the FEIS Preferred Alternative (4.9 miles), and more private land (3.2 miles compared to 2.3 miles). Neither route crosses state land. The current general land use for both routes is a mix of open public and private land with shrubland vegetation. Impacts to vegetation communities are noted above in Section 3.3.

Neither the comparison portion of the FEIS Preferred Alternative nor the Landslide Reroute crosses within 1,000 feet of a residence.

### **3.7.3 Cokeville Reroute**

The Cokeville Reroute is about 1.3 miles longer than the comparison portion of FEIS Preferred Route, heading north and away from an existing transmission line corridor and disturbing approximately 34 more acres during construction (Table 3). The Reroute crosses more private land (6.7 miles) than the comparison portion of the FEIS Preferred Alternative (5.0 miles) and slightly less public land (1.7 miles BLM / 2.0 miles state vs. 1.9 miles BLM / 2.2 miles state). Current land use is a mix of open space with shrubland vegetation, wetlands, and some private farmland (avoided by the Cokeville Reroute). Impacts to vegetation communities and water resources are discussed above in Section 3.3 and Section 3.5, respectively.

The Cokeville Reroute avoids impacts to residential housing, while the comparison portion of the FEIS Preferred Alternative crosses within 300 feet of one residence and within 1,000 feet of three residences. Both the FEIS Preferred Alternative and the Cokeville Reroute avoid the proposed Sublette Reservoir, located to the south of three existing transmission lines.

The Cokeville Airport is located to the south of both the comparison portion of the FEIS Preferred Alternative and the Cokeville Reroute. The FEIS Preferred Alternative does not cross the Safety Zone for the Cokeville Airport; however, it does cross a portion of the airport's Conical Zone, part of the larger Airport Overlay Zone. Each transmission tower would have to be designed to ensure that it meets Federal Aviation Administration criteria for height. The Cokeville Reroute would not cross any portion of the Cokeville Airport Overlay Zone.

## **3.8 Agriculture**

### **3.8.1 Buck Ranch Reroute**

Neither the Reroute nor the comparison portion of the FEIS Preferred Alternative would cross any dryland or irrigated farmland.

### **3.8.2 Landslide Reroute**

Neither the Reroute nor the comparison portion of the FEIS Preferred Alternative would cross any dryland or irrigated farmland.

### **3.8.3 Cokeville Reroute**

The Cokeville Reroute would not cross any irrigated farmland while the comparison portion of the FEIS Preferred Alternative would cross approximately 20 acres of irrigated farmland. Neither route would cross any dryland farmland.

## **4.0 LAND USE PLAN CONFORMANCE**

The FEIS, in Chapter 2 – Alternatives, Table 2.2-1, and Appendix F-1, Proposed BLM Plan Amendments for the BLM's Preferred Route, describes the relationship of the

BLM's Preferred Alternative to the Kemmerer Resource Management Plan (RMP). Four amendments were proposed for the FEIS Preferred Alternative. The Decisions in the Kemmerer RMP that would be amended are Decisions 5010, 6051, 6054, and 7014, which are discussed in the following subsections. **Decision 5010 – Heritage Resources**

An amendment to Decision 5010, which prohibits land-disturbing activities within one-quarter mile of Class I trail segments, would be needed for the NHT crossing of the Landslide Reroute. This NHT crossing for the reroute would occur in the same section as the NHT crossing for Proposed Route analyzed in the FEIS; therefore, the Proposed Amendment #2 would be valid.

### **FEIS Proposed Amendment #2**

“Allow the Gateway West Project to cross the Sublette NHT in section 11, T. 23 N, R. 118 W. Place towers as far from the trail as feasible.”

#### **4.1.1 Buck Ranch Reroute**

The Buck Ranch Reroute would be close to a Class II NHT buffer; however, routing indicates that it will be outside of the restricted area (see Figure 2). Therefore, the Buck Ranch Reroute would be in conformance with Decision 5010 of the RMP. The Class II trail buffer is adjacent to, but not intruded upon by, the Reroute. The design for the Buck Ranch Reroute would need to consider road layout and ROW clearing widths. Decision 5010 prohibits surface-disturbing activities within 500 feet to either side of the Class II trail centerline and within 500 feet radius of grave sites and landmarks.

#### **4.1.2 Landslide Reroute**

The Landslide Reroute would cross the same contributing Class I trail segment of the Sublette Cutoff as the FEIS Preferred Alternative. As stated in Section 3.2 of this report, several other historically significant sites are located within the study corridors of both the FEIS Preferred Alternative and the Landslide Reroute. The Proposed Amendment for Decision 5010 analyzed in the FEIS would apply equally to the Landslide Reroute and the FEIS Preferred Alternative. Because the trail crossing occurs in the same section as the crossing analyzed in the FEIS, the same wording would apply. As stated in Section 3.2, the Landslide Reroute would have a similar level of effects on cultural resources as the FEIS Preferred Alternative.

#### **4.1.3 Cokeville Reroute**

The Cokeville Reroute would cross a Class III NHT segment; however, this crossing would not occur on BLM-managed lands. Therefore, the Cokeville Reroute would be in conformance with Decision 5010 of the RMP. Mitigation measures and environmental protection measures would be applied as appropriate.

## **4.2 Decision 6051 – VRM Class II Areas**

All of the reroute sections would affect VRM Class II areas. Proposed Amendment #3 in the FEIS would still apply to areas where the Project would otherwise not be in conformance with Decision 6051 of the VRM decision.

### **FEIS Proposed Amendment #3**

“Allow the Gateway West Project without changing the VRM class for areas north and east of highway 30/State Highway 89 affected by the route.”

#### **4.2.1 Buck Ranch Reroute**

The centerline for the Buck Ranch reroute would cross more VRM Class II land (1.6 miles) than the Final EIS Preferred Alternative (1.0 mile) but would place the alignment closer to the existing transmission lines than the FEIS Preferred Alternative. Therefore, the placement of the lines is not likely to alter the VRI for the area (see Section 3.1.1 of this report). While impacts would be lower than assessed for the FEIS Preferred Alternative, the disruption of the landscape could require an amendment. The amendment proposed in the Final EIS would still apply, though impacts in this area would be less.

#### **4.2.2 Landslide Reroute**

The Landslide Reroute would cross more VRM Class II land (5.2 miles) than the FEIS Preferred Alternative (4.9 miles). The presence of a transmission line in this area could lower the VRI scenic quality from Class A to Class B (see Section 3.1.2 of this report). The VRM Decision generally precludes structures such as transmission lines within the VRM Class II designated areas, and the amendment proposed in the FEIS would still apply. Effects would likely be slightly greater than for the Preferred Alternative due to increased distance of the centerline from existing infrastructure.

#### **4.2.3 Cookeville Reroute**

The Cookeville Reroute would cross more VRM Class II land (1.4 miles) than the FEIS Preferred Alternative (0.0 mile). The presence of a transmission line in this area could lower the VRI scenic quality from Class A to Class B (see Section 3.1.1 of this report). The VRM Decision generally precludes structures such as transmission lines within the VRM Class II designated areas, and the amendment proposed in the FEIS would still apply. Effects to BLM visual resources would be greater than for the Preferred Alternative, adding an additional 1.4 miles of VRM Class II lands affected by the Project.

## **4.3 Decision 6054 – Manage Viewsheds of NHT Segments**

As discussed above in Section 3.2, the reroute sections would affect similar trail segments as the FEIS Preferred Alternative, affecting the trail segments in slightly different locations. The Proposed Amendment #4 to Decision 6054 is as follows:

## **FEIS Proposed Amendment #4**

“Allow the Gateway West Project where it would otherwise be in conflict with the historic viewshed preservation management actions. Micrositing and mitigation measures will be implemented to minimize visual impacts to affected historic sites and trail segments.”

The amendment language, as proposed in the Final EIS, is still applicable to the reroutes. As stated in Section 3.2, all three reroutes would affect NHT segments.

### **4.3.1 Buck Ranch Reroute**

The centerline for the Buck Ranch Reroute would result in slightly more linear impact at closer range to the Class II NHT than the FEIS Preferred Alternative; however, the Class II trail falls within the analysis area for the Preferred Alternative and was assessed as such in the FEIS.

### **4.3.2 Landslide Reroute**

The centerline for the Landslide Reroute would cross a Class I NHT on BLM-managed land just north of the crossing for the FEIS Preferred Alternative analyzed in the FEIS. As stated above in Section 3.2, this crossing affects the same segment of trail as was analyzed in the FEIS, and impacts are expected to be similar.

### **4.3.3 Cokeville Reroute**

The centerline for the Cokeville Reroute would cross a Class III section of an NHT; however, this crossing would not occur on BLM-managed land and therefore an amendment would not be required.

## **4.4 Decision 7014 – Manage the Rock Creek/Tunp SMA Area**

### **FEIS Proposed Amendment #5**

“Allow the Gateway West Project where it would otherwise be in conflict with the management objectives of Decision 7014. Micrositing and mitigation measures will be required to minimize impact to affected areas and resources.”

The sections of the FEIS Preferred Alternative that would be modified due to the proposed reroutes are not the sections affected by Proposed Amendment #5 for Decision 7014. This amendment would still apply where it affects other portions of the Preferred Alternative (i.e., portions of the route that are not affected by the reroutes).

## **5.0 CONCLUSION**

There is little difference between the effects of the Buck Ranch Reroute and the comparison portion of the FEIS Preferred Alternative. The Landslide Reroute, while reducing the risk of landslides, would cross more acres of habitat for sage-grouse, pygmy rabbit, and burrowing owl than the comparison portion of the FEIS Preferred Alternative. A portion of the reroute would be slightly outside the Governor’s Corridor in sage-grouse Core area and would need the State’s approval. The Cokeville Reroute would affect more acres of wildlife habitat (primarily on private land), as well as more

wetland acres (also on private land), but would avoid the wetland protection easement, the City of Cokeville, residences, and the airport conical zone. In most other respects, the proposed reroutes are similar to comparable segments of the FEIS Preferred Alternative. The resources affected are sufficiently similar to those analyzed in the FEIS that the effects would not vary significantly at the Project level.

## 6.0 REFERENCES

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**ATTACHMENT A  
AUGUST 1, 2013, KEMMERER STAKEHOLDER  
MEETING MATERIALS**

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**AGENDA**  
**Rocky Mountain Power**  
**Gateway West Transmission Line Project**  
**Lincoln County/Cokeville Routing Issue Resolution Meeting**

August 1, 2013 | 10:00 a.m. – 2:30 p.m. MDT  
 South Lincoln Training and Event Center | 215 Wyoming Hwy 233, Kemmerer, WY 83101

**Meeting objectives:**

- Make progress to bring Gateway West on-line
- Review and understand project history and new information related to routing through Lincoln County
- Discuss potential routing solutions
- Agree on route across Lincoln County

<b>Time</b>	<b>Topic</b>
10:00 a.m.	Welcome and introductions – Ara Swanson, EnviroIssues
10:10 a.m.	Review meeting objectives and establish ground rules – Ara Swanson, All
10:25 a.m.	Review project history and background in Lincoln County – Rod Fisher, Rocky Mountain Power
10:40 a.m.	Review and discuss routing constraints – Rod Fisher, Rocky Mountain Power <ul style="list-style-type: none"> <li>• Agency preferred and proposed route constraints: 345 kV line crossing, landslide area, historic trails and graves, Sublette Creek proposed reservoir, conservation easements, Cokeville municipal boundary, Big Hill communication site, Rocky Point, Sage-grouse core area, Rock Creek special management area, restricted airspace</li> <li>• New information since the EIS</li> <li>• Undergrounding</li> <li>• Line crossings</li> </ul>
11:10 a.m.	Review and discuss potential routing solutions – Rocky Mountain Power, All
12:00 p.m.	Lunch (provided)
12:30 p.m.	Discuss potential routing solutions, continued – All
2:15 p.m.	Wrap-up – Ara Swanson <ul style="list-style-type: none"> <li>• Action items</li> <li>• Next steps</li> </ul>
2:30 p.m.	Adjourn

**FINAL INVITEE AND ATTENDEE LIST**  
**Rocky Mountain Power**  
**Gateway West Transmission Line Project**  
**Lincoln County/Cokeville Routing Issues Resolution Meeting**

August 1, 2013 | 10:00 a.m. - 2:30 p.m. MDT  
 South Lincoln Training and Event Center | 215 Wyoming Hwy 233, Kemmerer, WY 83101

Name/Organization	Attending	Invited, Not Attending
<b>BUREAU OF LAND MANAGEMENT</b>		
Walt George Wyoming State Office	X	
Jeromy Caldwell Kemmerer Field Office		X
Kelly Lamborn Kemmerer Field Office	X	
William Mack Kemmerer Field Office	X	
Lynn Harrell Kemmerer Field Office	X	
Erik Norelius Kemmerer Field Office	X	
Bonni Bruce Rawlins Field Office		X
<b>NATIONAL PARK SERVICE</b>		
Lee Kreutzer National Trails System	X	
<b>NATIONAL RESOURCES CONSERVATION SERVICE</b>		
Clint Evans	X	
Grant Stumbough	X	
<b>THE NATURE CONSERVANCY</b>		
Holly Copeland		X
Jennifer Lamb	X	
Paula Hunker		X
<b>WYOMING STOCK GROWERS LAND TRUST</b>		
Matt Wells	X	
Pamela Dewell		X
<b>STATE OF WYOMING</b>		
Shawn Reese Office of the Governor		X
Colin McKee Office of the Governor	X	
Nephi Cole Office of the Governor	X	
Ryan Lance Office of State Lands and Investments		X
Mary Hopkins State Historic Preservation Office		X

Name/Organization	Attending	Invited, Not Attending
<b>STATE OF WYOMING</b>		
Richard Currit State Historic Preservation Office		X
Scott Talbott Game and Fish Department		X
Mary Flanderka Game and Fish Department		X
Jerry Gregson Game and Fish Department	X	
Kimber Wichmann, Department of Environmental Quality - Industrial Siting		X
Luke Esch Department of Environmental Quality - Industrial Siting		X
<b>LINCOLN COUNTY</b>		
Jonathan Teichert Office of Planning and Engineering	X	
T. Deb Wolfley Board of County Commissioners	X	
Kent Connelly Board of County Commissioners	X	
Paul Jenkins Board of County Commissioners	X	
<b>LINCOLN COUNTY CONSERVATION DISTRICT</b>		
Brenda Lazcantegui		X
DeMont Grandy		X
Wade Payne		X
<b>U.S. CONGRESS</b>		
Reagan Green U.S. Senator Mike Enzi, Jackson Office	X	
Irene Parsons U.S. Senator John Barrasso, Rock Springs Office		X
Sandy Da Rif U.S. Senator John Barrasso, Rock Springs Office		X
Laura Weatherford U.S. Representative Cynthia Lummis, State Office		X
Pat Aullman U.S. Representative Cynthia Lummis, Star Valley Office	X	
<b>TOWN OF COKEVILLE</b>		
Mayor Stanley Thompson, Jr	X	
<b>ROCKY MOUNTAIN POWER</b>		
Pam Anderson	X	
Rod Fisher	X	
Jeff Richards	X	
Shawn Graff	X	
Brian King	X	
Craig Nelson	X	

Name/Organization	Attending	Invited, Not Attending
<b>TETRA TECH</b>		
Jim Nickerson	X	
Mary Garner	X	
<b>POWER ENGINEERS</b>		
Randy Samson	X	
Pat McLenna	X	
<b>ENVIROISSUES</b>		
Ara Swanson	X	
Kerri Franklin	X	

**Gateway West Transmission Line Project**  
**Rocky Mountain Power**  
**Lincoln County/Cokeville Routing Issues Resolution Meeting Summary**  
 Thursday, August 1, 2013, 10:00 a.m. – 2:30 p.m. (MDT)  
 South Lincoln Training and Event Center, Kemmerer, Wyoming

<b>TYPE OF MEETING</b>	In-person meeting		
<b>NOTE TAKER</b>	Kerri Franklin, EnviroIssues		
<b>ATTENDEES</b>	<b>Rocky Mountain Power</b>	<b>Bureau of Land Management</b>	<b>Lincoln County</b>
	<input checked="" type="checkbox"/> Pam Anderson	<input checked="" type="checkbox"/> Walt George (SO)	<input checked="" type="checkbox"/> Jonathan Teichert
	<input checked="" type="checkbox"/> Rod Fisher	<input type="checkbox"/> Jeromy Caldwell (KFO)	<input checked="" type="checkbox"/> T. Deb Wolfley
	<input checked="" type="checkbox"/> Jeff Richards	<input checked="" type="checkbox"/> Kelly Lamborn (KFO)	<input checked="" type="checkbox"/> Kent Connelly
	<input checked="" type="checkbox"/> Shawn Graff	<input checked="" type="checkbox"/> William Mack (KFO)	<input checked="" type="checkbox"/> Paul Jenkins
	<input checked="" type="checkbox"/> Brian King	<input checked="" type="checkbox"/> Lynn Harrell (KFO)	<b>Lincoln Conservation District</b>
	<input checked="" type="checkbox"/> Craig Nelson	<input checked="" type="checkbox"/> Eric Norelius (KFO)	<input type="checkbox"/> Brenda Lazcantegui
	<b>National Park Service</b>	<input type="checkbox"/> Bonni Bruce (RFO)	<input type="checkbox"/> DeMont Grandy
	<input checked="" type="checkbox"/> Lee Kreutzer	<b>State of Wyoming Office of the Governor</b>	<input type="checkbox"/> Wade Payne
	<b>National Resources Conservation Service</b>	<input type="checkbox"/> Shawn Reese	<b>U.S. Congressional Staff</b>
	<input checked="" type="checkbox"/> Clint Evans	<input checked="" type="checkbox"/> Colin McKee	<input checked="" type="checkbox"/> Reagan Green (Sen. Enzi)
	<input checked="" type="checkbox"/> Grant Stumbough	<input checked="" type="checkbox"/> Nephi Cole	<input checked="" type="checkbox"/> Pat Aullman (Rep. Lummis)
	<b>The Nature Conservancy</b>	<b>State of Wyoming Office of State Lands and Investments</b>	<input type="checkbox"/> Laura Weatherford (Rep. Lummis)
	<input checked="" type="checkbox"/> Jennifer Lamb	<input type="checkbox"/> Ryan Lance	<input type="checkbox"/> Sandy Da Rif (Sen. Barrasso)
	<input type="checkbox"/> Holly Copeland	<b>Wyoming State Historic Preservation Office</b>	<input type="checkbox"/> Irene Parsons (Sen. Barrasso)
	<input type="checkbox"/> Paula Hunker	<input type="checkbox"/> Mary Hopkins	<b>Tetra Tech</b>
	<b>Wyoming Stock Growers Land Trust</b>	<input type="checkbox"/> Richard Currit	<input checked="" type="checkbox"/> Jim Nickerson
	<input checked="" type="checkbox"/> Matt Wells	<b>Wyoming Game and Fish</b>	<input checked="" type="checkbox"/> Mary Garner
	<input type="checkbox"/> Pamela Dewell	<input type="checkbox"/> Scott Talbott	<b>Power Engineers</b>
	<b>Town of Cokeville</b>	<input type="checkbox"/> Mary Flanderka	<input checked="" type="checkbox"/> Randy Sampson
<input checked="" type="checkbox"/> Stanley Thompson, Jr.	<input checked="" type="checkbox"/> Jerry Gregson	<input checked="" type="checkbox"/> Pat McLenna	
	<b>Wyoming DEQ – Industrial Siting Division</b>	<b>EnviroIssues</b>	
	<input type="checkbox"/> Kimber Wichmann	<input checked="" type="checkbox"/> Ara Swanson	
	<input type="checkbox"/> Luke Esch	<input checked="" type="checkbox"/> Kerri Franklin	
<b>MATERIALS</b>	<ul style="list-style-type: none"> <li>• Agenda</li> <li>• Presentation (including maps of constraints and potential routes)</li> <li>• Invitee and Attendee List</li> </ul>		

## AGENDA TOPICS

### WELCOME AND INTRODUCTIONS

ARA SWANSON

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|  | <ul style="list-style-type: none"> <li>• Ara Swanson with EnviroIssues welcomed the group.</li> <li>• Attendees introduced themselves and shared their goals for the meeting.</li> </ul> |
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### Objectives

ARA SWANSON

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|  | <ul style="list-style-type: none"> <li>• Ara reviewed the proposed meeting objectives with the group:             <ul style="list-style-type: none"> <li>○ Make progress to bring Gateway West on-line</li> <li>○ Review new information regarding routing in Lincoln County</li> <li>○ Discuss potential routing solutions</li> <li>○ Agree on route across Lincoln County</li> </ul> </li> <li>• Ara reviewed the agenda, noting that Rocky Mountain Power (RMP) would review the known routing constraints, present some initial ideas for potential routes and then open up the floor for discussion.</li> <li>• Ara proposed basic ground rules for the day's conversation with the group:             <ul style="list-style-type: none"> <li>○ Listen to other's thoughts, ideas and concerns</li> <li>○ Share opinions, concerns and ideas for routing</li> <li>○ Silence mobile devices</li> </ul> </li> <li>• The group agreed on the meeting objectives and ground rules.</li> </ul> |
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### PROJECT HISTORY AND BACKGROUND

ROD FISHER

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|  | <ul style="list-style-type: none"> <li>• Rod Fisher with RMP shared a brief background and routing history of the project.</li> <li>• Rod reiterated the importance of the Gateway West project for RMP, given its critical role in both transmission reliability in the Intermountain West and RMP's ability to serve current and future customers.</li> </ul> |
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### ROUTING CONSTRAINTS

ROD FISHER

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|  | <ul style="list-style-type: none"> <li>• Using a series of detailed area maps, Rod reviewed current existing conditions and constraints for routing the line through Lincoln County.</li> <li>• The existing 345 kilovolt (kV) transmission line was used as a common reference point for the discussion.</li> <li>• Beginning with constraints located north of the existing 345 kV line and along the agency preferred and proposed route, moving east to west, Rod discussed:             <ul style="list-style-type: none"> <li>○ 345 kV line crossing located near Pomeroy Basin (as an easterly reference point, and the first crossing of this line, out of the Anticline substation).</li> <li>○ Planned Buck Ranch conservation easement with Wyoming Stock Growers Land Trust (WSGLT)</li> <li>○ Landslide area</li> <li>○ Historic trails</li> <li>○ Sublette Creek proposed reservoir</li> <li>○ Executed Teichert Brothers LLC wetland conservation easement with the National Resources Conservation Service (NRCS)</li> <li>○ Town of Cokeville (Cokeville) municipal boundary</li> <li>○ Big Hill communication site</li> <li>○ Rocky Peak (corrected from Rocky Point)</li> <li>○ Planned Thornock conservation easement with NRCS</li> </ul> </li> <li>• Continuing discussion of current routing constraints south of the existing 345 kV line (and</li> </ul> |
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**ROUTING CONSTRAINTS**

ROD FISHER

	<p>moving east to west), Rod noted:</p> <ul style="list-style-type: none"> <li>o Historic grave sites and trails</li> <li>o Sage-grouse core areas and the State of Wyoming Governor’s Executive Order establishing the Wyoming Sage-grouse corridor</li> <li>o Rock Creek Special Management Area (SMA)</li> <li>o Sublette Creek proposed reservoir</li> <li>o Restricted air space</li> </ul> <ul style="list-style-type: none"> <li>• Rod explained that since the completion of the Final Environmental Impact Statement (EIS), RMP better understands conditions in the landslide area, details of the executed Teichert Brothers LLC NRCS conservation easement, Final EIS comments submitted by Lincoln County, and possible resource mitigation opportunities.</li> <li>• Per comments and request by Lincoln County to underground a portion of the line, Rod explained that underground high-voltage transmission lines have significant disadvantages, most notably related to environmental effects, reliability concerns and increased cost.             <ul style="list-style-type: none"> <li>o Rod noted that recently the California Public Utility Commission required Southern California Edison to underground 3.5 miles of the Tehachapi 500 kV line. Undergrounding the line increased the projected project cost by \$220 million (56 times more than the cost of overhead lines). Many factors contribute to the higher cost of underground lines, with a primary reason being extensive insulation materials needed to cool the lines.</li> <li>o Randy Sampson with Power Engineers explained that trenches for underground transmission are much larger than oil or gas trenches. Each circuit typically needs to be 25 to 30 feet apart in order to keep lines cool.</li> </ul> </li> <li>• Rod clarified that RMP has planned Gateway West with minimal crossings of existing high-voltage transmission lines, which are important to maintain reliability of the western grid. Alternating between a southern and northern route through Lincoln County is not a preferable solution.</li> <li>• Rod asked if there were any additional routing constraints to be aware of or discuss; the group had none to add.</li> </ul>
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**POTENTIAL ROUTING SOLUTIONS**

ROD FISHER

DISCUSSION	<ul style="list-style-type: none"> <li>• Rod provided an overview of potential routing solutions RMP developed for the group to discuss.</li> </ul> <p><b>North of the existing 345 kV line (moving east to west)</b></p> <ul style="list-style-type: none"> <li>• To keep the Gateway West transmission line north of the existing 345 kV line, solutions include:             <ul style="list-style-type: none"> <li>o Move the line to the south end of Buck Ranch and reduce line separation to approximately 600 to 700 feet.                 <ul style="list-style-type: none"> <li>▪ Shawn Graff with RMP stated he has spoken with the owner Karen Buck. She prefers the line going through the southern end of her property.</li> <li>▪ Nephi Cole with the Wyoming Governor’s Office inquired about the specific conservation easement language for Buck Ranch, particularly the types of uses allowed on the land. Matt Wells with WSGLT explained that the agricultural conservation easement language is compatible with energy development depending on where the line is place on the property. The WSGLT has been in negotiations for this easement since mid-2009.</li> </ul> </li> <li>o The design centerline is north of the Final EIS reference center line, which would place it slightly outside the Wyoming Governor’s Sage-grouse corridor.                 <ul style="list-style-type: none"> <li>▪ RMP, along with Power Engineers may also be able to work on a technically feasible way to keep the line within the Wyoming Sage-grouse corridor.</li> <li>▪ RMP has also submitted the required Density Disturbance Analysis to</li> </ul> </li> </ul> </li> </ul>
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**POTENTIAL ROUTING SOLUTIONS**

ROD FISHER

Wyoming Game and Fish for technical review.

- Jim Nickerson with Tetra Tech walked the group through three possible solutions for bringing the line north of Cokeville: avoiding the Teichert Brothers LLC NRCS easement, routing east and north of Cokeville, Rocky Peak, Big Hill and the proposed Thornock easement.

**South of the existing 345 kV line (moving east to west)**

- If the Gateway West line were to be routed south of the existing 345 kV line:
  - The line would be routed closer to many historic graves and trails in the area (south of Buck Ranch and at the landslide area), and could cross trails in some areas, potentially impacting setting and visual effects.
    - To reduce visual impacts of the towers around historic graves and trails, Pat McLenna from Power Engineers showed the group various shades of galvanized steel finishes, noting that galvanized steel is the preferred material.
  - Approaching Cokeville, if the line continued to parallel the existing 345 kV line, it would cross the existing Teichert Brothers wetland conservation easement (which is not possible), leaving two options:
    - Lincoln County's proposed solution to stay south of the current 345 kV line, south of the landslide area, south of the proposed Sublette Creek reservoir, and south out of the Wyoming Sage-grouse core area, connecting to Final EIS Alternative 4C.
    - Parallel the existing 345 kV line north of the proposed Sublette Creek reservoir, then cross the Cokeville Meadows National Wildlife Refuge (NWR) interest area and connect to Final EIS Alternative 4C.

**SOLUTIONS DISCUSSION****Lincoln County Crossover to 4C**

- Colin McKee with the Wyoming Governor's Office expressed concern with Lincoln County's proposed solution because the route is outside the Wyoming Sage-grouse corridor.
- Colin and Nephi explained that the Wyoming Governor's Office is working to ensure that the Greater Sage-grouse will not be listed as endangered by the U.S. Fish and Wildlife Service (USFWS), and one of the key elements is demonstrating that the state can manage infrastructure development and the species without federal guidance.
- This route would likely delay the project as it is outside areas analyzed in the Final EIS, may require additional permits from the U.S Army Corps of Engineers (USACE) where it crosses the Cokeville Meadows NWR interest area, and would connect with an Final EIS Alternative (4C) that is neither the state's or BLM's preferred alternative.
- Walt George, Bureau of Land Management (BLM) Gateway West project manager, stated the position of the BLM is to comply with the Wyoming Sage-grouse corridor.
- Lincoln County expressed frustration because the route was not considered as an alternative and analyzed in the FEIS as it was proposed during the Draft EIS comment period.
- Jim further explained that Lincoln County's proposed route was further outside the Wyoming Sage-grouse corridor than the route proposed around the landslide area. The route would also go through critical big game habitat and the Rock Creek SMA. With these conditions it was unlikely that the route could be the agency preferred route.
- The final alternative presented was to parallel the existing 345 kV line, go north of the proposed Sublette Creek reservoir, through the Cokeville Meadows NWR interest area, south of restricted airspace, and connect with Final EIS Alternative 4C.

**North of existing 345 kV line, Rocky Peak/Marse route**

- Lee Kreutzer with the National Park Service (NPS) suggested a potential route solution

## POTENTIAL ROUTING SOLUTIONS

ROD FISHER

could be sited north of the existing 345 kV line, using the Buck Ranch south end route, the landslide area reroute and then taking the Rocky Peak/Marse reroute north of Cokeville. Lee explained that staying to the north is preferable for the NPS since it avoids greater impacts to trails.

The BLM Kemmerer Field Office stated this proposal was preferable to the current agency preferred and proposed route.

Jonathan Teichert with Lincoln County pointed out that the Rocky Peak/Marse route had greater impacts to private land; Rod explained the route could be altered to better align with property boundaries to minimize impacts.

- Walt reminded the group any new alignment will need a Class III historic impacts analysis and coordination with USACE, as it appears to cross wetland areas. The BLM will need to analyze affected resources and determine if the EIS analysis adequately covers the new route. Should the EIS analysis prove sufficient, the new route and rationale would be added to the Record of Decision (ROD). Walt anticipated that this proposed solution would be adequately covered by the EIS analysis and that this route has a better chance of keeping the environmental review process on schedule than the southern routes discussed.

#### **South of the existing 345 kV line (near historic trails/graves)**

- Lynn Harrell with the BLM Kemmerer Field Office explained the significance of the Class I historic trails in the area, including emigrant graves and camps. There are very strong historic records in the form of emigrant diaries associated with this portion of the line. A new transmission line in this area could be detrimental to the setting and character of trails in this area.
- Lee added that any southern line would have greater impact to Sage-grouse due to more leks and higher number of birds; although Colin clarified that any line on the south in this area would be compliant with the Wyoming Sage-grouse corridor.

#### **Landslide area (routes north and south)**

- Pat explained Power Engineers looked at multiple alternatives; the northern alternative is preferable from an engineering perspective.
- Rod clarified if the northern route did not pass the Density Disturbance Analysis with Wyoming Game and Fish, RMP would work to find a way to construct the line near this area, remaining within the Wyoming Sage-grouse corridor.
- Jerry Gregson with Wyoming Game and Fish asked if constructing the line with stronger foundations through the landslide area would financially equate to building an additional line to avoid the area. Pat responded that stronger foundations would likely be more expensive than the additional line. Power Engineers would have to conduct additional studies to assess feasibility of building towers through the landslide area.
- Kelly Lamborn with the BLM Kemmerer Field Office expressed interest in seeing additional analysis on the feasibility of building towers through the landslide area.

#### **South of existing 345 kV, parallel existing north of proposed Sublette Creek reservoir**

- Jennifer Lamb with The Nature Conservancy asked for clarification concerning the potential solution around the Sublette Creek proposed reservoir (connecting to the Final EIS Alternative 4C), and asked what the BLM would prefer.
  - Jim explained this route is less preferable due to the impacts to trails and graves on the eastern portion of the route. The route could be micro-sited to

**POTENTIAL ROUTING SOLUTIONS**

ROD FISHER

	<p>accommodate any conflicts with the proposed reservoir.</p> <p><b>RESOLUTION</b></p> <ul style="list-style-type: none"> <li>• Based on the day’s discussion, Matt commented that the northern route solution using the Rocky Peak/Marse route might work for most in the group.</li> <li>• Walt acknowledged the desire of some to use a southern route, however the northern route is preferable to the BLM. Walt re-stated for consideration the earlier route discussed: cross the 345 kV line as currently proposed, follow the line on the south end of Buck Ranch (RMP would modify their separation criteria), north of the landslide area (contingent on approval from Wyoming Game and Fish and/or design refinements from RMP), then take the far north Rocky Peak/Marse route to avoid Cokeville and the NRCS easements.</li> <li>• The group agreed that this route felt acceptable to most, and gave the go-ahead to RMP and the BLM to move forward with this solution and next steps (noted in action items, below).</li> <li>• The group adjourned.</li> </ul>
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ACTION ITEMS/NEXT STEPS	WHO	DUE DATE
Send meeting summary and meeting materials to attendees and invitees.	EnviroIssues	8/9/13
Conduct additional analysis of the route, as discussed, and provide to meeting attendees and invitees.	Walt George/BLM	TBD
Engage property owners along the newly proposed route, in coordination with Lincoln County and other stakeholders.	Rod Fisher, Shawn Graff/RMP	In progress