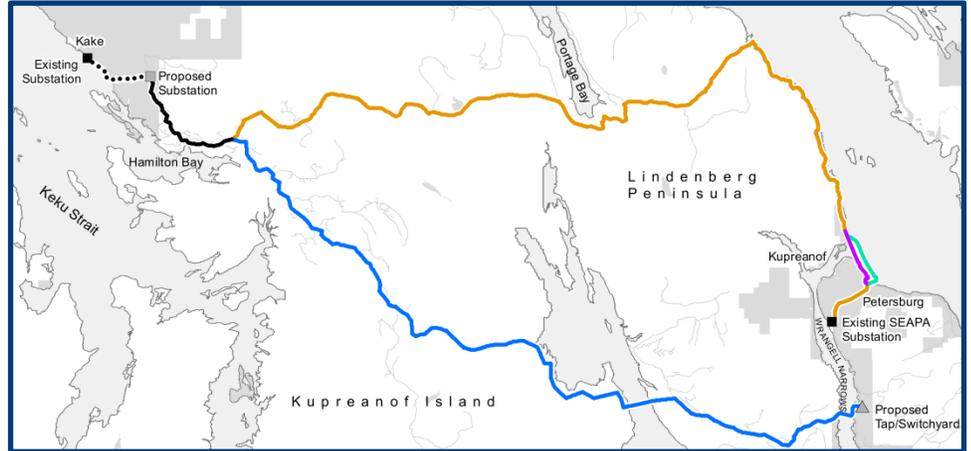


This updates the information that was provided in November 2013.

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 following activities recently occurred:

- Submitted a complete Preliminary Draft EIS (PDEIS) to the Forest Service for review on November 4, 2013.
- Received consolidated review comments from the Forest Service Petersburg Ranger District (PRD) and the Joint Review Team (JRT) on the PDEIS on December 11, 2013.
- Addressed Forest Service review comments that do not pertain to roads and/or Inventoried Roadless Areas.
- D. Hittle submitted a draft Final Report for the Kake–Petersburg Intertie Study Update. This included revised route options and estimated costs of construction. SEAPA, Tetra Tech, The Southeast Conference, and IPEC provided comments to D. Hittle.



**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 has indicated that SEAPA may propose to build roads in Inventoried Roadless Areas (IRAs). The PDEIS currently proposes a mixture of shovel trails and helicopter construction in unroaded areas, including IRAs.

Now that the Forest Service has confirmed that SEAPA may propose roads in IRAs, we are re-evaluating the potential benefits of building roads in unroaded areas. This includes evaluating where new roads would be constructed, what type of road, and where helicopters would be used because of terrain and other environmental considerations. As part of this evaluation, D. Hittle is revisiting the current cost estimates.

Once this evaluation is complete, work on the EIS can continue moving forward.

In the near future, we plan to:

- Determine where shovel trails, roads, and helicopters will be used for construction.
- Coordinate with the Forest Service regarding the proposed construction approach.
- Update the cost estimates and complete the D. Hittle report.
- Update the EIS schedule.
- Complete responses to the Forest Service’s comments on the PDEIS.
- Prepare the Draft EIS.
- Prepare and send a postcard to the Forest Service’s current mailing list asking people to respond if they wish to receive further notification and/or a copy of the Draft EIS. ✍