

WHERE will the TWE Project be located?

Thoughtful route planning

TWE's proposed route for the TWE Project was designed to accomplish many objectives, including:

- Staying within the established energy corridors that the U.S. government has designated across the west, as much as practical.
- Staying on federally owned land, as much as practical.
- Finding the shortest route between Wyoming and the Desert Southwest, therefore reducing the line's economic and environmental costs.
- Finding a route where construction can physically and wisely occur given existing geologic, environmental and human factors such as mountains, rivers and gorges; roads, railroads, housing and cultural sites; and wildlife breeding and habitat areas.

By virtue of its large size and high-capacity, the TWE Project can deliver electricity more efficiently and with less environmental impact than the construction of, say, 5 to 7 smaller lines that would be needed to transmit the same amount of electricity. Think of it like an oceanliner shipping hundreds of containers at once, effectively replacing the numerous smaller boats it would take to send the same amount of cargo.

The 725-mile TransWest Express Transmission Project is proposed to begin in south-central Wyoming, extend through northwestern Colorado and central Utah, turn southwest into southern Nevada, and end near Las Vegas, where the power can then be transmitted to nearby cities via networks of existing and potentially upgraded power lines. With this general start and end point in mind, TWE has conducted a corridor feasibility study to identify the proposed transmission line route and alternative routes, many of which are located within or adjacent to federally designated or proposed utility corridors, or parallel existing transmission lines or pipelines. The line will provide for a potential interconnection with the Intermountain Power Project transmission system near Delta, Utah, as well.

TransWest Express LLC has applied for rights-of-way over federal lands because the proposed route and the alternative routes for the transmission line cross hundreds of miles of federal land that is mainly administered by the Bureau of Land Management. The proposed project is a major federal action requiring the preparation of an Environmental Impact Statement to meet the requirements of the National Environmental Policy Act. The BLM and Western Area Power Administration will act as joint lead agencies responsible for preparing the EIS, and will coordinate with other federal, state and local government agencies.

Through their analysis, the BLM and Western will determine the final route corridor through many stages of study, scrutiny and refinement. Those stages include seeking comments and feedback from other BLM field offices, other federal land management agencies, state and local government entities, formal Cooperating Agencies, and the general public. Once a final route corridor has been identified by BLM and Western, the TWE surveying, design and engineering teams will continue working within the corridor area and with federal and private landowners to micro-site each tower in the best possible location and in consideration of identified sensitivities and constraints.



Where will the TWE Project be located?



Routing and siting a power line such as the TWE Project takes many years of careful analysis and study. First conceptualized in 2005, the TWE Project likely will not have a final corridor identified until 2013. It is important that critical infrastructure systems like the TWE Project are built wisely from day one, given people's future dependence on the line's electricity for their daily lives, the decades-long lifespan of a transmission line, the significant construction costs of roughly \$2 million per mile and other factors.

Many constraints and sensitivities are considered during the routing and siting process, including:

- Topography and geology
- Residential areas
- Socioeconomics
- Cultural and historic resources
- Wildlife and environmental resources
- Agricultural development
- Visual and cultural impacts
- Existing infrastructure
- Land use
- Special designations
- Water, minerals and mining
- Air quality
- National security