

**ENVIRONMENTAL ASSESSMENT FOR  
INFRASTRUCTURE COMPONENTS:  
Phase I Haul Road and Facilities, West Sinclair  
Rail Facility, and Road Rock Quarry**

**Chokecherry and Sierra Madre Wind  
Energy Project**

High Desert District – Rawlins Field Office

August 2014



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# ENVIRONMENTAL ASSESSMENT

DOI-BLM-WY-070-EA14-149

AUGUST 2014

## CHOKECHERRY AND SIERRA MADRE WIND ENERGY PROJECT

### ENVIRONMENTAL ASSESSMENT FOR INFRASTRUCTURE COMPONENTS: PHASE I HAUL ROAD AND FACILITIES, WEST SINCLAIR RAIL FACILITY, AND ROAD ROCK QUARRY, CARBON COUNTY, WYOMING

**Location:** Township 17 N, Range 87 W, Section: 7  
Township 17 N, Range 88 W, Sections: 1, 2, 12, 13  
Township 18 N, Range 87 W, Sections: 1, 2, 3, 4, 5, 6, 7, 10  
Township 18 N, Range 88 W, Sections: 3, 10, 11, 12, 14, 15, 16, 21, 23, 26, 35  
Township 19 N, Range 86 W, Sections: 6, 7, 18  
Township 19 N, Range 87 W, Sections: 1, 13, 23, 24, 25, 26, 36  
Township 20 N, Range 85 W, Sections: 7, 8, 9, 10, 11  
Township 20 N, Range 86 W, Sections: 3, 9, 10, 11, 12, 16, 17, 19, 20, 30, 31  
Township 20 N, Range 87 W, Sections: 1, 2, 3, 4, 5, 10, 11, 13, 14, 15, 23, 24,  
25, 26, 36  
Township 21 N, Range 86 W, Sections: 19, 22, 23, 24, 25, 30, 31, 32, 33, 34, 35, 36  
Township 21 N, Range 87 W, Sections: 23, 24, 25, 34, 36

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## ACRONYMS AND ABBREVIATIONS

$\mu\text{g}/\text{m}^3$	micrograms per cubic meter	ID Team	Interdisciplinary Team
ACM	applicant committed measure	IM	Instruction Memorandum
APE	area of potential effect	LOS	level of service
APP	Avian Protection Plan	mph	miles per hour
AUM	Animal Unit Month	MW	megawatt
BBCS	Bird and Bat Conservation Strategy	N/A	not applicable
BLM	U.S. Bureau of Land Management	NAAQS	National Ambient Air Quality Standards
BLS	Bureau of Labor Statistics	NEPA	National Environmental Policy Act
BMP	best management practice	NHPA	National Historic Preservation Act
BO	Biological Opinion	NHD	National Hydrography Dataset
CAA	Clean Air Act	NI	Not Impacted
CCSM Phase I	Phase I of the CCSM Wind Energy Project	NO <sub>2</sub>	nitrogen dioxide
CCSM Project	Chokecherry and Sierra Madre Wind Energy Project	NO <sub>x</sub>	nitrogen oxides
CDNST	Continental Divide National Scenic Trail	NP	Not Present
CFR	Code of Federal Regulations	NRCS	Natural Resources Conservation Service
CIG	Colorado Interstate Gas	NRHP	National Register of Historic Places
CO	carbon monoxide	NWI	National Wetlands Inventory
CR	county road	O <sub>3</sub>	ozone
CWR	crucial winter range	O&M	operations and maintenance
DEQ	Department of Environmental Quality	OHWM	ordinary high water mark
DOI	U.S. Department of the Interior	PA	Programmatic Agreement
EA	Environmental Assessment	PCW	Power Company of Wyoming LLC
ECP	Eagle Conservation Plan	PFYC	Potential Fossil Yield Classification
EIS	Environmental Impact Statement	PI	Potentially Impacted
EPA	U.S. Environmental Protection Agency	PM	particulate matter
ESA	Endangered Species Act	PM <sub>2.5</sub>	particulate matter with diameter of 2.5 microns or less
FEIS	Final Environmental Impact Statement	PM <sub>10</sub>	particulate matter with diameter of 10 microns or less
FEMA	Federal Emergency Management Agency	ppb	parts per billion
FONSI	Finding of No Significant Impact	PSD	Prevention of Significant Determination
FR	Federal Register	PVMDP	Platte Valley Mule Deer Plan
GIS	geographic information system	Quarry	Road Rock Quarry
HAPs	hazardous air pollutants	Rail Facility	West Sinclair Rail Facility
I-	Interstate	Ranch	Overland Trail Ranch

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RFO	Rawlins Field Office	WYNDD	Wyoming Natural Diversity Database
RMP	Resource Management Plan		
ROD	Record of Decision		
ROW	right-of-way		
SGCN	species of greatest conservation need		
SHPO	State Historic Preservation Office		
SO <sub>2</sub>	sulfur dioxide		
SPCC	Spill Prevention, Control, and Countermeasure		
SPOD	site-specific plan of development		
SRMA	Special Recreation Management Area		
SWAP	State Wildlife Action Plan		
SWPPP	Stormwater Pollution Prevention Plan		
TCP	Traditional Cultural Property		
TMP	Transportation Management Plan		
TNW	traditionally navigable water		
TOTCO	The Overland Trail Cattle Company LLC		
U.S.	United States		
USACE	U.S. Army Corps of Engineers		
USFWS	U.S. Fish and Wildlife Service		
UPRR	Union Pacific Railroad		
VOC	volatile organic compound		
WAAQS	Wyoming Ambient Air Quality Standards		
WDA	wind development area		
WGFD	Wyoming Game and Fish Department		
WHDP	Wyoming Housing Database Partnership		
WHMA	Wildlife Habitat Management Area		
WUS	Waters of the U.S.		
WWPC	Wyoming Weed and Pest Council		
WY	Wyoming State Highway		
WYDEQ-LQD	Wyoming Department of Environmental Quality - Land Quality Division		

## **CHAPTER 1 – INTRODUCTION AND NEED FOR PROPOSED ACTION**

**THIS ENVIRONMENTAL ASSESSMENT IS TIERED TO AND INCORPORATES BY REFERENCE THE CHOKECHERRY AND SIERRA MADRE WIND ENERGY PROJECT FINAL ENVIRONMENTAL IMPACT STATEMENT AND RECORD OF DECISION**

### ***Identifying Information***

**Title:** Environmental Assessment for Infrastructure Components, Phase I Haul Road and Facilities, West Sinclair Rail Facility, and Road Rock Quarry

**EA Number:** DOI-BLM-WY-070-EA14-149

**Proposed Action:** Construction of infrastructure components, including the Phase I Haul Road and Facilities, West Sinclair Rail Facility, and Road Rock Quarry in support of the Chokecherry and Sierra Madre Wind Energy Project. For ease of reference in this Environmental Assessment (EA), “Proposed Action” refers to the infrastructure components described in the three site-specific plans of development (SPODs) filed with BLM by Power Company of Wyoming LLC.

**Location:** Township 17N, Range 87-88W; Township 18N, Range 87-88W; Township 19N, Range 86-87W, Township 20N, Range 85-87W; Township 21N, Range 86-87W, across a total of 82 sections in Carbon County, Wyoming

**Preparing Office:** Rawlins Field Office (RFO)

**Lease/Case File Number:** WYW-183742

**Applicant:** Power Company of Wyoming LLC

## **1.1 Introduction**

This EA is being prepared consistent with the tiering procedures outlined in Appendix C to the Record of Decision for the Chokecherry and Sierra Madre Wind Energy Project (CCSM Project ROD [BLM 2012a]) signed by the Bureau of Land Management’s (BLM’s) Acting Director on September 28, 2012, and approved by the Secretary of the Interior on October 9, 2012. The CCSM Project ROD (BLM 2012a) was based on the project-level final environmental impact statement (FEIS) prepared by the BLM for the Chokecherry and Sierra Madre Wind Energy Project (CCSM Project FEIS [BLM 2012b]). The CCSM Project ROD (BLM 2012a) determined that wind energy development is appropriate within the 219,707-acre conceptual area of development described in detail and referred to as the Application Area (or 2012 ROD boundary) (Map 1-1) in the CCSM Project FEIS (BLM 2012b). However, the CCSM Project ROD (BLM 2012a) did not authorize site-specific construction of the individual project components analyzed in the CCSM Project FEIS (BLM 2012b). Instead, the CCSM Project ROD (BLM 2012a) states that Power Company of Wyoming LLC (PCW) would submit separate site-specific plans of development (SPODs) for individual components of the project, and BLM would render decisions on those SPODs following site-specific review as described in Appendix C to the CCSM Project ROD (BLM 2012a; provided as Appendix A to this EA and herein referred to as the Tiering Procedures). This EA is prepared in response to the first three SPODs; that is, for the construction, operation, maintenance, and decommissioning of infrastructure components comprising the Phase I Haul Road and Facilities, the West Sinclair Rail Facility, and the Road Rock Quarry, all of which are more specifically described below and in detail in the three SPODs. The SPODs and their appendices are incorporated by reference in this EA as permitted by 40

## ***Chapter 1 – Introduction and Need for Proposed Action***

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Code of Federal Regulations (CFR) 1502.21. The SPODs are included in this EA on compact disc as Appendix E, are available electronically on the BLM website, and printed copies are available for review in the BLM Rawlins Field Office (RFO).

The BLM's review of PCW's proposal for a 2,000–3,000 megawatt (MW) wind energy project, located in the checkerboard area of public and private land in Carbon County, Wyoming, began in 2008. In August 2012, President Obama identified the proposed Chokecherry and Sierra Madre Wind Energy Project (CCSM Project) as a Nationally or Regionally Significant Project for Renewable Energy, and the BLM identified the CCSM Project as a 2012 Renewable Energy Priority Project. Supporting President Obama's June 2013 Climate Action Plan, the maximum nameplate capacity of the CCSM Project will provide enough renewable power to serve some one million households.

As more specific background, in January 2008, PCW applied to the BLM for right-of-way (ROW) grants to construct, operate, maintain, and decommission the CCSM Project on the Overland Trail Ranch (Ranch) in Carbon County, Wyoming. More than half of the Ranch consists of privately owned land, which is intermingled with federal land administered by the BLM. As lead federal agency, BLM commenced preparation of an EIS, in coordination with other state and local governmental agencies. Public scoping was completed in 2008, the Draft EIS was released for public comment on July 22, 2011, and, on June 29, 2012, the Notice of Availability for the FEIS on the CCSM Project was published in the Federal Register (77 *Federal Register* [FR] 63328). The CCSM Project ROD (BLM 2012a) was signed by the BLM's Acting Director on September 28, 2012, and approved by the Secretary of the Interior on October 9, 2012.

The CCSM Project FEIS (BLM 2012b) summarizes the components of the CCSM Project as follows:

- A 2,000 to 3,000 MW wind farm consisting of approximately 1,000 wind turbine generators each with a nameplate capacity ranging from 1.5 to 3 MW;
- Development of step-up transformers, underground and overhead electric collection and communication lines, electric substations, rail distribution facility, operations and maintenance facilities, and laydown areas;
- Haul road and transmission connection between the two sites;
- Construction of new roads and the upgrade of existing roads; and
- Power from the wind farm to be transmitted via overhead electric transmission lines that would connect to a new substation in the Application Area. (BLM 2012b, p. ES-1.)

The wind turbine generators are to be approved and constructed in two phases, Phase I Wind Turbine Development will consist of 500 turbines and Phase II Wind Turbine Development will consist of approximately 500 turbines and the Phase II Haul Road and Facilities. The BLM will comply with the National Environmental Policy Act (NEPA) and the CCSM Project ROD (BLM 2012a) by analyzing the Phase I Wind Turbine Development and the Phase II Wind Turbine Development in two Environmental Assessments. The Wind Development Areas (WDAs) and WDA phase boundaries are shown in Map 1-1.

As mentioned above, the project-level EIS was based on a conceptual plan of development prepared by PCW (CCSM Project ROD [BLM 2012a], Appendix B). The conceptual turbine and facility sites guided BLM's preparation of its impacts analysis for the overall project. That analysis assumed "the greatest potential for disturbance" so that impacts identified at the time of micro-siting the various project components would most likely not exceed those impacts described in the EIS (CCSM Project ROD [BLM 2012a], p. 3-1). The CCSM Project ROD (BLM 2012a) explained that BLM would use the Tiering Procedures to "closely evaluate the site-specific plans of development to determine whether the

impacts exceed the disturbance estimates from the conceptual layouts that served as the basis for determining significance of impacts in the project-wide level EIS” (BLM 2012a, p. 3-1).

In accordance with the CCSM Project ROD (BLM 2012a), PCW has submitted the following three SPODs to the BLM: (1) Phase I Haul Road and Facilities, (2) West Sinclair Rail Facility, and (3) Road Rock Quarry. PCW requests the necessary ROW grants from BLM to construct, operate, maintain, and decommission these integral infrastructure components of the CCSM Project. The requested ROW grants are for a term of 30 years (10 years for the Quarry) with the option to renew the ROW grants and upgrade the infrastructure components as may be needed. The three infrastructure components are part of the Phase 1 CCSM Project and would be granted under a single wind energy development grant that includes the Phase 1 Wind Turbine Development. A second decision on the EA for Phase 1 Wind Turbine Development would be made upon completion of the NEPA analysis and decision determination. Upon completion of the Phase 1 Wind Turbine Development NEPA analysis and decision determination, the Infrastructure Components and the Phase 1 Wind Turbine Development would be included in one wind energy development grant. Notice to Proceed for individual SPODs would be issued as the NEPA and permitting requirements are completed.

The Tiering Procedures contain a detailed description and flow chart explaining the NEPA tiering process to be used by the BLM in analyzing these SPODs. Following the Tiering Procedures, BLM has concluded that there may be some impacts from the facilities proposed in the infrastructure SPODs that may not have been analyzed or sufficiently analyzed in the CCSM Project FEIS (BLM 2102a), and therefore this EA is being prepared. The CCSM Project FEIS analyzed and disclosed environmental impacts, including significant impacts to some environmental resources. This EA screens the SPODs, including the Quarry which was not analyzed in the CCSM Project FEIS, against the analysis conducted in the CCSM Project FEIS to determine if there are any additional or new environmental impacts that were not previously analyzed and disclosed and whether or not these impacts are significant. This EA incorporates the analysis contained in the CCSM Project FEIS (BLM 2012b) and CCSM Project ROD (BLM 2012a). As provided in the Tiering Procedures, this EA will not re-analyze the effects on resources that were fully analyzed in the project-wide CCSM Project FEIS (BLM 2012b) (CCSM Project ROD [BLM 2012a], Appendix C, p. C-6).

Based on site-specific engineering of CCSM Project components, PCW developed a 171,251-acre site-specific Project Area to include areas in which CCSM Project components (infrastructure, wind turbines, etc.) are proposed (see Map 1-1). The Phase I Haul Road and Facilities Site, West Sinclair Rail Facility Site, and Road Rock Quarry Site terms correspond to the 875-acre, 370-acre, and 184-acre initial disturbance areas associated with the respective infrastructure component. The Infrastructure Component Site is defined as the initial and long-term disturbance areas of the Phase I Haul Road and Facilities, West Sinclair Rail Facility, and Road Rock Quarry. The Phase I Wind Turbine Development and Phase II Wind Turbine Development (including Phase II Haul Road and Facilities) will be analyzed in other NEPA documents.

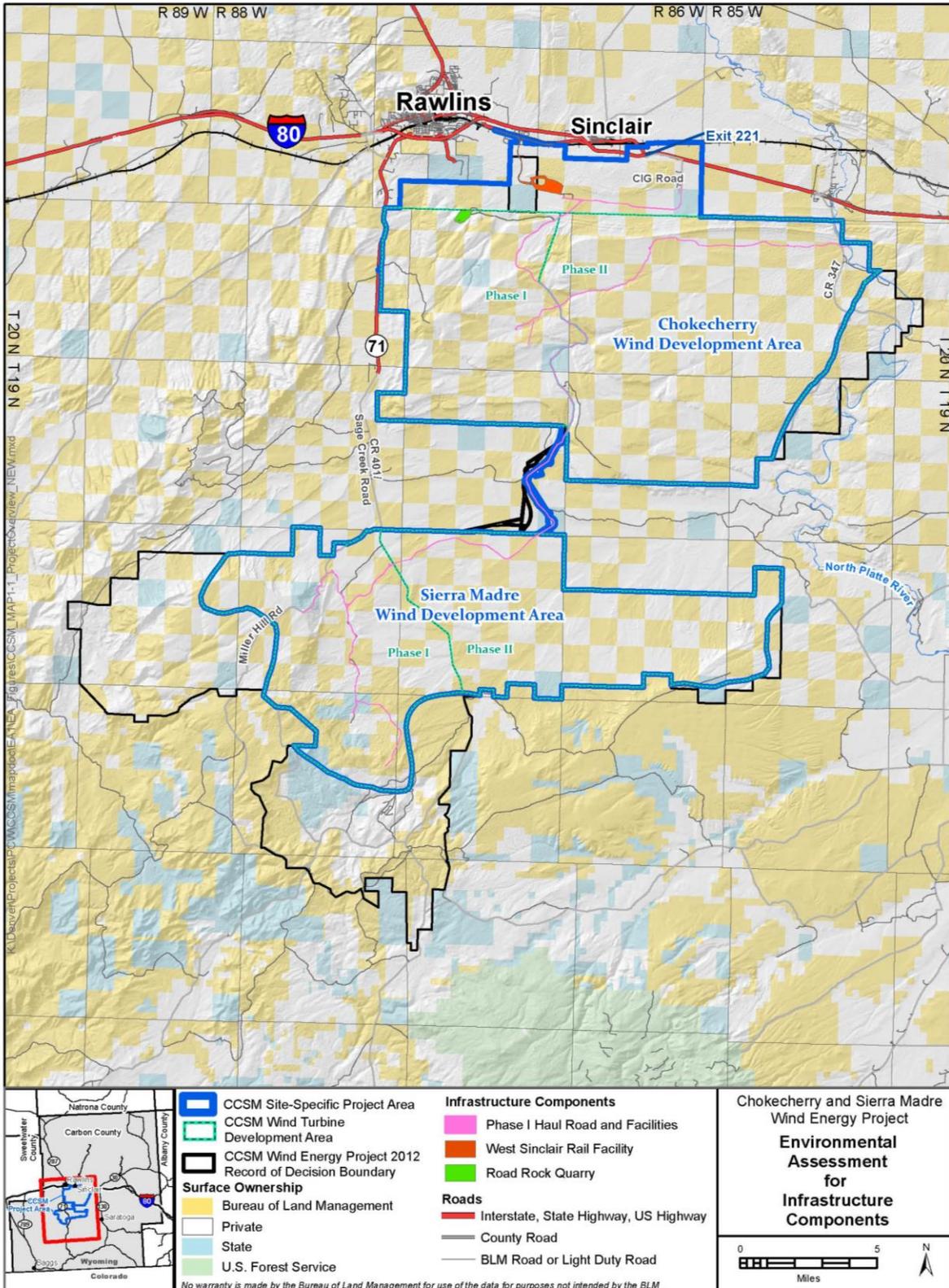
Capitalized terms used in this EA but not defined in this document have the same meaning as used in the CCSM Project FEIS (BLM 2012b). The CCSM Project FEIS (BLM 2012b) and CCSM Project ROD (BLM 2012a) are available on the BLM RFO website (<http://www.blm.gov/wy/st/en/info/NEPA/documents/rfo/Chokecherry.html>).

## **1.2 Summary of Infrastructure SPODs**

PCW has prepared and filed with the BLM SPODs for each of the three infrastructure components (PCW 2014a, 2014b, 2014c). These are the first three SPODs for the CCSM Project. These infrastructure components are summarized below, shown in Map 1-1, and further described in detail in Chapter 2 (*Proposed Action and Alternatives*).

- **Phase I Haul Road and Facilities.** The Phase I Haul Road and Facilities include the Haul Road, certain arterial and facility access roads, three water stations, one water extraction facility, and five laydown yards. The Haul Road begins at the northern entrance to the Project Area where it connects to Colorado Interstate Gas (CIG) Road (County Road [CR] 407). The Haul Road then travels west connecting to the West Sinclair Rail Facility and then south through the center of the Chokecherry WDA and finally through the Sierra Madre WDA.
- **West Sinclair Rail Facility (Rail Facility).** The West Sinclair Rail Facility consists of a rail connection to the Union Pacific Railroad (UPRR) main line between Rawlins and Sinclair and an associated laydown yard to receive, temporarily stage, and deliver components and construction-related materials. The Rail Facility connects with the CCSM Project and is designed to minimize impacts on public roadways, provide more cost-effective transportation, and promote efficient project construction activities. The approximately 14 miles of track feature a wye, a lead track, a running track, a loop track, and several unloading areas. Vehicle access to the Rail Facility is from Interstate (I-) 80, Exit 221, and the Haul Road.
- **Road Rock Quarry (Quarry).** Located on private lands within the CCSM Project Area at the site of an existing quarry approximately 2 miles south of Rawlins, the Road Rock Quarry would provide road construction material for the CCSM Project. The Quarry was not analyzed in the CCSM Project FEIS (BLM 2012b), but, as construction details evolved, it became apparent that the Quarry would improve the efficiency of the CCSM Project by decreasing the number of train and truck trips from offsite quarries to the CCSM Project Area necessary for road base aggregate. The Quarry would be accessed by crossing federal lands under the administration of the BLM RFO. Activities at the Quarry would involve surface rock mining and processing of sandstones and shales. The Quarry includes the excavation area, material processing area, materials storage piles, and the quarry access road (Quarry Road) (approximately five miles).

Map 1-1. Chokecherry and Sierra Madre Wind Energy Project Location and Infrastructure Components



### **1.3 Purpose and Need**

The Proposed Action relates to certain infrastructure components of the CCSM Project that are necessary to support the development of the wind turbine generators. Specifically, these infrastructure components are the Phase I Haul Road and Facilities, West Sinclair Rail Facility, and Road Rock Quarry (including Quarry Road). The BLM's purpose and need for the Proposed Action is to respond to PCW's ROW applications and to comply with the procedures set out by the BLM in the CCSM Project ROD (BLM 2012a).

The purpose and need for the CCSM Project itself is described in Chapter 1 of the CCSM Project FEIS (BLM 2012b) and is incorporated herein by reference, as authorized by 40 CFR Sections 1502.20 and 1502.21.

The infrastructure components analyzed in this EA represent the initial infrastructure that must be in place prior to construction of the wind turbine generators and associated electric collection and distribution facilities. The Haul Road will facilitate access throughout the CCSM Project Area during construction, operation, maintenance, and decommissioning of the wind energy project, while minimizing effects on local public roads. The associated laydown yards are necessary for equipment staging and storage. The water facilities provide for the distribution of water necessary for construction, operations and decommissioning. Section 4.13 of the CCSM Project FEIS (BLM 2012b), which is incorporated by reference herein, discusses water consumption for construction, mainly for concrete batching, dust abatement, and access road compaction. The Rail Facility will be used to receive and store construction materials and components delivered by both rail and truck. Materials and components will be scheduled, received, and stored at the Rail Facility Site and then reloaded onto trucks for delivery to locations within the CCSM Project Area. Materials will also be stored at other laydown yards. The Quarry, which was not specifically addressed in the CCSM Project FEIS (BLM 2012b), will provide road base, cable trench backfill, and construction fill for the CCSM Project, and thus will reduce the need for transportation of offsite aggregate to the Project Area.

### **1.4 Decisions to be Made**

This EA is a step toward implementing the decision "to accept and evaluate future ROW applications for wind energy development and associated facilities on public lands" as described in the Selected Alternative of the CCSM Project FEIS (BLM 2012b) (see CCSM Project ROD [BLM 2012a], p. 3-1). Because this EA is tiered to the project-wide level CCSM Project FEIS (BLM 2012b), BLM will first decide whether the impacts of the infrastructure components discussed above have been fully analyzed in the CCSM Project FEIS (BLM 2012b) (see Tiering Procedures, CCSM Project ROD [BLM 2012a], Appendix C, p. C-6). As stated in the CCSM Project ROD (BLM 2012a, Appendix C, p. C-6), "the tiered EA for the SPOD does not need to re-analyze the effects on resources fully analyzed in the project-wide level EIS." This EA therefore focuses on the effects of the infrastructure SPODs that are not analyzed or are not sufficiently analyzed in the CCSM Project FEIS (BLM 2012b). If, through this EA, the BLM determines that the impacts of the infrastructure SPODs were adequately analyzed in the CCSM Project FEIS (BLM 2012b) and/or if the analysis in this EA concludes that any additional effects will be insignificant or can be mitigated to insignificance, then the Authorized Officer may grant rights-of-way for the infrastructure SPODs, subject to the environmental constraints, applicant committed measures (ACMs) and best management practices (BMPs) identified in the CCSM Project ROD (BLM 2012a). The three infrastructure components are part of the Phase 1 CCSM Project and would be granted under a single wind energy development grant that includes the Phase 1 Wind Turbine Development.

A second decision on the EA for Phase 1 Wind Turbine Development would be made upon completion of the NEPA analysis and decision determination. Upon completion of the Phase 1 Wind Turbine Development NEPA analysis and decision determination, the Infrastructure Components and the Phase 1 Wind Turbine Development would be included in one wind energy development grant. Notice to Proceed (NTP) for individual SPODs would be issued as the NEPA and permitting requirements are completed.

Any such ROW grants will also be subject to additional constraints identified in the Programmatic Agreement (CCSM Project ROD [BLM 2012a], Appendix E), Biological Opinion (CCSM Project ROD [BLM 2012a], Appendix F), Wildlife Monitoring and Protection Plan (CCSM Project ROD [BLM 2012a], Appendix G), any additional requirements developed through the Avian Protection Plans (APPs) (also referred to as the Bird and Bat Conservation Strategy [BBCS]), Eagle Conservation Plans (ECPs), and any mitigation measures identified in this EA and incorporated in the decision on the SPODs in the ROW grants. If the BLM determines that the CCSM Project has “significant” impacts beyond those previously analyzed and disclosed in the CCSM Project FEIS (BLM 2012b) that cannot be mitigated to insignificance, then the BLM would prepare an EIS for that element(s) of the infrastructure SPODs, tiered to the project-wide level CCSM Project FEIS (BLM 2012b).

BLM does not have decision-making authority over the authorization of the Quarry because it is located on private land. However, a portion of the access road to the Quarry crosses federal land, and therefore this EA analyzes impacts not only of the access road, but also of the Quarry. PCW will obtain from the Wyoming Department of Environmental Quality (Land Quality and Air Quality Divisions) appropriate permits for the operation of the Quarry as required under Sections 35-11-401 through 437 and 35-11-201 through 214, Wyoming Statutes Annotated.

## **1.5 Conformance with the BLM Rawlins Resource Management Plan**

The CCSM Project, including the infrastructure SPODs, is subject to the BLM’s 2008 Rawlins Resource Management Plan (RMP), approved on December 24, 2008, as amended by the CCSM Project ROD (BLM 2012a). As discussed in Section 3.6.3 of the CCSM Project ROD (BLM 2012a), the CCSM Project is in conformance with the 2008 Rawlins RMP, as amended.

The CCSM Project (including the infrastructure SPODs) was formulated in conformance with BLM Wyoming Instruction Memorandum (IM) No. 2012-019 with respect to Greater Sage-Grouse habitat and sagebrush management and so is consistent with the Preferred Alternative (Alternative E) discussed in the Wyoming Greater Sage-Grouse Draft Land Use Plan Amendment and Draft Environmental Impact Statement (BLM 2013a). Should the Wyoming Greater Sage-Grouse Land Use Plan Amendment be finalized prior to issuance of the Finding of No Significant Impact (FONSI) or Decision Record for this EA, the FONSI or Decision Record will incorporate any changes necessary to conform to the amended 2008 Rawlins RMP.

## **1.6 Relationship to Applicable Laws, Regulations, and Statutes**

In preparing this EA, the BLM complied with all applicable laws, including but not limited to, NEPA, U.S. Code (U.S.C.), Title 42, Sections 4321–4370h, the regulations issued by the Council on Environmental Quality and Department of the Interior, 40 CFR 1500–1508 and 43 CFR part 46, guidance documents including U.S. Department of the Interior (DOI) requirements contained in Department Manual 516,

Environmental Quality (BLM 1980), guidelines listed in the BLM NEPA Handbook, H-1790-1 (BLM 2008a), and Guidelines for Assessing and Documenting Cumulative Impacts (BLM 1994). This EA was developed in accordance with the Tiering Procedures. Section 1.6.2 in the CCSM Project FEIS (BLM 2012b) contains additional information on the CCSM Project’s relationship to other laws, ordinances, regulations, and statutes.

**Federal, State, and Local Permits, Approvals, and Authorizing Actions**

Section 1.4 and Table 1-2 in the CCSM Project FEIS (BLM 2012b) provides a list of the major permits, approvals, and authorized actions necessary to construct, operate, maintain, and decommission CCSM Project facilities, including the proposed infrastructure components. Table 1-1 below describes state permits for the Quarry that were not included in the CCSM Project FEIS (BLM 2012b).

**Table 1-1. State Permits Required for the Road Rock Quarry**

<b>Project Feature</b>	<b>Agency</b>	<b>Action</b>	<b>Authority</b>
Road Rock Quarry	Wyoming Department of Environmental Quality, Land Quality Division	Process applications for Permit to Mine (Non-Coal)	Wyoming Environmental Quality Act (Wyo. Stat. Ann. 35-11-101, et seq. 1997, as amended)
Road Rock Quarry	Wyoming Department of Environmental Quality, Air Quality Division	Process applications for Air Quality Permits of Mining and Quarry Operations (Non-Coal)	Wyoming Environmental Quality Act (Wyo. Stat. Ann. 35-11-101, et seq. 1997, as amended)

**1.7 Scoping, Public Involvement, and Identification of Issues**

NEPA regulations (40 CFR 1501) require that the BLM use a scoping process to identify potential significant issues in preparation for impact analysis. The goals of scoping are to identify issues and determine the scope of analysis for those issues.

**Internal Scoping:** An Interdisciplinary Team (ID Team) meeting was held on October 24 and 25, 2013. The ID Team reviewed the infrastructure SPODs, determined issues of concern for multiple resources, assessed the adequacy of the initial assessment in the CCSM Project FEIS (BLM 2012b), and determined which resources required additional site-specific assessment in this EA. The results of the internal scoping are summarized in Appendix B, and the resources for which additional analysis was determined to be necessary are addressed in this EA.

**External Scoping:** Scoping for the infrastructure component EA began on September 9, 2013 when the BLM prepared and issued a press release announcing the initiation of the public scoping period. On September 23 and 24, 2013, the BLM conducted public scoping meetings to describe the Phase I Haul Road and Facilities, West Sinclair Rail Facility, and Road Rock Quarry infrastructure components, and to receive public comments. The scoping period was originally scheduled to end on October 9, 2013. Due to the federal government shutdown, which began on October 1, 2013 and ended on October 16, 2013, the scoping period was extended to November 4, 2013. The BLM published the Scoping Summary Report in January 2014. Issues identified by public comments, as well as by the ID Team, are summarized in Appendix B and addressed in this EA.

**Site-Specific Surveys:** Consistent with ACMs outlined in Appendix D of the CCSM Project ROD (BLM 2012a) (provided as Appendix C of this EA), the BLM and PCW conducted onsite inspections for specific

resources (e.g., cultural and biological) in 2012 and 2013, and incorporated the outcomes of the site-specific surveys to microsite infrastructure in order to avoid, minimize, or mitigate impacts on aquatic resources, special-status wildlife species, sensitive vegetation communities, and cultural resources. The results of site-specific surveys conducted for the three infrastructure components are presented in Chapters 3 (*Affected Environment*) and 4 (*Environmental Consequences*) of this EA.

**Issues Identified:** The BLM applied the results of internal and external scoping to develop Appendix B. The BLM identified resources as follows:

- “Not Present” (NP) – the resource does not occur in the CCSM Project Area for the proposed infrastructure components and is not carried forward for detailed analysis.
- “Not Impacted” (NI) – the resource is sufficiently analyzed in the CCSM Project FEIS (BLM 2012b) or it can be reasonably concluded that the resource would not be affected to a degree that requires analysis and therefore it is not carried forward for detailed analysis.
- “Potentially Impacted” (PI) – the resource is present in the CCSM Project Area for the proposed infrastructure components, and, based on BLM’s review of the results of scoping and procedures outlined in Appendix B of this EA, it may be potentially impacted. For these resources:
  - New information may be available or new circumstances are present that need to be reviewed to determine if the new information or circumstances are consistent with the CCSM Project FEIS (BLM 2012b). The new information and circumstances include:
    - Regulations or guidance adopted since publication of the CCSM Project ROD (BLM 2012a) and which may affect the impact analysis as presented in Chapter 4 of this EA; and
    - Results of cultural, paleontological, soils, and biological surveys conducted consistent with ACMs, Applicant Committed BMPs, and mitigation measures outlined in Appendix C of the this EA.
    - SPODs that provide refined engineering data for the Infrastructure Components and allow for additional clarity in determining impacts associated with the Proposed Action.
  - The resource was not analyzed for the Quarry and Quarry Road, and impacts could reasonably be concluded to occur; or
  - The site-specific geographic location of the Rail Facility has been revised to include a portion that is outside the original CCSM Application Area identified in the CCSM Project FEIS (BLM 2012b) and requires a review in this EA to determine if the existing analysis in the CCSM Project FEIS (BLM 2012b) is applicable to the revised location of the Rail Facility.

The PI resources, as determined by the BLM in Appendix B, are listed below with issue statements describing the potential impact. These resources are carried forward in this EA for description in Chapter 3 (*Affected Environment*) and analysis in Chapter 4 (*Environmental Consequences*). For some resources, new site-specific information may be available based on site investigations conducted during 2012 and 2013, and this information is presented in Chapter 3 of this EA to the extent that it is relevant to the infrastructure SPODs. If the site-specific information does not substantively change the impact analysis presented in the CCSM Project FEIS (BLM 2012b), no additional impact analysis is included in Chapter 4.

***Air and Atmospheric Values***

- **Issue 1:** Since publication of the CCSM Project FEIS (BLM 2012b) there has been one change to the applicable air quality standards: the U.S. Environmental Protection Agency (EPA) has lowered the primary National Ambient Air Quality Standard for particulate matter with diameter of 2.5 microns or less (PM<sub>2.5</sub>) from 15 micrograms per cubic meter (µg/m<sup>3</sup>) to 12 µg/m<sup>3</sup>.
- **Issue 2:** The CCSM Project FEIS (BLM 2012b) does not analyze increases in criteria pollutants (e.g., ozone, particulate matter) resulting from the Quarry (CCSM Project FEIS [BLM 2012b], Tables 4.1-6 through 4.1-8). Emissions of criteria pollutants from construction and operation of the Quarry require additional analysis.

***Cultural Resources and Native American Concerns***

- **Issue 3:** Site-specific cultural resource surveys conducted after the CCSM Project ROD (BLM 2012a) have increased the number of known cultural resources in the Project Area and the BLM's understanding of cultural resources that could be affected by the Proposed Action. As a result, the description of the affected environment and potential impacts that could result from the Proposed Action require a review for consistency with the disclosures in the CCSM Project FEIS (BLM 2012b) and the Cultural Resources Programmatic Agreement (PA) (CCSM Project ROD [BLM 2012a], Appendix E).

***National Scenic and Historic Trails***

- **Issue 4:** In 2012, following publication of the CCSM Project ROD (BLM 2012a), the BLM published Manual 6280, *Management of National Scenic and Historic Trails and Trails under Study or Recommend as Suitable for Congressional Designation*. This document altered the management framework for national scenic and historic trails that was analyzed in the CCSM Project FEIS (BLM 2012b). A review of the analysis in the CCSM Project FEIS (BLM 2012b) is needed to compare it to BLM Manual 6280.
- **Issue 5:** The National Park Service commenced a feasibility study update and revision in the spring of 2011 to evaluate the feasibility and suitability of adding routes of the Overland Historic Trail and the Cherokee Historic Trail to the already designated California National Historic Trail (NHT). Additional analysis for the Haul Road is required for the Overland Trail to comply with Manual 6280.
- **Issue 6:** The CCSM Project FEIS (BLM 2012b) does not analyze impacts to National Scenic and Historic Trails resulting from the Quarry. Potential impacts on National Scenic and Historic Trails resulting from the construction and operation of the Quarry require additional analysis.

***Paleontological Resources***

- **Issue 7:** Recent pedestrian on-the-ground paleontological surveys provide site-specific information about paleontological resources that was not available during preparation of the CCSM Project FEIS (BLM 2012b). As a result, the description of the affected environment and potential impacts that could result require review for consistency with the disclosures in the CCSM Project FEIS (BLM 2012b).

### **Range Resources**

- **Issue 8:** The analysis of impacts on range resources and Animal Unit Months (AUMs) in the CCSM Project FEIS (BLM 2012b) uses an average value for AUMs based on the best available information. Recent vegetation surveys allow for more site-specific estimates of AUM values. Due to the availability of this new site-specific information, the description of the affected environment and potential impacts that could result require review for consistency within the disclosures in the CCSM Project FEIS (BLM 2012b).
- **Issue 9:** The Quarry (including Quarry Road) was not included or analyzed in the CCSM Project FEIS (BLM 2012b). As a result, potential impacts on range resources resulting from the Quarry Road require additional analysis in this EA.

### **North Platte River Special Recreation Management Area (SRMA)**

- **Issue 10:** Review of the North Platte River SRMA as considered and addressed in the CCSM Project FEIS (BLM 2012b) identified two updates: (1) a portion of the Phase I Haul Road and Facilities will be located within the North Platte River SRMA, and (2) the North Platte River Recreation Area Management Plan (RAMP) has been revised since publication of the CCSM Project FEIS (BLM 2012b), and it identifies specific management actions for the SRMA. The two updates require additional analysis in the EA with respect to the Phase I Haul Road and Facilities.

### **Socioeconomics**

- **Issue 11:** The Quarry was not included or analyzed in the CCSM Project FEIS (BLM 2012b). As a result, potential impacts on socioeconomics require additional analysis in this EA.
- **Issue 12:** In 2013, the BLM issued the Socioeconomic Strategic Plan 2012–2022, which provides a roadmap for the BLM’s socioeconomic program and outlines a vision, goals, and objectives for the BLM to use in analyzing the socioeconomic effects resulting from different management decisions. In addition, the BLM issued IM No. 2013-131 – Guidance on Estimating Nonmarket Environmental Values, which provides guidance on when and how to consider non-market environment values during NEPA analysis. The socioeconomic description and analysis provided in the CCSM Project FEIS (BLM 2012b) requires review for consistency with the guidance provided in the Socioeconomic Strategic Plan and IM 2013-131.

### **Soils**

- **Issue 13:** Recent site-specific soils information was collected during field investigations. Due to the availability of this new information, the description of the affected environment and potential impacts that could result require review for consistency with the disclosures in the CCSM Project FEIS (BLM 2012b).

**Transportation**

- **Issue 14:** The Quarry (including Quarry Road) was not included or analyzed in the CCSM Project FEIS (BLM 2012b). As a result, potential impacts on transportation and access resulting from the Quarry require additional analysis in this EA.

**Vegetation (including Noxious Weeds and Invasive Species, and Wetlands and Riparian Zones)**

- **Issue 15:** Recent surveys of the CCSM Project Area provide site-specific information about vegetation communities that was not available during preparation of the CCSM Project FEIS (BLM 2012b). As a result, the description of the affected environment and potential impacts that could result require review for consistency with the disclosures in the CCSM Project FEIS (BLM 2012b).
- **Issue 16:** Recent wetland delineations of the CCSM Project Area provide site-specific information about wetlands and riparian zones that was not available during preparation of the CCSM Project FEIS (BLM 2012b). As a result, the description of the affected environment and potential impacts that could result require review for consistency with the disclosures in the CCSM Project FEIS (BLM 2012b).
- **Issue 17:** Site-specific weed surveys conducted after the CCSM Project ROD (BLM 2012a) have increased the BLM's understanding of invasive species and provided new relevant information. As a result, the description of the affected environment and potential impacts that could result require review for consistency with the disclosures in the CCSM Project FEIS (BLM 2012b).

**Visual Resources**

- **Issue 18:** The CCSM Project FEIS (BLM 2012b) states that the engineering design outlined in a site-specific plan of development (i.e., the Phase I Haul Road and Facilities SPOD [PCW 2014a]) would provide the necessary detail to evaluate and analyze site-specific impacts. Although the geographic and visual resource conditions and impacts resulting from the Phase I Haul Road and Facilities are similar to those analyzed in the CCSM Project FEIS (BLM 2012b), additional analysis is warranted for the Phase I Haul Road and Facilities based on these site-specific engineering details.
- **Issue 19:** The Quarry (including Quarry Road) was not analyzed in the CCSM Project FEIS (BLM 2012b). As a result, potential impacts on visual resources resulting from the Quarry require additional analysis in this EA.

**Water Resources**

- **Issue 20:** The number of stream crossings and surface disturbance per sub-watershed is different from those analyzed in the CCSM Project FEIS (BLM 2012b). As a result, the description of the affected environment and potential impacts that could result require review for consistency with the disclosures in the CCSM Project FEIS (BLM 2012b).

**Wildlife and Fisheries Resources**

- **Issue 21:** Recent surveys of the CCSM Project Area provide site-specific information about wildlife species and their habitats that was not available during preparation of the CCSM Project FEIS (BLM 2012b). As a result, the description of the affected environment and potential impacts that could result require review for consistency with the disclosures in the CCSM Project FEIS (BLM 2012b).

**Special Status Species**

- **Issue 22:** Recent site-specific surveys of white-tailed prairie dog (*Cynomys leucurus*), pygmy rabbit (*Brachylagus idahoensis*), Wyoming pocket gopher (*Thomomys clusius*), Greater Sage-Grouse (*Centrocercus urophasianus*), western burrowing owl (*Athene cunicularia*), and mountain plover (*Charadrius montanus*) locations provide site-specific information that was not available during preparation of the CCSM Project FEIS (BLM 2012b). As a result, the description of the affected environment and potential impacts that could result require review for consistency with the disclosures in the CCSM Project FEIS (BLM 2012b).

**Noise and Human Health**

- **Issue 23:** The CCSM Project FEIS (BLM 2012b) analyzes potential noise-associated impacts from typical construction equipment, vehicle traffic, and blasting for the CCSM Project. Because the location of the Rail Facility changed and the Quarry (including Quarry Road) was not analyzed in the CCSM Project FEIS (BLM 2012b), the description of the affected environment and potential impacts that could result require review for consistency with the disclosures in the CCSM Project FEIS (BLM 2012b).