

This updates the information that was provided in January 2014.

Permitting and preliminary design work continues for a proposed new electrical transmission line intertie extending west across the Tongass National Forest, from the Petersburg area to Kake on Kupreanof Island. The Kake-Petersburg Intertie (KPI) would transmit power to Kake at either 69 or 138 kilovolts (kV) and consist primarily of single wood pole structures. The U.S. Forest Service is the lead agency for the Environmental Impact Statement (EIS).

The Roadless Rule:

The Under Secretary of the U.S. Department of Agriculture (USDA) stated in a November 30, 2013, letter that the USDA believes the KPI Project is exempt from the 2001 Roadless Rule.

After review, the Petersburg Ranger indicated that SEAPA may propose to build roads in Inventoried Roadless Areas (IRAs).

Following this confirmation, due to the added flexibility resulting from the Roadless Rule being overturned, SEAPA was able to modify the construction approach. SEAPA revised its proposed construction approach for unroaded areas and now proposes as the most overall cost effective method to use a combination of shovel trails and temporary matting panels for access during construction, with helicopter support as needed. No new roads are proposed.



Construction Access:

Existing roads will be used for intertie construction when possible. Where the proposed construction crosses areas where there are no existing roads, access will be via shovel trails and temporary matting panels. Shovel trails will be temporary and for short-term use during the proposed project construction only and will be decommissioned following construction. Shovel trails will be up to 16-foot-wide. Where available, native materials (logs and slash) removed during right-of-way clearing will be used as an underlayment of the shovel trail to allow for the passage of wide tracked equipment. Temporary matting panels will be installed where sufficient native materials are not available. Temporary bridges will also be installed. Helicopters will be used as necessary for support. In limited areas where the construction of shovel trails is not cost effective, helicopters will be used for intertie construction.

Next Steps:

- Provide the Forest Service a revised Preliminary Draft Environmental Impact Statement (PDEIS) that reflects the revised construction approach in early July for review.
- Forest Service to issue a revised Notice of Intent (NOI) in July.
- D. Hittle report update complete.
- Prepare Camera Ready Draft Environmental Impact Statement (DEIS) and submit to the Government Printing Office for printing in August.
- Two public meetings on the DEIS which depending on the exact date of the DEIS release will likely occur sometime in early- to mid-October.
- Final Environmental Impact Statement (EIS) and Draft Record of Decision (ROD) in May of 2015. 🌀