
*CCSM Project Infrastructure Components
Environmental Assessment*

Appendix B

Interdisciplinary Team Checklist

APPENDIX B

INTERDISCIPLINARY TEAM CHECKLIST

Project Name: Power Company of Wyoming – Chokecherry and Sierra Madre (CCSM) Wind Energy Project Phase I Haul Road and Facilities, West Sinclair Rail Facility, and Road Rock Quarry Environmental Assessment (EA).

NEPA Log Number: DOI-BLM-WY-070-EA14-149

File/Serial Number: WYW-183742

Project Leader: Heather Schultz

Determination Process:

If the resource is not present in the area impacted by the proposed action, that resource is coded as **NP** (= not present in the area).

If the resource is present, Appendix C – Project Permitting and BLM Tiering Procedures of the CCSM Record of Decision (ROD) (attached to this EA as Appendix A) states that the Determination of NEPA Adequacy (DNA) process should be used to document the steps the BLM Interdisciplinary (ID) Team used to evaluate and determine whether the project-wide level environmental impact statement, in this case the CCSM Project Final Environmental Impact Statement (FEIS), sufficiently analyzed the site-specific effects and considered the site-specific plan of development or if additional NEPA documentation is necessary. The following questions were answered in the DNA evaluation for this EA:

1. Are the anticipated environmental impacts of the site-specific plan of development sufficiently analyzed in the CCSM Project FEIS?
2. Is the site-specific plan of development a feature of, or essentially similar to, the selected alternative identified in the CCSM Project ROD? Is the site-specific plan of development within the conceptual area of development, or if the location is different, are the geographic and resource conditions sufficiently similar to those analyzed in the CCSM Project FEIS? If there are differences, can it be explained as to why they are not substantial?
3. Is the existing analysis in the CCSM Project FEIS valid in light of any new information or circumstances (such as rangeland health standard assessments, recent endangered species listings, updated lists of BLM-sensitive species)? Can it be reasonably concluded that new information and circumstances would not substantially change the analysis of the site-specific plan of development?
4. Are the direct, indirect, and cumulative effects that would result from implementation of the site-specific plan of development similar (both quantitatively and qualitatively) to those analyzed in the CCSM Project FEIS?
5. Is the public involvement and interagency review conducted on the CCSM Project FEIS adequate for the site-specific plan of development?

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If all questions above are answered “yes”, then additional NEPA review is not necessary for that particular resource, and that resource is not analyzed in this EA. These resources are categorized in the table below, as follows:

- “Not Present” (NP) – the resource does not occur in the CCSM Project Area for the Proposed Action and is not carried forward for detailed analysis.
- “Not Impacted” (NI) – the resource was 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 A of this EA, it may be potentially impacted.

Table B-1. Interdisciplinary Team Checklist

Determinations			Resource	Rationale for Determinations	Specialist
Haul Road	Rail Facility	Quarry			
NI	NI	PI	Air and Atmospheric Values	<p>The Haul Road is a feature of or is essentially similar to the preferred alternative 1R, is within the same analysis area, and the resource conditions are sufficiently similar to those analyzed in the CCSM Project FEIS. No new information or circumstances are in place now that were not analyzed in the CCSM Project FEIS.</p> <p>The Rail Facility is located outside of the CCSM Project Application Area. The geographic and resource conditions are sufficiently similar to those analyzed in the CCSM Project FEIS with respect to Air and Atmospheric Values because air quality effects were analyzed within 5 km of the various alternative boundaries (Section 4.1 of the FEIS). The current location of the proposed West Sinclair Rail Facility is within that analysis area, and therefore, the emissions as estimated within Section 4.1 of the FEIS, which included a regional rail facility as a project component, are consistent with the Proposed Action in this EA.</p> <p>Air quality impacts from the Quarry were not analyzed in the CCSM Project FEIS. Increases in ozone concentrations were analyzed qualitatively in Section 4.1 of the CCSM Project FEIS. Although similar mobile sources of emissions are anticipated (e.g., earth moving equipment, etc.), the Quarry has the potential to increase the total levels of criteria pollutants, particularly ozone precursors (VOC and NOx), and therefore has the potential to increase levels of criteria pollutants in the analysis area. It is not anticipated that the addition of the Quarry to the CCSM Project would cause an exceedance of any federal or state ambient air quality standard.</p> <p>The quantitative assessment of fugitive dust impacts in the CCSM Project FEIS utilized total surface acres of development and total miles of roads within the Project Area as a proxy for potential fugitive dust generation. These numbers are not anticipated to change even when the Quarry is considered, so no further fugitive dust analysis is warranted.</p> <p>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 NAAQS for PM2.5 from 15 µg/m3 to 12 µg/m3, warranting additional review for the Proposed Action of this EA.</p> <p>Greenhouse gas emissions are considered as a cumulative impact consistent with the CCSM Project FEIS (BLM 2012a) and additional analysis is not warranted; however, this EA discloses greenhouse gas emissions for the Quarry because the Quarry was not included in the CCSM Project FEIS.</p>	Heather Schultz

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Determinations			Resource	Rationale for Determinations	Specialist
Haul Road	Rail Facility	Quarry			
PI	PI	PI	Cultural Resources and Native American Concerns	Eligible properties that would be potentially affected have been located within the Infrastructure Component Site and a review of this information is warranted to ensure conformance with the CCSM Project FEIS and the Cultural Resources Programmatic Agreement, contained in Appendix E of the CCSM Project ROD. Per the CCSM Project ROD, “BLM shall make determinations of effect for and identify any adverse effects to historic properties within those portions of the APE identified” for each site-specific plan of development.	Patrick Walker
PI	NI	PI	National Scenic and Historic Trails	<p>In 2012, the BLM published Manual 6280 – Management Of National Scenic and Historic Trails and Trails Under Study or Recommended as Suitable for Congressional Designation. This document alters the management framework analyzed in the EIS. However, the BLM does not anticipate conflicts with this document for the proposed Rail Facility and Quarry infrastructure components. Additional analysis is required for the Phase I Haul Road and Facilities where the visual impacts associated with the Haul Road may affect the CDNST under the new guidance. 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 NHT. Additional analysis for the Haul Road is required for the Overland Trail to comply with Manual 6280.</p> <p>The geographic and resource conditions applicable to the West Sinclair Rail Facility are sufficiently similar to those analyzed in the CCSM Project FEIS with respect to National Scenic and Historic Trails. The West Sinclair Rail Facility would be set back over 5 miles from the CDNST, over 10 miles from the Overland Trail, and over 26 miles from the Cherokee Trail, and would not be within the viewshed of these three trails. The West Sinclair Rail Facility would have no effect on the nature and purposes, resources, qualities, values or associated settings, or the primary use of the CDNST and would have no effect on the values, characteristics, and settings of either the Overland Trail or the Cherokee Trail. The existing analysis in the CCSM Project FEIS is valid because there is no new information or circumstances related to trail resources that would substantially change the analysis of impacts from the West Sinclair Rail Facility. The direct, indirect, and cumulative effects that would result from implementation of the infrastructure component EA are similar to those analyzed in the CCSM Project FEIS both qualitatively and quantitatively with respect to the West Sinclair Rail Facility.</p> <p>Impacts to National Scenic and Historic Trails from the Quarry were not analyzed in the CCSM Project FEIS. Although similar types of impacts to National Scenic and Historic Trails are anticipated (e.g., visual) from the Quarry, the potential impacts to National Scenic and Historic Trails require further review.</p>	Christopher Jones David Hullum

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Determinations			Resource	Rationale for Determinations	Specialist
Haul Road	Rail Facility	Quarry			
NI	NI	NI	Geology, Geologic Hazards, and Mineral Resources	<p>The Haul Road is a feature of, or essentially similar to the preferred alternative 1R with respect to Geological and Mineral Resources; is within the same analysis area; and the resource conditions are sufficiently similar to those analyzed in the CCSM Project FEIS. The results of geotechnical investigations for the Phase I Haul Road and Facilities are consistent with the CCSM Project FEIS.</p> <p>The Rail Facility is located outside of the CCSM Application Area. The same general geological formations analyzed in the CCSM Project FEIS (Quaternary alluvium [PFYC of 3], Miocene rocks [PFYC of 2], Steele Shale and Niobrara formations [PFYC of 3 and 5, respectively], and Frontier formation [PFYC of 3]) are present under the currently proposed Rail Facility Site. Therefore, the geographic and resource conditions are sufficiently similar to those analyzed in the CCSM Project FEIS with respect to Geological and Mineral Resources. In addition, the potential for impacts to mineral resources (oil, gas and coal minerals) are consistent with those analyzed in the CCSM Project FEIS. Impacts from geological hazards are also not substantially different within the currently proposed Rail Facility Site than the rail facility location analyzed in the CCSM Project FEIS. The results of geotechnical investigations for the Rail Facility are consistent with the CCSM Project FEIS.</p> <p>The Quarry was not analyzed in the CCSM Project FEIS but the Quarry is proposed within the Application Area of the CCSM Project FEIS. Potential impacts related to Geology, Geologic Hazards, and Mineral Resources were analyzed for the entire Application Area. Potential impacts due to conflicts with mineral extraction (oil, gas, and coal) were analyzed and it was determined there would be a low potential for conflicts because development of these minerals is expected to be low. Similarly, potential geological hazards were disclosed (e.g., landslides, slope instability, and risks associated with clay/bentonite areas). Any potential impacts resulting from the Quarry would be substantively similar both qualitatively and quantitatively to the impacts described in the CCSM Project FEIS. No new risks or potential impacts are anticipated.</p>	Heather Schultz

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Determinations			Resource	Rationale for Determinations	Specialist
Haul Road	Rail Facility	Quarry			
NI	NI	NI	Land Use	<p>The CCSM Project FEIS found that construction, operation, and decommissioning of the CCSM Project are not expected to affect land uses, federal land use designations and current land use authorizations (BLM 2012a). The anticipated environmental impacts to Land Use resulting from the Proposed Action for the infrastructure component EA are sufficiently analyzed in the CCSM Project FEIS. The Haul Road is a feature of, or essentially similar to, the selected alternative identified in the CCSM Project ROD. The Haul Road and Quarry are within the conceptual area of development (defined as the Application Area in the FEIS) and so land use impacts were sufficiently disclosed in Section 4.4 of the FEIS. The Quarry is located entirely on private land.</p> <p>The lead track and wye connection for the Rail Facility lie outside of the CCSM Project Application Area. However, the geographic and resource conditions are sufficiently similar to those analyzed in the CCSM Project FEIS because the lands outside of the CCSM Project Application Area are not federal lands (i.e., they are private and State lands). The existing analysis in the CCSM Project FEIS is valid because there is no new information or circumstances related to Land Use that would substantially change the analysis. The direct, indirect, and cumulative effects that would result from implementation of the infrastructure component EA are similar to those analyzed in the CCSM Project FEIS both qualitatively and quantitatively.</p>	Heather Schultz
NP	NP	NP	Areas of Critical Environmental Concern (ACECs)	The 2008 Rawlins RMP indicated there are no designated or proposed ACECs in the project area.	Heather Schultz
NP	NP	NP	BLM Natural Areas	The 2008 Rawlins RMP did not identify any natural areas in the project area.	Christopher Jones David Hullum
NP	NP	NP	Farmlands (Prime or Unique)	The 2008 Rawlins RMP did not identify any prime or unique farmlands in the project area.	Heather Schultz
NI	NI	NI	Fuels/Fire Management	Fuels/Fire Management was not addressed as a stand-alone resource in the CCSM Project FEIS. Analysis of Fuels/Fire Management was not deemed necessary for the CCSM Project FEIS. It can be reasonably concluded that Fuels/Fire Management analysis for the infrastructure component EA is not required because the infrastructure component EA is a feature of, or essentially similar to, the selected alternative identified in the project-wide level ROD, and because it is within the conceptual area of development, and/or the geographic and resource conditions are sufficiently similar to those analyzed in the CCSM Project FEIS. No new information or circumstances related to fuels and fire management are present now that were not present during preparation of the CCSM Project FEIS.	Cheryl Newberry

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Determinations			Resource	Rationale for Determinations	Specialist
Haul Road	Rail Facility	Quarry			
PI	PI	PI	Paleontological Resources	<p>The direct, indirect, and cumulative effects that would result from implementation of the infrastructure component EA are similar to those analyzed in the CCSM Project FEIS both qualitatively and quantitatively. A total of 6,533 acres of formations with medium to high potential for important fossils were discussed as being at risk of direct impacts in the EIS. The total impacts to these formations as a result of the Proposed Action in the infrastructure EA, including the quarry are not expected to exceed 6,533 acres.</p> <p>Pedestrian surveys were conducted for paleontological resources within the Infrastructure Component Site during 2013. Therefore, additional information is available and an analysis of impacts to the fossil localities within the Infrastructure Component Site is warranted in the EA.</p>	Brent Breithaupt
PI	PI	PI	Range Resources	<p>The impact assessment in the CCSM Project FEIS for Animal Unit Months (AUMs) used an average value based on the best information available at that time. Since publication of the CCSM Project ROD, new site-specific vegetation surveys have been completed. These vegetation surveys can now inform a more site-specific assessment of AUM values.</p> <p>Additional impacts to range resources resulting from the 1.6 miles of the Quarry Road located on BLM surface estate are possible and will require further review. Site-specific AUM values will also be used for this analysis.</p>	Cheryl Newberry

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Determinations			Resource	Rationale for Determinations	Specialist
Haul Road	Rail Facility	Quarry			
PI	NI	NI	Recreation (including Lands with Wilderness Characteristics)	<p>The CCSM Project FEIS Recreation Analysis Area included all lands within the CCSM Project Area, as well as adjacent lands in the vicinity. Impacts to hunting, dispersed recreation and other recreation were analyzed in the CCSM Project FEIS. The Proposed Action in this EA is a feature of, or essentially similar to the preferred alternative 1R, is within the same analysis area, and the resource conditions are sufficiently similar to those analyzed in the CCSM Project FEIS.</p> <p>The affected environment for the North Platte River SRMA as considered and addressed in the CCSM Project FEIS (BLM 2012b) was reviewed in accordance with the Tiering Procedures. This review resulted in the identification of two updates to the information provided and considered in the CCSM Project FEIS (BLM 2012b): (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 effect of these two updates requires analysis in the EA with respect to the Phase I Haul Road and Facilities.</p> <p>Per the CCSM Project FEIS, there are six inventory units within the Application Area. The analysis and field inventory conducted by the BLM in 2011 found that these six inventory units do not have wilderness characteristics in accordance with Section 201 of FLPMA and BLM Washington Office IM 2011-154. None of these six inventory units are located within the infrastructure component sites. Therefore, no additional impact analysis is needed for Lands with Wilderness Characteristics.</p>	Christopher Jones David Hullum

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Determinations			Resource	Rationale for Determinations	Specialist
Haul Road	Rail Facility	Quarry			
NI	NI	PI	Socioeconomics	<p>The Haul Road is a feature of, or essentially similar to the preferred alternative 1R with respect to Socioeconomics; is within the same analysis area, and the resource conditions are sufficiently similar to those analyzed in the CCSM Project FEIS. No new information or circumstances are in place now that were not analyzed in the CCSM Project FEIS.</p> <p>The Rail Facility described in the infrastructure EA is located south of Interstate 80 and to the west of the rail facility evaluated in the CCSM Project FEIS. Its continued location south of Interstate 80 conforms to the ROD’s reasoning regarding the location of the Rail Facility to mitigate concerns regarding access and construction traffic and the conclusion in the CCSM Project FEIS that the use of a rail facility mitigates transportation related impacts from the CCSM Project. In addition, socioeconomic analysis was conducted for southwestern Carbon County and portions of Sweetwater County, so the current configuration of the proposed Rail Facility outside of the Application Area does not warrant additional analysis.</p> <p>Socioeconomic impacts associated with the Quarry were not analyzed in the CCSM Project FEIS. Direct and indirect effects that would result from implementation of the Road Rock Quarry may not be sufficiently similar quantitatively and qualitatively to those analyzed in the CCSM Project FEIS. The assumptions and inputs required for all socioeconomic modeling and analysis did not account for the Quarry. Therefore, the socioeconomic impacts of the Quarry warrant additional review.</p>	Heather Schultz
NI	NI	NI	Environmental Justice	<p>The CCSM Project FEIS determined that impacts would not disproportionately affect minority or low income populations in the region. The Proposed Action is a feature of, or essentially similar to the preferred alternative 1R, is within the same analysis area (i.e., Carbon County and the State of Wyoming), and the resource conditions are sufficiently similar to those analyzed in the CCSM Project FEIS. No new information or circumstances are in place now that were not analyzed in the CCSM Project FEIS. Therefore, no additional analysis is warranted.</p>	Heather Schultz
PI	PI	PI	Soils	<p>Sensitive soils may be disturbed by construction of the Proposed Action. Soils data have been updated by PCW during field investigations. These new data add to the overall understanding of soil resources in the CCSM Project Area, and additional disclosures concerning impacts to soil resources are warranted.</p>	Susan Foley

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Determinations			Resource	Rationale for Determinations	Specialist
Haul Road	Rail Facility	Quarry			
NI	NI	PI	Transportation	<p>Impacts to transportation in the CCSM Project FEIS assumed the Haul Road would result in 59 miles of new roads. The current estimate for the Haul Road is 57 miles, and is not expected to rise above 59 miles. The Haul Road is within the conceptual area of development and there is no new information or circumstances that would substantially change the analysis in the infrastructure component EA.</p> <p>The lead track and wye connection for the Rail Facility lie outside of the Application Area. Impacts to transportation in areas outside of the Application Area were analyzed in the CCSM Project FEIS. The direct and indirect impacts that would result from implementation of the Rail Facility are similar qualitatively and quantitatively to those analyzed in the CCSM Project FEIS because total impacts would be substantively the same.</p> <p>The Quarry was not analyzed in the CCSM Project FEIS and additional impacts to transportation are anticipated that were not identified in the CCSM Project FEIS. Additional review is warranted.</p>	Heather Schultz
PI	PI	PI	Vegetation (including Wetlands and Riparian Zones; Invasive Species)	<p>General Vegetation and Noxious Weeds/Invasive Species: Site-specific survey work has been conducted to document the vegetation communities, as well as the distribution/abundance of noxious weeds and invasive species, within the Infrastructure Component Site; disclosure of those data is warranted. Impacts to vegetation communities and from the potential spread of noxious weeds and invasive species, resulting from the Proposed Action in this EA, are anticipated to be similar in nature to the impacts described in the CCSM Project FEIS.</p> <p>Wetlands and Riparian Zones: Site-specific Waters of the U.S. (WUS) delineations have been conducted since publication of the CCSM Project FEIS and disclosure of the WUS (wetlands and non-wetland waters) information are warranted in the infrastructure component EA. Impacts to riparian zones resulting from implementation of the Proposed Action were sufficiently analyzed in the CCSM Project FEIS because the mapping of riparian zones in the CCSM Project FEIS was conservative and likely overestimated the total area of riparian zones throughout the CCSM Project Area. This assessment is based on site-specific vegetation surveys and the WUS delineation effort conducted in 2012 and 2013, during which time biologists noted that riparian zones were less prevalent than identified in the CCSM Project FEIS.</p>	Cheryl Newberry/ Maureen Starr/ Susan Foley

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Determinations			Resource	Rationale for Determinations	Specialist
Haul Road	Rail Facility	Quarry			
PI	NI	PI	Visual Resources	<p>The visual impact assessment for the Haul Road is consistent with that presented in the CCSM Project FEIS because the geographic and visual resource conditions and impacts are sufficiently similar to those analyzed in the CCSM Project FEIS. Additional analysis is warranted for the Haul Road based on site-specific engineering details as identified in the CCSM FEIS.</p> <p>The visual impact assessment for the Rail Facility is consistent with that presented in the CCSM Project FEIS because the geographic and visual resource conditions and impacts are sufficiently similar to those analyzed in the CCSM Project FEIS. It can be reasonably concluded that the proposed location of the Rail Facility outside of the Application Area would not substantially change the analysis of visual impacts and that visual impacts would be similar (both quantitatively and qualitatively) to those analyzed in the CCSM Project FEIS.</p> <p>The Quarry was not analyzed in the CCSM Project FEIS. The Quarry is located on the east side of a major ridgeline and well below the surrounding landscape, and it is anticipated that it would be visually separated from key observation points (such as the CDNST or public roads). However, a review of the visual resources with respect to the Quarry is needed to confirm this in this EA.</p>	Christopher Jones David Hullum
PI	PI	PI	Water Resources (Surface water and floodplains)	<p>Road crossing over drainages that utilize culverts or bridges may impact floodplains by adding flow impediments or by restricting access to the floodplain. The CCSM Project FEIS identifies impacts associated with 348 road-stream crossings. The Phase I Haul Road and Facilities accounts for 67 stream crossings, the Rail Facility accounts for 11 crossings, and the Quarry accounts for 7. The Proposed Action of the infrastructure component EA will not result in more than 348 stream crossings. In addition, no new geographic areas (i.e., sub-watersheds) will be impacted by the quarry or by changes in the geographic placement of the rail facility.</p> <p>However, the number of stream crossings per sub-watershed is different from the CCSM Project FEIS, and the EA would propose stream crossings in sub-watersheds that were not identified as having stream crossings in the CCSM Project FEIS. Additional detail on these crossings by sub-watershed is warranted based on updated information from the site-specific plans of development.</p> <p>Direct, indirect, and cumulative effects that would result from implementation of the Proposed Action in the infrastructure component EA would be similar qualitatively to those disclosed in the CCSM Project FEIS. Therefore, the qualitative impact assessment provided in the CCSM Project FEIS will be incorporated by reference in the EA. Surface disturbance acreages and number of stream crossings will be provided for each infrastructure component, by sub-watershed, mirroring Table 4.13-2 of the CCSM Project FEIS.</p>	Kelly Owens
NI	NI	NI	Water (Ground water)	No substantive changes in groundwater drawdowns are anticipated as a result of the infrastructure component Proposed Action.	Kelly Owens

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Determinations			Resource	Rationale for Determinations	Specialist
Haul Road	Rail Facility	Quarry			
Wildlife and Fisheries Resources					
NI	NI	NI	WHMA	No additional impacts to the Upper Muddy Creek Watershed/Grizzly Wildlife Habitat Management Area (WHMA) or the Red Rim – Grizzly WHMA are proposed for any of the three infrastructure project components. No changes in the WHMA have been made since the CCSM Project FEIS.	Heather Schultz
PI	PI	PI	Big Game (mule deer and pronghorn)	The Wyoming Game and Fish Department has added mapped migration routes for pronghorn and mule deer since publication of the CCSM Project ROD, and therefore, a review of these data and a disclosure of potential impacts to these species migration routes are warranted. In addition, impacts to the mule deer crucial winter range located at the northern end of the CCSM Project Area is warranted to determine if those impacts are consistent with impacts disclosed in the CCSM Project FEIS. Impacts to mule deer crucial winter range were not disclosed for the Quarry and impacts to mule deer crucial winter range resulting from the Rail Facility may be different due to the change in geographic placement of that facility.	Heath Cline
NI	NI	NI	Big Game (elk)	No changes to elk migration corridors or crucial winter range have occurred since publication of the CCSM Project ROD. No additional surveys for elk have been conducted since publication of the ROD. Therefore, it can reasonably be concluded that impacts to elk are consistent with the information disclosed in the CCSM Project FEIS.	Heath Cline
NI	NI	NI	Small Game and Furbearers	The Haul Road is a feature of, or essentially similar to the preferred alternative 1R, is within the same analysis area, and the resource conditions related to small game and furbearers are sufficiently similar to those analyzed in the CCSM Project FEIS. No new information or circumstances are in place now that were not analyzed in the CCSM Project FEIS. Therefore, no additional analysis is warranted. No additional analysis is warranted for the Rail Facility and Quarry because both qualitative and quantitative assessments provided in the CCSM Project FEIS are in conformance with the Proposed Action of this EA. No new surveys for these species have been conducted since the publication of the CCSM Project FEIS. Qualitative assessments of impacts for these species are consistent with those presented in the CCSM Project FEIS. Quantitative assessments of impacts to these species were limited to total acres of surface disturbance and miles of roads. No increases in these numbers are anticipated for Infrastructure Component EA. Therefore, the quantitative assessment for small game and furbearers is substantially similar to the impacts analyzed in the CCSM Project FEIS.	Heath Cline

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Determinations			Resource	Rationale for Determinations	Specialist
Haul Road	Rail Facility	Quarry			
NI	NI	NI	Nongame (bats)	<p>The Phase I Haul Road and Facilities and Rail Facility are features of, or essentially similar to the preferred alternative 1R, are within the same analysis area, and the resource conditions related to bat populations are sufficiently similar to those analyzed in the CCSM Project FEIS. The CCSM Project FEIS disclosed potential direct impacts to bats resulting from fatalities and loss of foraging and roosting habitat, as well as indirect impacts associated with habitat loss and modification. Direct impacts from fatalities associated with collisions from wind turbines as disclosed in the CCSM Project FEIS are not anticipated from the Proposed Action of this EA because no wind turbines are proposed in this EA. Other direct impacts (loss of foraging and roosting habitat) and the indirect impacts disclosed for bat species in the CCSM Project FEIS are anticipated to be similar qualitatively and quantitatively because the impacts analysis in the CCSM Project FEIS looked at total acres of long-term and short-term disturbance.</p> <p>The Quarry was not analyzed in the CCSM Project FEIS, but the Quarry is proposed within the Application Area of the CCSM Project FEIS. The initial and long-term surface disturbance for the CCSM Project, including the Quarry, is less than that identified in the CCSM Project FEIS. Any potential impacts resulting from the Quarry would be substantively similar both qualitatively and quantitatively to the impacts described in the CCSM Project FEIS.</p>	Heath Cline
NI	NI	NI	Birds (migratory birds, and sagebrush obligate species)	<p>Bird surveys have been on-going since publication of the CCSM Project FEIS with emphasis on raptor surveys, discussed under Special Status Species, above. Incidental observations of migratory birds and sagebrush obligates were made during 2012 and 2013 bird surveys, but it can be reasonably concluded that the results of these surveys do not change the impact analysis for these species as disclosed in the CCSM Project FEIS (BLM 2012a). The CCSM Project FEIS disclosed potential direct impacts to these species resulting from collisions with construction equipment and identified that these fatalities are anticipated to be low. Indirect impacts to these bird groups as discussed in the CCSM Project FEIS are anticipated to be similar qualitatively and quantitatively because the indirect impacts analysis in the CCSM Project FEIS looked at total acres of long-term and short-term disturbance. Total surface disturbance proposed in the site-specific EAs will not exceed that analyzed in the CCSM Project FEIS.</p>	Heath Cline

Table B-1. Interdisciplinary Team Checklist

Determinations			Resource	Rationale for Determinations	Specialist
Haul Road	Rail Facility	Quarry			
NI	NI	NI	Reptiles and Amphibians	<p>The Haul Road is a feature of, or essentially similar to the preferred alternative 1R, is within the same analysis area, and the resource conditions related to reptile and amphibian populations are sufficiently similar to those analyzed in the CCSM Project FEIS. No new information or circumstances are in place now that were not analyzed in the CCSM Project FEIS.</p> <p>No additional analysis is warranted for the Rail Facility and Quarry because both qualitative and quantitative assessments provided in the CCSM Project FEIS are in conformance with the Proposed Action of this EA. There are no mapped occurrences of reptiles or amphibians within the CCSM Project Area, and no new surveys for these species have been conducted since the publication of the CCSM Project FEIS. Qualitative assessments of impacts for these species are consistent with those presented in the CCSM Project FEIS. Quantitative assessments of impacts to these species relied on (1) total acres of surface disturbance, (2) miles of roads, (3) surface-disturbing impacts within sub-watersheds, and (4) number of stream crossings. No increases in these numbers are anticipated for the CCSM Project that will be analyzed during site-specific EAs. Therefore, the quantitative assessment for reptiles and amphibians is substantially similar to the impacts analyzed in the CCSM Project FEIS. In addition, protections for wetland and riparian areas outlined in the CCSM Project FEIS will be applicable to protections for amphibian species.</p>	Heath Cline
NI	NI	NI	Fisheries	<p>The Haul Road is a feature of, or essentially similar to the preferred alternative 1R, is within the same analysis area, and the resource conditions related to fisheries are sufficiently similar to those analyzed in the CCSM Project FEIS. No new information or circumstances are in place now that were not analyzed in the CCSM Project FEIS.</p> <p>No additional analysis is warranted for the Rail Facility and Quarry because both qualitative and quantitative assessments provided in the CCSM Project FEIS are in conformance with the Proposed Action of this EA. No new surveys for fish species have been conducted since the publication of the CCSM Project FEIS. Qualitative assessments of impacts for these species are consistent with those presented in the CCSM Project FEIS. Quantitative assessments of impacts to these species relied on (1) total acres of surface disturbance, (2) miles of roads, (3) surface-disturbing impacts within sub-watersheds, and (4) number of stream crossings. No increases in these numbers are anticipated for the CCSM Project that will be analyzed during site-specific EAs. Therefore, the quantitative assessment for fisheries is substantially similar to the impacts analyzed in the CCSM Project FEIS.</p>	Heath Cline

Table B-1. Interdisciplinary Team Checklist

Determinations			Resource	Rationale for Determinations	Specialist
Haul Road	Rail Facility	Quarry			
<i>Special Status Species</i>					
NP	NP	NP	Black-footed ferret	As identified in the CCSM Project FEIS (BLM 2012a), surveys were conducted in 2008 to locate and delineate white-tailed prairie dog activity and potential colony complexes within a portion of the CCSM Project Area to determine if black-footed ferrets could occur there. These surveys resulted in no observations of black-footed ferret. The entire State of Wyoming was block-cleared for black-footed ferret in 2013, which is a change in circumstances than those present during CCSM Project FEIS preparation, in which black-footed ferret surveys were still required within white-tailed prairie dog towns. Surveys for black-footed ferret are no longer required in the Bolten Ranch Prairie Dog Complex.	Heath Cline
NP	NP	NP	Western yellow-billed cuckoo	The USFWS proposed to list the western yellow-billed cuckoo (<i>Coccyzus americanus</i>) as a federally threatened species on October 6, 2013 (USFWS 2013a), after preparation of the CCSM Project FEIS. At the time of the preparation of this EA, the rule has not been finalized. Western yellow-billed cuckoo is currently federally listed as a candidate species, and therefore, is considered a BLM sensitive species. The closest documented occurrence of western yellow-billed cuckoo to the CCSM Project Area is within the Medicine Bow National Forest, about 30 miles northeast of the City of Saratoga. During preparation of the CCSM Project FEIS (BLM 2012a), it was determined that there is no suitable habitat within the CCSM Project Area for this species. Portions of the Section 7 range (USFWS 2013b) overlap the southwestern part of the CCSM Project Area; however, these portions are outside of the disturbance areas associated with the infrastructure components, would not be impacted by the Proposed Action of this EA, and no additional analysis is warranted. Section 7 range refers to consultation with the USFWS under the ESA and is defined as the area(s) within which, if an action is proposed, potential effects to the species should be considered. No critical habitat for this species has been designated (USFWS 2013c).	Heath Cline

Table B-1. Interdisciplinary Team Checklist

Determinations			Resource	Rationale for Determinations	Specialist
Haul Road	Rail Facility	Quarry			
NI	NI	NI	Platte River System Species and Colorado River System Species	<p>The USFWS prepared a Biological Opinion (BO) and it was included as Appendix F of the CCSM Project ROD (BLM 2012b) to address potential impacts to the Platte River system species and four federally-listed Colorado River fish species. With respect to the Platte River system species, the USFWS determined in its BO that the CCSM Project, as described, is not likely to jeopardize the continued existence of the federally endangered whooping crane, interior least tern, and pallid sturgeon, or the federally threatened northern Great Plains population of the piping plover, or the western prairie fringed orchid, in the central and lower Platte River (BLM 2012b). The Federal action is also not likely to destroy or adversely modify designated critical habitat for the whooping crane (BLM 2012b). In the BO, the USFWS determined that the CCSM Project may affect and is likely to adversely affect four federally endangered fishes of the Upper Colorado River, but that The Recovery Implementation Program for Endangered Fish Species in the Upper Colorado River Basin (Recovery Program) adequately addresses effects to the species (BLM 2012b).</p> <p>As provided in 50 CFR Section 402.16, re-initiation of formal consultation with the USFWS is required if (1) the amount or extent of incidental take is exceeded; (2) new information reveals effects of the agency action that may affect listed species or critical habitat in a manner or to an extent not considered in the biological opinion; (3) the agency action is subsequently modified in a manner that causes an effect to the listed species or critical habitat not considered in the biological opinion; or (4) a new species is listed or critical habitat designated that may be affected by the action (BLM 2012b). In instances where the amount or extent of incidental take is exceeded, the specific action(s) causing such take shall be subject to re-initiation expeditiously.</p> <p>It is not anticipated that re-initiation of formal consultation with the USFWS is required because the amount and extent of incidental take of the Proposed Action would not exceed the incidental take disclosed in the CCSM Project FEIS. In addition, none of the numbered items (2) through (4), above are applicable to the CCSM Project.</p>	Heath Cline
PI	PI	PI	BLM sensitive mammals: (pygmy rabbit, white-tailed prairie dog, and Wyoming pocket gopher)	As a result of surveys conducted in 2012 and 2013, additional occurrences of pygmy rabbit, white-tailed prairie dog, and Wyoming pocket gopher were observed since CCSM Project FEIS preparation. Disclosure of the survey results and a review for consistency with the disclosures in the CCSM Project FEIS for these species is warranted for the applicable infrastructure component(s).	Heath Cline
NI	NI	NI	Columbian sharp-tailed grouse	Despite site-specific bird surveys, no occurrences of this species have been noted since the publication of the ROD. Because the resource conditions are sufficiently similar to those analyzed in the CCSM Project FEIS, and there is no new information or circumstances that are in place now that were not analyzed in the CCSM Project FEIS, this species will not be further analyzed in this EA.	Heath Cline

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Determinations			Resource	Rationale for Determinations	Specialist
Haul Road	Rail Facility	Quarry			
PI	PI	PI	Greater Sage-Grouse, mountain plover, western burrowing owl, and raptors (including golden and bald eagles)	Additional occurrences of these species were observed since CCSM Project FEIS preparation. As a result, the general understanding of the species use of the areas covered in the EA has increased. Disclosure of the new information and a review for consistency with the disclosures in the CCSM Project FEIS for these species is warranted for the applicable infrastructure component(s). The Rail Facility is generally not anticipated to support Greater Sage-Grouse or raptor habitat. It is not anticipated that additional impacts to eagles other than those disclosed in the CCSM Project FEIS would occur as a result of implementation of the Proposed Action of this EA.	Heath Cline
NI	NI	NI	BLM Sensitive reptiles and amphibians (Great Basin spadefoot toad, and northern leopard frog)	Consistent with the Wildlife Monitoring and Protection Plan contained in the CCSM Project ROD (BLM 2012b), amphibian and reptile monitoring was accomplished through opportunistic wildlife observations while performing other wildlife surveys. Although small areas of potentially suitable habitat for these two species were observed during surveys, described in the wildlife survey reports, included as Appendix N of the site-specific plans of development (PCW 2014a, 2014b, 2014c), no occurrences of these species were recorded. Therefore, the subsequent survey results are in conformance with the information disclosed for these species in the CCSM Project FEIS.	Heath Cline
NI	NI	NI	BLM Sensitive fish	None of the disturbance areas associated with the Proposed Action contain suitable habitat for special status fish species. Downstream, indirect impacts to the three BLM-sensitive fish species present in Muddy Creek were sufficiently analyzed in the CCSM Project FEIS.	Heath Cline
NP	NP	NP	BLM Sensitive plants	Additional site-specific surveys for sensitive plants were conducted since the CCSM Project FEIS preparation. These surveys were negative for all species. Appendix O of the site-specific plans of development (PCW 2014a, 2014b, 2014c) provides additional detail on these species and the 2012 and 2013 habitat assessments/surveys.	Heath Cline/ Cheryl Newberry
PI	PI	PI	Noise and Human Health	The EIS discusses noise-associated impacts resulting from typical construction equipment, vehicle traffic, and blasting. The impact assessment determined if there were residences within 1,600 feet of construction activity (the distance at which noise impacts could occur per USEPA guidance) and then determined the noise level (in dB(A)) that those residences may experience as result of standard construction equipment. Because portions of the Rail Facility are proposed outside of the CCSM Project Application Area, and because the Quarry was not discussed in the CCSM Project FEIS, disclosures regarding the number of potentially affected residences within 1,600 feet of both the Rail Facility and Quarry site are warranted. Although no new residences are anticipated within the Phase I Haul Road and Facilities Site, final engineering of the Phase I Haul Road and Facilities has been completed and a review is warranted to determine the proximity of the Phase I Haul Road and Facilities to residences.	Heather Schultz

Table B-1. Interdisciplinary Team Checklist

Determinations			Resource	Rationale for Determinations	Specialist
Haul Road	Rail Facility	Quarry			
NP	NP	NP	Wild and Scenic Rivers	The 2008 Rawlins RMP indicated there are no designated or proposed WSRs in the project area.	Heather Schultz
NP	NP	NP	Wilderness/WSAs	The 2008 Rawlins RMP indicated there are no wilderness areas or WSAs in the project area.	Heather Schultz
NP	NP	NP	Wild Horses and Burros	The 2008 Rawlins RMP indicated there are no wild horse herds in the project area and no sightings of wild horses have been made since publication of that document.	Heather Schultz