

# Record of Decision for the Approved Pony Express Resource Management Plan Amendment and Mona to Oquirrh Transmission Corridor Project

FES 10-11

UT-020-2008-009



February 2011



# TABLE OF CONTENTS

---

1.0	Introduction .....	1
1.1	Purpose and Need .....	1
1.1.1	Proponent’s Purpose and Need .....	1
1.1.2	BLM’s Purpose and Need .....	2
2.0	Overview of Alternatives .....	2
2.1	Proposed Action .....	7
2.1.1	Mona Annex and Limber Substations .....	7
2.1.2	Mona to Limber Transmission Line .....	8
2.1.3	Limber to Oquirrh Transmission Line .....	8
2.1.4	Limber to Terminal Transmission Line .....	9
2.2	Alternatives to the Proposed Action .....	9
2.2.1	Mona to Limber .....	9
2.2.2	Limber to Oquirrh .....	11
2.2.3	Limber to Terminal .....	13
2.3	No Action Alternative .....	13
2.4	Environmentally Preferred Action Alternative .....	14
2.5	Substation and Transmission Line Alternatives Considered and Eliminated .....	14
2.5.1	Substation Alternatives Considered and Eliminated .....	14
2.5.2	Transmission Line Alternatives Considered and Eliminated .....	17
2.6	BLM’s Preferred Action Alternative on Federal Lands .....	22
3.0	Results of Protest Review .....	22
4.0	Notice of Modifications and Clarifications .....	22
5.0	The Decision .....	23
6.0	Management Considerations in Selecting the BLM’s Preferred Alternative on Federal Lands .....	24
6.1	Considerations by Resource .....	24
6.1.1	Air Resources .....	24
6.1.2	Earth Resources .....	24
6.1.3	Water Resources .....	24
6.1.4	Biological Resources .....	24
6.1.5	Wildland Fire Ecology and Management .....	26
6.1.6	Cultural Resources .....	26
6.1.7	Paleontological Resources .....	26
6.1.8	Visual Resources .....	27
6.1.9	Land Use and Recreation Resources .....	27
6.1.10	Hazardous Materials .....	28
6.1.11	Electric and Magnetic Fields .....	28
6.1.12	Noise .....	28
6.1.13	Socioeconomics and Environmental Justice .....	29
6.1.14	Cumulative Impacts .....	29
6.2	Conformance with Affected BLM RMPs .....	30
6.3	Relationships to Other Plans, Policies, and Programs .....	31

7.0 Rationale for Selecting the Approved Plan Amendment and Selected Alternative ..... 32

8.0 Consistency and Consultation Review ..... 32

    8.1 Cooperating Agencies..... 33

    8.2 Governor’s Consistency Review ..... 33

    8.3 National Historic Preservation Act, Section 106 Consultation..... 33

    8.4 Native American Consultation..... 34

    8.5 Endangered Species Act, Section 7 Consultation ..... 34

9.0 Public Involvement ..... 35

    9.1 Public Scoping ..... 35

    9.2 Availability of Draft EIS and Draft RMP Amendment ..... 36

    9.3 Availability of FEIS and Proposed RMP Amendment ..... 36

10.0 Availability of the ROD and Approved RMP Amendment ..... 36

11.0 References ..... 39

# Record of Decision

---

## 1.0 Introduction

This Record of Decision (ROD) approves Rocky Mountain Power's (Proponent) proposal for a major right-of-way across federal lands to construct, operate, and maintain high-voltage transmission lines and associated facilities in Juab, Salt Lake, Utah, and Tooele counties in Utah. In conjunction with the Proponent's proposal, the Bureau of Land Management (BLM) has proposed to amend the Pony Express Resource Management Plan (RMP) to allow the BLM to issue a major right-of-way outside of a designated utility corridor. This ROD is published separate from the Final Environmental Impact Statement (FEIS) and Proposed Pony Express RMP Amendment. The FEIS/Proposed RMP Amendment for the Mona to Oquirrh Transmission Corridor Project was made available to the public for a 30-day review period through a Notice of Availability published in the Federal Register on April 26, 2010. Additionally, the Proposed RMP Amendment had a 30-day protest period that began on April 26, 2010.

Federal lands occurring within the proposed right-of-way are managed by the BLM. Thus, no other federal agency decisions are required to approve the issuance of the right-of-way grant.

## 1.1 Purpose and Need

The Federal Land Policy and Management Act of 1976 (FLPMA), the basic authority for the BLM's activities, provides the BLM with authority to grant rights-of-way on public land. Additionally, the Energy Policy Act of 2005 and the President's Energy Policy recognize and encourage the use of public land for energy-related facilities, such as this case of electrical transmission lines and substation facilities. The BLM's action has been to decide (1) whether or not to grant the Proponent a major right-of-way to construct, operate, and maintain the proposed facilities on BLM-administered land and under what terms and conditions, and (2) whether or not to amend the Pony Express RMP to allow for a grant of a major right-of-way for this proposed transmission line outside of a designated utility corridor in the Salt Lake Field Office (SLFO). The BLM has analyzed, through the FEIS, the Proponent's plan for, and effects of constructing, operating, maintaining, and eventually decommissioning the proposed Project.

### 1.1.1 Proponent's Purpose and Need

The Proponent's need for the Project is based on its obligations as a publicly regulated electric utility to provide safe, reliable, and cost-effective electric transmission service to its retail customers and other users of the transmission system. To meet this need, the Proponent is obligated per the Federal Energy Regulatory Commission (FERC) requirements (Orders 888 [FERC 1996a] and 889 [FERC 1996b]) to expand or upgrade its transmission system pursuant to the Open Access Transmission Tariff to accommodate requests (internal and external) for transmission services. As a result of a reduction in third-party requests, the Proponent has selected a 1,500 megawatt configuration for the transmission system.

Through the course of meeting its business and regulatory obligations, the Proponent has substantiated the need for the Project based on the following factors:

- The current and projected increase in electrical demands in northern Utah and the projected electrical shortfall, based on population growth;

- Existing generation resources and the capacity of existing transmission infrastructure to meet these demands;
- Projected generation and the capacity of the existing transmission system to accommodate the increased capacity for facilities planned or under construction;
- System reliability and flexibility issues associated with the operation of the existing transmission system;
- Allowance for economical power sales, transfers, and purchases;
- Integration with short-term and long-range planning.

### **1.1.2 BLM's Purpose and Need**

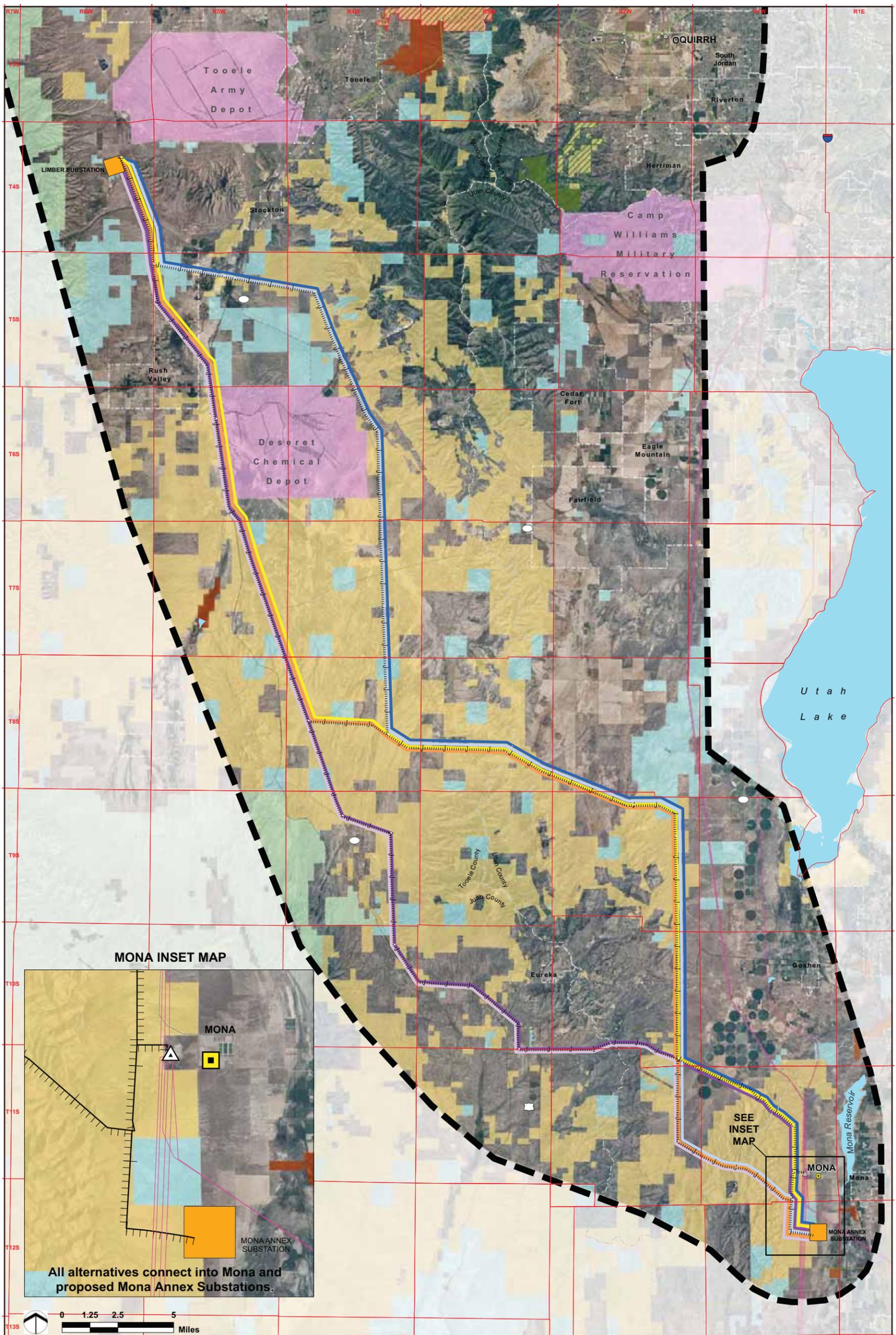
The BLM's action is to issue a major right-of-way grant on federal lands to the Proponent for construction, operation, and maintenance of a single-circuit 500 kilovolt (kV) transmission line from the existing Mona Substation to a proposed 500/345/138kV Mona Annex Substation near the community of Mona in Juab County, Utah, on to a proposed future 500/345/138kV Limber Substation, to be located in the Tooele Valley in Utah. Initially, the 500kV line will be energized at 345kV voltage originating at the Mona Substation. At some time in the future, the line will be upgraded to 500kV, as necessary, to meet the Proponent's customer energy demands (see Figure 2-2 of the FEIS/Proposed RMP Amendment).

From the future Limber Substation, two double-circuit 345kV lines are proposed: one line will connect to the existing Oquirrh Substation in West Jordan, Utah, and the second line will connect to the existing Terminal Substation in Salt Lake City, Utah.

To grant a major right-of-way outside an existing utility corridor designated by BLM in the SLFO, the Pony Express RMP (BLM 1990) requires an amendment. The width of the proposed major right-of-way on BLM-administered lands will be 250 feet wide for the 500kV line, and 150 feet wide for the 345kV line.

## **2.0 Overview of Alternatives**

The Project consists of three major components, including (1) a 500kV transmission line from the existing Mona Substation to the future Limber Substation (includes an interconnection with the proposed Mona Annex Substation) (see Figure R-1); (2) a 345kV transmission line from the future Limber Substation to the existing Oquirrh Substation (see Figure R-2); and (3) a 345kV transmission line from the future Limber Substation to the existing Terminal Substation (see Figure R-3). These components are described below.



**Legend**

**Project Features**

- Alternative A1
- Alternative A2 - BLM's Preferred Alternative on Federal Lands/Environmentally Preferred Alternative/Proponent's Proposed Action
- Alternative B1
- Alternative B2
- Alternative C1
- Alternative C2
- Proposed Substation Site
- Project Study Area

**Land Jurisdiction**

- Bureau of Land Management
- U.S. Forest Service
- Department of Defense
- State Trust Land
- Private Land

**Administrative Features**

- County Boundary

**Special Management Areas**

- UDWR Wildlife Management Area
- Yellow Fork Canyon Regional Park
- Rose Canyon Ranch Open Space
- North Oquirrh Management Area
- Wilderness Study Area

**Public Land Survey System**

- Township and Range Line

**Utility Features**

- 345kV Transmission Line
- 138kV Transmission Line
- Power Plant
- Substation
- Natural Gas Pipeline

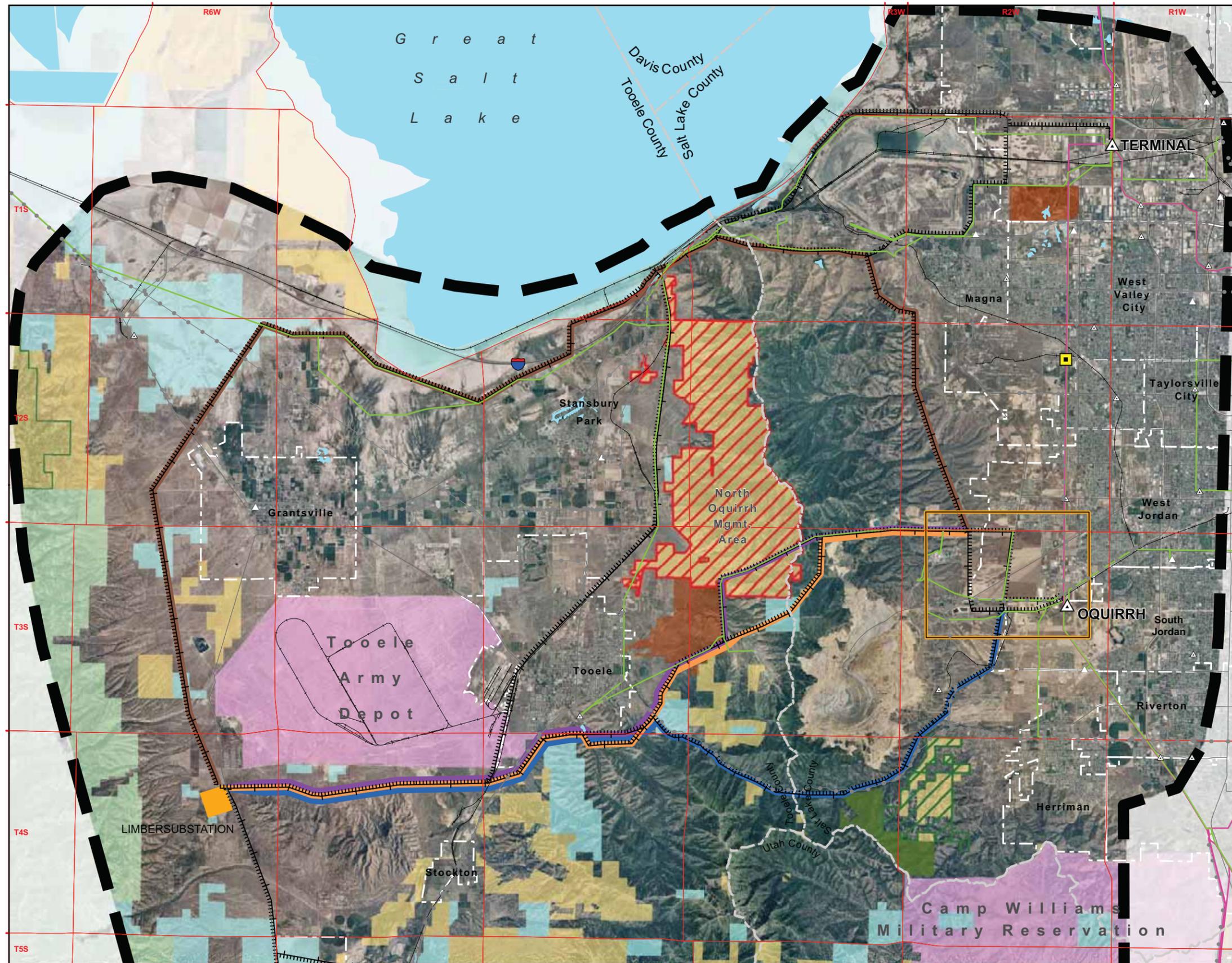
**Transportation Features**

- Railroad
- Major Road

SOURCES: Land Ownership, Utah AGRC 2007; Aerial Imagery, NAIP 2009; Aerial Photography Captured June - August, 2009; DigitalGlobe Satellite Image - Collection date: May 21, 2009 © DigitalGlobe, Inc. All Rights Reserved; County Boundaries, Utah AGRC 2004; Transmission Lines & Substation Locations, PacificCorp  
 FIS: Narrative Routes, Mona, Limber, FIS, portal, Figure\_2-4.mxd

**Figure R-1**  
February 2011

**Alternative Routes - Mona to Limber**  
**MONA TO OQUIRRH TRANSMISSION CORRIDOR PROJECT EIS**



**Legend**

**Project Features**

- Alternative D - BLM's Preferred Alternative on Federal Lands/Environmentally Preferred Alternative
- Alternatives E1 and E2 - Proponent's Proposed Action
- Alternatives F1 and F2
- Alternative G
- Alternative Routes
- Proposed Substation Site
- Oquirrh Substation Area Inset Map (See Figure R-2, 2 of 2)
- Project Study Area

**Land Jurisdiction**

- Bureau of Land Management
- U.S. Forest Service
- Department of Defense
- State Trust Land
- Private Land

**Special Management Areas**

- UDWR Wildlife Management Area
- Yellow Fork Canyon Regional Park
- Rose Canyon Ranch Open Space
- North Oquirrh Management Area
- Wilderness Study Area

**Utility Features**

- 345kV Transmission Line
- 138kV Transmission Line
- Power Plant
- Substation
- Natural Gas Pipeline

**Transportation Features**

- Railroad
- Major Road

**Administrative Boundary**

- City Boundary
- County Boundary

**Public Land Survey System**

- Township and Range Line



SOURCES: Land Ownership, Utah AGRC 2006; Aerial Imagery, NAIP 2009; Aerial Photography - Captured June - August 2009; DigitalGlobe Satellite Image - Collection date: May 21, 2009; © DigitalGlobe, Inc. All Rights Reserved; County Boundaries, Utah AGRC 2004; Transmission Lines & Substation Locations, PacifiCorp

**Figure R-2**

1 of 2

February 2011

Alternative\_Routes\_Limber\_Oquirrh\_FEIS\_landscape.mxd





## Legend

### Project Features

-  Alternative D - BLM's Preferred Alternative on Federal Lands/Environmentally Preferred Alternative
-  Alternative E1
-  Alternative E2 - Proponent's Proposed Action
-  Alternative F1
-  Alternative F2
-  Alternative G
-  Alternative Routes
-  Project Study Area

### Land Jurisdiction

-  Private Land

### Utility Features

-  345kV Transmission Line
-  138kV Transmission Line
-  Power Plant
-  Substation
-  Natural Gas Pipeline

### Transportation Features

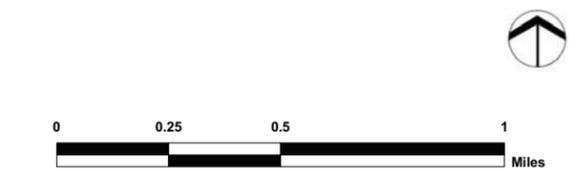
-  Railroad
-  Major Road

### Administrative Boundary

-  City Boundary
-  County Boundary

### Public Land Survey System

-  Township and Range Line



SOURCES: Land Ownership, Utah AGRC 2007;  
 Aerial Imagery, NAIP 2009;  
 Aerial Photography Captured June - August, 2009;  
 County Boundaries, Utah AGRC 2004;  
 Transmission Lines & Substation Locations, PacifiCorp

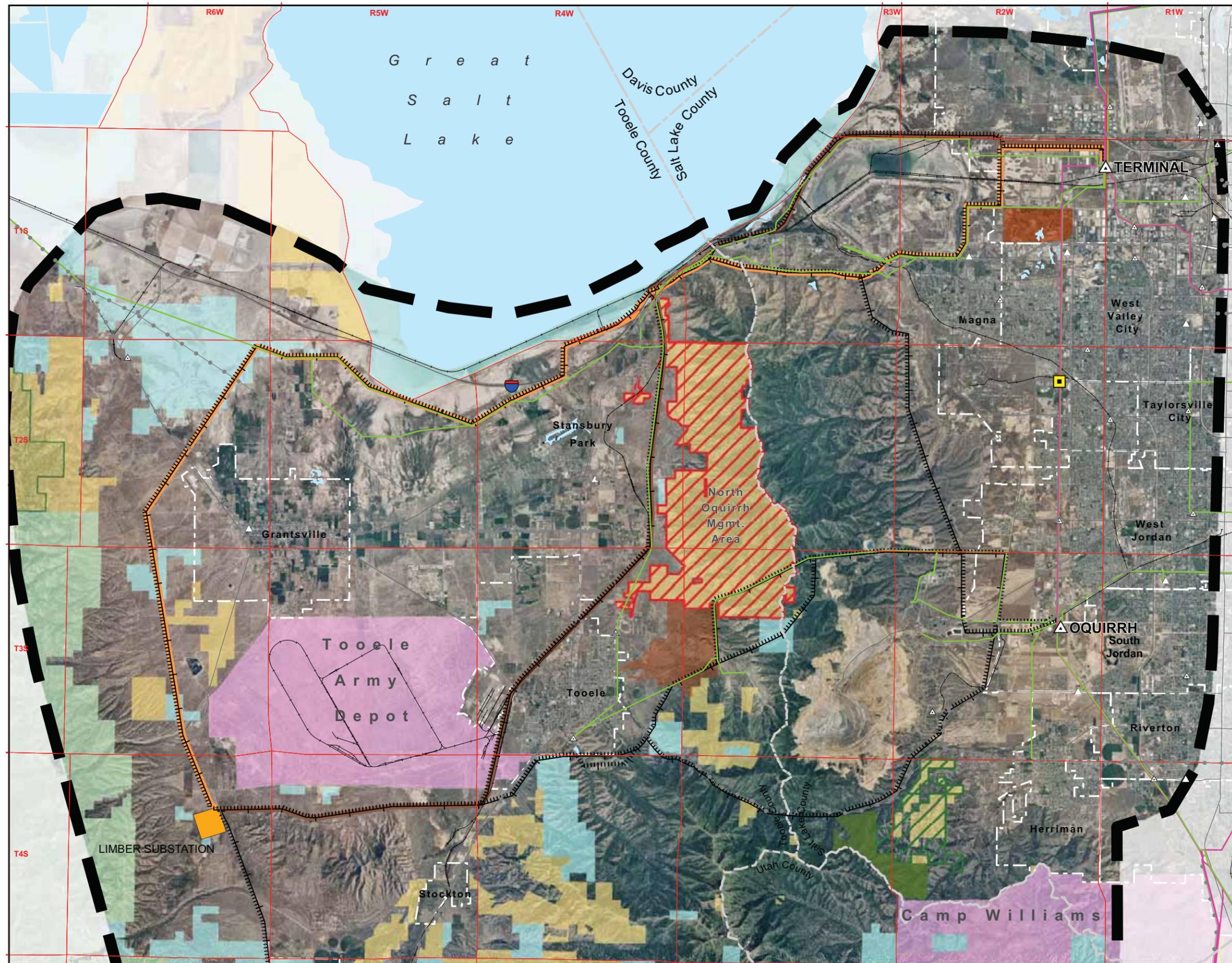
**Figure R-2**

2 of 2

February 2011

Alternative\_Routes\_Oquirrh\_Inset\_FEIS\_landscape.mxd





- ### Legend
- Project Features**
- Alternative H - Environmentally Preferred Alternative/Proponent's Proposed Action
  - Alternative I
  - Proposed Substation Site
  - Project Study Area
- Land Jurisdiction**
- Bureau of Land Management
  - U.S. Forest Service
  - Department of Defense
  - State Trust Land
  - Private Land
- Special Management Areas**
- UDWR Wildlife Management Area
  - Yellow Fork Canyon Regional Park
  - Rose Canyon Ranch Open Space
  - North Oquirrh Management Area
  - Wilderness Study Area
- Utility Features**
- 345kV Transmission Line
  - 138kV Transmission Line
  - Power Plant
  - Substation
  - Natural Gas Pipeline
- Transportation Features**
- Railroad
  - Major Road
- Administrative Boundary**
- City Boundary
  - County Boundary
- Public Land Survey System**
- Township and Range Line



SOURCES: Land Ownership, Utah AGRC 2007; Aerial Imagery, NAIP 2009; Aerial Photography Captured June - August, 2009; County Boundaries, Utah AGRC 2004; Transmission Lines & Substation Locations, PacifiCorp

**Figure R-3**

February 2011

Alternative\_Routes\_Limber\_Terminal\_FEIS\_landscape.mxd



**Alternative Routes - Limber to Terminal**  
**MONA TO OQUIRRH TRANSMISSION CORRIDOR PROJECT EIS**

1. A single-circuit 500kV overhead transmission line is proposed from the existing Mona Substation, near the community of Mona in Juab County, Utah, to a proposed future 500/345/138kV Limber Substation, to be located in the Tooele Valley in Utah (see Figure 2-2 of the FEIS/Proposed RMP Amendment). Initially, the 500kV line will be energized at 345kV voltage originating at the Mona Substation. At some time in the future, the line will be upgraded to 500kV, as necessary, to meet energy demands. When the 500kV line conversion occurs, a transmission line interconnection to the proposed 500/345/138kV Mona Annex Substation in Juab County will be constructed. In addition, the proposed Mona Annex Substation will potentially be connected to the existing Mona Substation by looping in two existing 345kV lines (Sigurd to Mona lines). A new 345kV tie line may also be added in the future. If warranted, the future 345kV tie line will be analyzed under separate National Environmental Policy Act (NEPA) analysis.
2. From the future Limber Substation, a double-circuit 345kV line is proposed to connect with the existing Oquirrh Substation located in West Jordan, Utah (see Figure 2-2 of the FEIS/Proposed RMP Amendment).
3. From the future Limber Substation, a double-circuit 345kV line is proposed to connect with the existing Terminal Substation located in Salt Lake City, Utah (see Figure 2-2 of the FEIS/Proposed RMP Amendment).

Fourteen alternatives for the transmission lines, including the No Action Alternative, were analyzed in detail in the Draft EIS/Draft RMP Amendment (BLM 2009a), and in the FEIS/Proposed RMP Amendment (BLM 2010). The Proposed Action for the Mona Annex and Limber Substation sites is common to all of the alternatives described below.

## **2.1 Proposed Action**

### **2.1.1 Mona Annex and Limber Substations**

A substation site was identified for the proposed Mona Annex Substation in Juab County, and a substation site was identified for the future Limber Substation in the Tooele Valley. Each of the two substation properties will be approximately 370 acres in size, which will include the substation footprint (203 acres for Mona Annex and 155 acres for Limber), and a buffer to account for transmission line facilities entering and exiting the substation. These substations are described below.

The proposed Mona Annex Substation will be a 500/345/138kV substation with a footprint of approximately 203 acres. The Mona Annex site will be located on private land (77 percent) and BLM land (23 percent) in Juab County, approximately 3.0 miles southwest of the town of Mona. Construction of the proposed Mona Annex Substation will begin in April 2011 and will be in service by June 2012. The Mona to Limber 500kV transmission line will be connected to the Mona Annex Substation when the transmission line from Mona to Limber is converted from 345kV to 500kV. This activity is common to all action alternatives.

In addition, the proposed Mona Annex Substation will be connected to the existing Mona Substation by looping in two existing 345kV lines (Sigurd to Mona lines). A new 345kV tie line may also be added in the future. If warranted, the future 345kV tie line will be analyzed under separate NEPA analysis.

The future Limber Substation will be a 500/345/138kV substation with a footprint of approximately 155 acres. The Limber Substation site will be located on private land in Tooele County, approximately 1 mile southwest of the Tooele Army Depot boundary, on the west side of the Mormon Trail Road.

## **2.1.2 Mona to Limber Transmission Line**

### **2.1.2.1 Alternative A2 – BLM’s Preferred Alternative on Federal Lands/Environmentally Preferred Alternative/ Proponent’s Proposed Action**

Alternative A2 is approximately 69.4 miles long (see Figure R-1). Alternative A2 exits the existing Mona Substation to the west, crossing the existing 345kV utility corridor. It then extends south approximately 1.4 miles along the foothills of the Long Ridge Mountains, and no less than 1,500 feet west of the western-most 345kV line in the existing utility corridor. The route then turns northwest for approximately 5.5 miles over the Long Ridge Mountains, entering the south end of the Goshen Valley. The route continues north through the Goshen Valley, along the foothills of the Tintic Mountains, for approximately 14.8 miles. It then extends northwest, crossing the Tintic Mountains through Chimney Rock Pass, continuing northwest through the southern portion of Cedar Valley, and enters Rush Valley through Twelvemile Pass.

From Twelvemile Pass, the route continues to the west side of Rush Valley and turns north, toward the Deseret Chemical Depot. It then runs along the west side of the Deseret Chemical Depot, paralleling State Route (SR) 36 and the railroad for approximately 5.7 miles. From this point, the route continues north, crossing over and then paralleling Mormon Trail Road/North Main Street for 6.8 miles to the future Limber Substation site.

A short segment of 500kV transmission line will be constructed when the Mona to Limber transmission line is converted from 345kV to 500kV. This line will exit the proposed Mona Annex Substation to the west and cross the existing 345kV utility corridor. It will then extend north for 1.5 miles along the foothills, no less than 1,500 feet west of the western-most existing 345kV line, where it will intersect the Mona to Limber 500kV line.

Alternative A2 is located within corridors identified in the West-wide Energy Corridor (WWEC) Programmatic EIS (PEIS) (BLM 2009b) for a total of 13.6 miles: 3.6 miles along the existing 345kV utility corridor adjacent to the proposed Mona Annex Substation site, and 10.0 miles on the west side of Rush Valley. There are approximately 27.5 miles of existing access roads within 500 feet of the route.

The selection of this alternative as the BLM’s Preferred Alternative only applies to the 35.3 miles of BLM-administered lands crossed by the route.

## **2.1.3 Limber to Oquirrh Transmission Line**

### **2.1.3.1 Alternative E2 – Proponent’s Proposed Action**

Alternative E2 is approximately 31.1 miles in length (see Figure R-2). The route runs east across the foothills of South Mountain, crossing the railroad, SR 36, and three 46kV transmission lines. The route then turns northeast, paralleling the 46kV lines for approximately 1.2 miles. It then crosses the foothills south of Tooele City. The route continues northeast in the foothills, paralleling an existing 138kV line for approximately 2.4 miles through the Carr Fork Reclamation and Wildlife Management Area (WMA). It then heads east, following the existing 138kV line for 7.4 miles and crossing the BLM North Oquirrh

Management Area (NOMA) for 2.6 miles before heading over the Oquirrh Mountains. The route continues to the east through Barneys Canyon to SR 111, paralleling an existing 138kV line for 1.3 miles. The route turns south at SR 111, paralleling existing 46kV and 138kV lines for approximately 2.0 miles, then the alternative turns east at Old Bingham Highway and parallels the south side of the highway for 2.0 miles to the existing Oquirrh Substation. There are approximately 17.0 miles of existing access roads within 500 feet of the route. This alternative crosses 2.6 miles of BLM-administered lands.

## **2.1.4 Limber to Terminal Transmission Line**

### **2.1.4.1 Alternative H – Environmentally Preferred Alternative/ Proponent’s Proposed Action**

Alternative H is approximately 45.4 miles in length (see Figure R-3). The route extends north from Limber, along the foothills of the Stansbury Mountains. Northwest of Grantsville, the route turns northeast until it intersects with an existing 138kV line. It then parallels the existing 138kV transmission line east for 9.8 miles, south of Interstate 80 (I-80). Near Stansbury Park, the route crosses to the north side of I-80 and continues east. At Lake Point, the route crosses back to the east side of I-80 and follows an existing 138kV line for 1.6 miles along the bench of the North Oquirrh Mountains. The route continues east on the bench, uphill from the Kennecott smelter, at times paralleling an existing 138kV line for approximately 2.9 miles. After reaching the east side of the Oquirrh Mountains, the route crosses SR 201 to the northeast and follows the southern edge of the Kennecott tailing pond and an existing 138kV line. The route then turns north at the edge of the tailing pond along 8000 West (in Salt Lake City), turns east along 1300 South and north along 7200 West. At 150 South, the route heads east, paralleling the road for approximately 1.3 miles to the existing Terminal Substation. There are approximately 19.4 miles of existing access roads within 500 feet of the route. This alternative does not cross any BLM-administered land.

## **2.2 Alternatives to the Proposed Action**

### **2.2.1 Mona to Limber**

In addition to the Proponent’s Proposed Action, Alternative A2, five route options for the 500kV transmission line extend from the existing Mona Substation to the future Limber Substation. These alternatives cross portions of Juab, Utah, and Tooele counties and are described below. These routes are also depicted on Figure R-1.

#### **2.2.1.1 Alternative A1 – North Long Ridge Mountains**

Alternative A1 is approximately 67.9 miles in length. The route crosses portions of Juab, Utah, and Tooele counties. The proposed transmission line route exits the existing Mona Substation to the west, crossing an existing 345kV utility corridor. It then extends north for 2.6 miles along the foothills of the Long Ridge Mountains, no less than 1,500 feet west of the western-most 345kV line in the existing utility corridor. The route then separates from the utility corridor and heads northwest through the southern portion of the Goshen Valley. On the west side of Goshen Valley, the route continues north along the foothills of the Tintic Mountains and extends northwest, crossing the Tintic Mountains through Chimney Rock Pass. This route then continues northwest through the southern portion of Cedar Valley, and enters Rush Valley through Twelvemile Pass.

The route continues to the west side of Rush Valley and turns north, towards the Deseret Chemical Depot. It then runs along the west side of the Deseret Chemical Depot, paralleling SR 36 and the railroad for approximately 5.7 miles. From this point, the route continues north, crossing over and then paralleling the Mormon Trail Road for 6.8 miles to the future Limber Substation site.

A short segment of 500kV transmission line would be constructed when the Mona to Limber transmission line is converted from 345kV to 500kV. This line would exit the proposed Mona Annex Substation to the west and cross the existing 345kV utility corridor. It would then extend north for 2.6 miles along the foothills, no less than 1,500 feet west of the western-most existing 345kV line, where it would intersect the Mona to Limber 500kV line.

Alternative A1 is located within corridors identified in the WWEC PEIS (BLM 2009b) for 5.8 miles along the existing 345kV utility corridor adjacent to the proposed Mona Annex Substation site, and 10.0 miles on the west side of Rush Valley. There are approximately 23.5 miles of existing access roads within 500 feet of the route. This alternative crosses 34.4 miles of BLM-administered lands.

#### **2.2.1.2 Alternative B1 – East Rush Valley**

Alternative B1 is approximately 70.0 miles in length. The route follows the same alignment as Alternative A1 until it reaches Rush Valley. On the east side of Rush Valley, the route turns north along the east side of the Deseret Chemical Depot, crossing a portion of the Fivemile Pass Recreation Area, which is managed by the BLM. The route crosses SR 73 and continues north, following an existing 46kV line, near the foothills of the Oquirrh Mountains. Approximately 3.0 miles north of Ophir Canyon, the route turns west and crosses Rush Valley. On the west side of Rush Valley, the route turns north, paralleling the Mormon Trail Road for 5.0 miles to the future Limber Substation.

Similar to Alternative A1, a short segment of 500kV transmission line would be constructed to connect to the proposed Mona Annex Substation when the Mona to Limber transmission line is converted from 345kV to 500kV.

Alternative B1 is located within corridors identified in the WWEC PEIS for a total of 5.8 miles along the existing 345kV utility corridor adjacent to the proposed Mona Annex Substation site. There are approximately 17.8 miles of existing access roads within 500 feet of the route. This alternative crosses 36.4 miles of BLM-administered lands.

#### **2.2.1.3 Alternative B2 – East Rush Valley**

Alternative B2 is approximately 71.5 miles in length. The route follows the same alignment as Alternative A2, from the proposed Mona Annex Substation site to the west side of Goshen Valley. From Goshen Valley, the route shares the same alignment as Alternative B1 to the future Limber Substation site.

Similar to Alternative A2, a short segment of 500kV transmission line would be constructed to connect to the proposed Mona Annex Substation when the Mona to Limber transmission line is converted from 345kV to 500kV.

Alternative B2 is located within corridors identified in the WWEC PEIS for a total of 3.6 miles along the existing 345kV utility corridor adjacent to the proposed Mona Annex Substation site. There are approximately 21.8 miles of existing access roads within 500 feet of the route. This alternative crosses 37.3 miles of BLM-administered lands.

#### **2.2.1.4 Alternative C1 – Tintic Junction**

Alternative C1 is approximately 67.1 miles in length. The route follows the same alignment as Alternatives A1 and B1, from the proposed Mona Annex Substation to the west side of Goshen Valley. From Goshen Valley, the route continues west over the Tintic Mountains towards Silver City. The route then continues northwest through Tintic Junction, paralleling SR 36 and the Union Pacific Railroad for approximately 5.1 miles. The route deviates from SR 36 shortly after entering Tooele County and turns north. On the west side of Rush Valley, the route shares the same alignment as Alternatives A1 and A2 as it continues north to the future Limber Substation site.

Similar to Alternatives A1 and B1, a short segment of 500kV transmission line would be constructed to connect to the proposed Mona Annex Substation when the Mona to Limber transmission line is converted from 345kV to 500kV.

Alternative C1 is located within corridors identified in the WWEC PEIS for approximately 22.8 miles: 17.0 miles along SR 36 and the west side of Rush Valley, and 5.8 miles along the existing 345kV utility corridor adjacent to the Mona Annex site. There are approximately 10.5 miles of existing access roads within 500 feet of the route. This alternative crosses 33.8 miles of BLM-administered lands.

#### **2.2.1.5 Alternative C2 – Tintic Junction**

Alternative C2 is approximately 68.4 miles in length. The route follows the same alignment as Alternatives A2 and B2 to Goshen Valley. From Goshen Valley, the route is similar to Alternative C1 as it extends north to Limber.

Similar to Alternatives A2 and B2, a short segment of 500kV transmission line would be constructed to connect to the proposed Mona Annex Substation when the Mona to Limber transmission line is converted from 345kV to 500kV.

Alternative C2 is located within corridors identified in the WWEC PEIS for approximately 20.6 miles: 17.0 miles along SR 36 and the west side of Rush Valley, and 3.6 miles along the existing 345kV utility corridor adjacent to the proposed Mona Annex Substation site. There are approximately 14.5 miles of existing access roads route within 500 feet of the route. This alternative crosses 34.7 miles of BLM-administered lands.

### **2.2.2 Limber to Oquirrh**

In addition to the Proponent's Proposed Action, Alternative E1, there are five route options for the 345kV transmission line from the future Limber Substation in Tooele County to the existing Oquirrh Substation in West Jordan City. The alternatives cross portions of Tooele and Salt Lake counties. These routes are also depicted on Figure R-2.

#### **2.2.2.1 Alternative D – BLM's Preferred Alternative on Federal Lands/Environmentally Preferred Alternative**

Alternative D connects the future Limber Substation to the existing Oquirrh Substation and is approximately 31.1 miles in length. The route runs east from Limber in the foothills of South Mountain, crossing the railroad, SR 36, and three 46kV lines. The route turns northeast, paralleling the 46kV lines

for approximately 1.2 miles. It then extends east in the foothills south of Tooele City. To mitigate impacts to residential viewsheds and health and safety issues associated with fire management operations in Settlement Canyon Reservoir, the alternative will use Link 190A instead of Link 190 south of Tooele City. The route continues northeast in the foothills, paralleling an existing 138kV line for approximately 1.4 miles through the Carr Fork Reclamation and WMA. The route heads northeast over the Oquirrh Mountains in Pole Canyon, south of the NOMA. From the ridgeline, the route runs northeast in Dry Fork Canyon and into Barneys Canyon until it intersects with an existing 138kV line in Barneys Canyon. It follows the 138kV line east until it reaches SR 111 where it turns south, paralleling existing 46kV and 138kV lines for approximately 2.0 miles. The route then turns east and follows the south side of Old Bingham Highway for approximately 2.0 miles to the existing Oquirrh Substation. There are approximately 15.1 miles of existing access roads within 500 feet of the route.

The selection of this alternative as the BLM's Preferred Alternative only applies to the 0.3 mile of BLM-administered land crossed by the route.

#### **2.2.2.2 Alternative E1 – Pass Canyon**

Alternative E1 is approximately 31.1 miles in length. From Limber, the route runs east across the foothills of South Mountain, crossing the railroad, SR 36, and three 46kV transmission lines. The route then turns northeast, paralleling the 46kV lines for approximately 1.2 miles. It then crosses the foothills south of Tooele City. The route continues northeast in the foothills of the Oquirrh Mountains, paralleling an existing 138kV line for approximately 2.4 miles through the Carr Fork Reclamation and WMA. It then heads east, following the existing 138kV line for 7.4 miles and crossing the NOMA for 2.6 miles before heading over the Oquirrh Mountains. The route continues east through Barneys Canyon, and turns south in the foothills of the Oquirrh Mountains. The route then turns east in Bingham Creek and continues east, crossing SR 111 and paralleling existing 46kV and 138kV lines for 1.9 miles to the existing Oquirrh Substation. There are approximately 16.1 miles of existing access roads within 500 feet of the route. This alternative crosses 2.6 miles of BLM-administered lands.

#### **2.2.2.3 Alternative F1 – Middle/Butterfield Canyon**

Alternative F1 is approximately 29.3 miles in length. The route follows the same alignment as Alternative E1, until it reaches the mouth of Middle Canyon. At this location, the route heads east along the bottom of Middle Canyon, adjacent to the road at times and at the toe of the slope in other locations. The route then extends through Butterfield Canyon on the north side of the Butterfield Canyon Road. After exiting Butterfield Canyon, the route continues northeast, paralleling SR 111 for approximately 2.2 miles. The route then turns north, west of SR 111. At Bingham Creek, the route extends east, paralleling existing 46kV and 138kV lines for 1.9 miles to the existing Oquirrh Substation. There are approximately 10.2 miles of existing access roads within 500 feet of the route. This alternative crosses 0.6 mile of BLM-administered land.

#### **2.2.2.4 Alternative F2 – Middle/Butterfield Canyon**

Alternative F2 is approximately 29.6 miles in length. The route follows the same alignment as Alternative F1, until it reaches Bingham Creek. From this location, the route continues north past Bingham Creek, paralleling SR 111 for 0.4 mile. It then turns east and parallels the south side of Old Bingham Highway for 2.0 miles to the existing Oquirrh Substation. There are approximately 11.0 miles of existing access roads within 500 feet of the route. This alternative crosses 0.6 mile of BLM-administered land.

### **2.2.2.5 Alternative G – Lake Point**

Alternative G is approximately 49.0 miles in length. The route has the same alignment as Alternative H from the proposed Limber Substation to the east side of the Oquirrh Mountains. On the east side of the Oquirrh Mountains, the route turns south, along the foothills of the Oquirrh Mountains for approximately 9.0 miles. The route then continues into the existing Oquirrh Substation in a location similar to Alternative D. There are approximately 16.6 miles of existing access roads within 500 feet of the route. This alternative does not cross any BLM-administered land.

Alternative G does not appear to meet the WECC guidelines for reliability and does not meet the Proponent's purpose and need for the Project. Alternative G would parallel either of the alternatives from Limber to Terminal (Alternative H or I) around the Lake Point area for a minimum of 5.0 miles. Due to topography and existing transportation and utility infrastructure around Lake Point, it would not be possible to maintain a 1,500-foot separation between the two transmission lines in compliance with the WECC guidelines. Project facilities not in compliance with the WECC guidelines for reliability do not meet part of the Proponent's purpose and need for the Project to increase the reliability and capacity of the transmission system.

### **2.2.3 Limber to Terminal**

In addition to the Proponent's Proposed Action, Alternative H, there is one alternative route option from the future Limber Substation in Tooele County to the existing Terminal Substation in Salt Lake City. The alternative crosses portions of Tooele and Salt Lake counties, and is described below. The route is also depicted on Figure R-3.

#### **2.2.3.1 Alternative I – East Tooele Valley**

Alternative I is approximately 40.4 miles in length. From Limber, the route extends east across the foothills of South Mountain, until it intersects with the railroad. Paralleling the railroad for approximately 12.2 miles, the route extends northeast through Tooele City. At the base of the Oquirrh Mountain foothills, the route separates from the railroad to parallel an existing 138kV line, and reconnects with the railroad again in the Lake Point area. The route then extends east, following the existing 138kV line for 1.6 miles along the bench of the North Oquirrh Mountains. The route continues northeast along I-80, paralleling an existing 138kV line and railroad for approximately 8.5 miles on the north side of the Kennecott tailings pond. It then turns south at 7200 West (in Salt Lake City) and east at 150 South, paralleling the road for 1.3 miles to the existing Terminal Substation. There are approximately 23.7 miles of existing access roads within 500 feet of the route. Alternative I is located within the proposed Department of Energy (DOE) WWEC for a total of 1.2 miles along Link 360. This alternative crosses 2.0 miles of BLM-administered lands.

### **2.3 No Action Alternative**

If no action is taken, the major right-of-way for the Project would not be granted, and the substations and transmission lines would not be constructed. The environment would remain as it presently exists. The BLM's Pony Express RMP (1990) would not be amended, and management direction from the current BLM resource management plans would continue to be carried forward. Advantages of the No Action

Alternative would include saving on the construction costs of new facilities and the preclusion of associated environmental impacts.

However, the Proponent's ability to serve projected electrical demands in northern Utah would be constrained. The capacity of the existing transmission infrastructure would not accommodate the demands of future generation resources; operational flexibility and reliability of the system would not be improved; opportunities for economical power transfers, sales, and purchases in the area would not increase; and the objectives for short- and long-term infrastructure planning would not be met.

## **2.4 Environmentally Preferred Action Alternative**

The Environmentally Preferred Action Alternative is Alternative A2 from the existing Mona Substation to the future Limber Substation (also BLM's Preferred Alternative on Federal Lands and the Proponent's Proposed Action), Alternative D from the future Limber Substation to the existing Oquirrh Substation (also BLM's Preferred Alternative on Federal Lands), and Alternative H from the future Limber Substation to the existing Terminal Substation (also the Proponent's Proposed Action). This route is environmentally preferred because it exhibits, on balance, lower overall environmental impacts than the other alternatives. After the implementation of best management practices (BMPs) and selective mitigation measures, significant long-term impacts resulting from implementation of the Environmentally Preferred Action Alternative are anticipated only in localized areas, such as the Carr Fork Reclamation and WMA, the wetlands along the southern portion of the Great Salt Lake, and areas of high scenic quality or proximity to sensitive viewers. The majority of the Environmentally Preferred Action Alternative is anticipated to have only low-to-moderate impacts on the environment.

Table 2-9 of the FEIS provides detailed comparisons of each route alternative, including the Environmentally Preferred Action Alternative. Table 2-10 of the FEIS provides a summarized version of Table 2-9 and provides a justification for the selection of the Environmentally Preferred Alternative.

## **2.5 Substation and Transmission Line Alternatives Considered and Eliminated**

A number of alternative substation sites and transmission line routes for the Project were identified, analyzed, and compared. The process used to evaluate and screen alternatives, as well as the alternatives considered and eliminated are summarized below.

### **2.5.1 Substation Alternatives Considered and Eliminated**

#### **2.5.1.1 Substation Site Screening and Comparison Process**

Ten sites were initially identified in the southern portion of the Project area for the proposed Mona Annex Substation, and 12 sites were identified in the northern portion of the Project area for the future Limber Substation. Originally, the size requirements for the substation property, including proposed and future facilities and interconnections, were anticipated to be approximately 140 to 160 acres. As a result of detailed engineering and system studies conducted during the preparation of the FEIS, it was determined additional equipment for the substations would be required, expanding the substation property size requirements to approximately 370 acres. The substations were compared based on the Proponent's engineering and design criteria summarized below:

- |                                   |   |
|-----------------------------------|---|
| ■ Topography and slope            | ■ Engineering and operations                      |
| ■ Property size                   | ■ Transmission interconnections (500, 345, 138kV) |
| ■ System planning and reliability | ■ Zoning  |
| ■ Costs                           | ■ Existing and planned land use                   |
| ■ Access                          | ■ Known environmental constraints                 |

Site visits occurred in 2007, 2008, and 2009 by the Proponent's engineering staff to review each location. The results of the comparison process resulted in the Proponent's identification of a proposed site for both the proposed Mona Annex and Limber substations. The selection of these proposed sites best met the needs of the Proponent to provide safe, reliable, adequate, and efficient electrical service to customers.

### 2.5.1.2 Substation Sites Considered and Eliminated

The substation sites considered and eliminated are illustrated on Figure 2-8 of the FEIS/Proposed RMP Amendment and briefly described below.

#### Mona Annex Substation Alternatives

Of the ten alternative substation sites initially identified in the southern portion of the study area, nine have been eliminated from further consideration (S1, S2, S3, S4, S5, S6, S7, S8, and S9). Several substation sites initially considered for the Mona Annex were eliminated due to size constraints, interconnection issues with long-term plans for additional 500kV or 345kV transmission lines, not meeting the need to interconnect with the Juab Valley 138kV system, or the potential for excessive ground disturbance based on physical characteristics (topography) and grading requirements or access. Alternative sites that have been eliminated are presented below.

- S1 – This location would quickly become congested with existing and planned facilities as a result of its proximity to the existing Mona Substation, Currant Creek Power Plant, and 345kV utility corridor. Due to this congestion, crossing the existing utility corridor with the proposed 500kV line or siting future transmission lines in the area would be extremely difficult. In addition, this site does not support local area load needs with an interconnection into the existing 138kV system.
- S2 – This site does not meet the size requirements.
- S3 – This location is constrained by an existing utility corridor to the west and the existing Mona Substation and Currant Creek Power Plant to the north. A potential future Currant Creek Power Plant expansion would limit the opportunities to interconnect transmission lines north out of this substation site. In addition, this site does not support local area needs with an interconnection into the existing 138kV system.
- S4 – This site does not meet the size requirements.
- S5 – This site requires major ground disturbance and site grading due to topography and limited access. The site would potentially require modification to a large dry wash, construction of approximately 3.0 miles of new road, and improvement of 4.0 miles of existing road.
- S6 – This site would require a major amount of ground disturbance and site grading due to topography and would potentially require cutting into the side of the foothills and rerouting a small wash. Furthermore, cathodic protection measures would be required to minimize corrosion

of the Kern River pipeline, which is adjacent to the substation site. In addition, it would not be possible to integrate the existing 138kV transmission system in Juab Valley with the new Mona Annex Substation in this location.

- S7 – This site does not meet the size requirements.
- S8 – This site would require rerouting a BLM road and a small wash. In addition, orchards adjacent to the site may be impacted by transmission lines entering and exiting the substation. It would not be possible to integrate the existing 138kV transmission system in Juab Valley with the new Mona Annex Substation in this location.
- S9 – This site is located approximately 20 miles from the existing Mona Substation, making it difficult to integrate the 500kV transmission system with the 345kV system. In addition, it would not be possible to integrate the existing 138kV transmission system in Juab Valley with the new Mona Annex Substation in this location.

### **Limber Substation Alternatives**

Of the 12 substation sites initially identified in the northern portion of the study area, 11 have been eliminated from further consideration (N1, N2, N4, N5, N6, N7, N10, N11, N12, N13, and N14). Several substation sites initially considered were eliminated due to size constraints, or because they posed potential conflicts with existing and planned land use, including the potential for displacement of existing and planned residences. Alternative sites that have been eliminated are presented below.

- N1 – This site would require a major amount of ground disturbance and site grading due to topography, and potentially would require terracing and rerouting a small wash. This site would also require additional distance for the 500kV line interconnection to Mona, and would present a reliability risk if the 500kV line to Mona and the 345kV line to Oquirrh were located adjacent to each other west of Grantsville.
- N2 – This site does not meet the size requirements.
- N4 – This location would have potential visual and zoning conflicts around the Miller Motorsports Park and does not allow for future transmission interconnections, based on local land use constraints.
- N5 – This site is located in a slight depression with the potential for drainage problems. Additionally, a gravel pit operation is located near the site and the dust may pose contaminant problems for the operation and maintenance of the substation. Airport issues (e.g., approach/take-off zone interference) also were identified.
- N6 – This site does not meet the size requirements.
- N7 – This site does not meet the size requirements. Airport issues also were identified.
- N10 – This location, on the east side of the Oquirrh Mountains, while potentially accommodating a 500kV line, does not allow for up to three to four future transmission interconnections due to local and physical land use constraints, such as existing and planned developments. It would also not provide future bulk transmission electrical service to Tooele Valley.

- N11 – This site does not allow for up to three to four future transmission interconnections, based on local and physical land use constraints such as existing and planned developments.
- N12 – This site does not allow for up to three to four future transmission interconnections, based on local and physical land use constraints such as existing and planned developments.
- N13 – This site does not allow for up to three to four future transmission interconnections, based on local and physical land use constraints such as existing and planned developments.
- N14 – This site does not allow for up to three to four future transmission interconnections, based on local and physical land use constraints such as existing and planned developments.

## **2.5.2 Transmission Line Alternatives Considered and Eliminated**

### **2.5.2.1 Transmission Line Route Screening and Comparison Process**

More than 450 miles of alternative routes were studied and analyzed as part of the Project. All of the alternative routes studied are shown on Figure 2-8 of the FEIS/Proposed RMP Amendment. These alternatives were inventoried and assessed to determine the environmental resources present and to identify potential impacts. The alternatives were then systematically screened and compared to identify the most preferable environmental and engineering alternative routes, thereby narrowing the number of alternative routes to a reasonable range to be compared and addressed in the FEIS.

To facilitate screening and comparison of routes, the Project area was divided into two segments: the southern area (Mona to Limber) and northern area (Limber to Oquirrh and Terminal). The alternatives in each area were then screened at two levels: local (Level 1) and regional (Level 2). Through the screening process, alternative routes defined by individual links or combinations of links were compared based on siting criteria. The Proponent evaluated routes as summarized below:

- |  |  |
|--|--|
| ■ Meeting purpose and need for Project             | ■ Miles parallel to other linear facilities (i.e., 138kV line, pipeline, railroad, etc.) |
| ■ System planning and reliability                  | ■ Engineering and operations   |
| ■ Meeting national and regional planning standards | ■ Interconnections with future substations   |
| ■ Costs  | ■ Existing and planned land use  |
| ■ Access   | ■ Known environmental resource constraints   |
| ■ Route length                                     | ■ Safety   |
| ■ Right-of-way limitations and restrictions        | ■ Project scheduling – in-service date   |

The comparison of alternatives at these two screening levels resulted in the identification of preferred pathways between two common endpoints for each level of screening. Links unique to less desirable alternatives were eliminated, as shown schematically on Figure 2-9 of the FEIS/Proposed RMP Amendment. The comparison process resulted in the identification of a Proposed Action for each segment of the Project and a range of alternative routes. The selection of the Proposed Action route segments best meet the needs of the Proponent to provide safe, reliable, adequate, and efficient electrical service to customers.

### 2.5.2.2 Transmission Line Routes Considered and Eliminated

Transmission line routes and segments considered and eliminated based on Level 1 and Level 2 screening are shown in Figure 2-8 of the FEIS/Proposed RMP Amendment and briefly described below.

#### Southern Area – Mona to Limber

##### Level 1 Screening

##### *Mona to Oquirrh via Camp Williams*

Route options along the two existing 345kV transmission line corridors from Mona to Oquirrh via the Camp Williams Substation were considered and eliminated. The routes would parallel the existing 345kV transmission lines for the entire length of the route, which poses system reliability issues in accordance with Western Electricity Coordinating Council (WECC) guidelines for reliability. In addition, the routes would have potential significant impacts on existing and planned land uses in northern Utah and southern Salt Lake counties. Development has encompassed the existing transmission line rights-of-way, which would require displacing residents to maintain an adjacent parallel route. In addition, this alternative would not connect to a future substation in Tooele Valley, which was identified as part of the Project need.

##### *Mona to Goshen Valley*

- *Links 5, 45, 55* – This route segment parallels the existing 345kV utility corridor for approximately 16.1 miles, which poses system reliability issues in accordance with WECC guidelines. In addition, the segment would have potentially significant impacts on center-pivot agriculture fields in the Goshen Valley as a result of bisecting the fields.

##### *Mona to Tintic Junction*

- *Links 10, 25* – This route segment would have potentially significant impacts on cultural resources and sensitive wildlife habitat in the Tintic Mountains. Steep terrain in this area would also make construction more difficult compared to other alternative routes.

##### *Cedar Valley to East Rush Valley*

- *Links 65, 80* – This route segment crosses through approximately 2.9 miles of steep terrain, making construction difficult. Also, there are potential conflicts with a planned gravel pit in the area.

##### *Cedar Valley*

- *Links 70, 205* – This route segment has poor interconnection potential with the future Limber Substation site in the Tooele Valley. Route options in the Cedar Valley would require crossing the Oquirrh Mountains: once to reach the future Limber Substation, and a second time to reach the existing Oquirrh Substation.

- *Links 65, 75, 205* – Similar to the other Cedar Valley segment, this route segment has poor interconnection potential with the future Limber Substation site in the Tooele Valley.

#### *Tintic Junction to West Rush Valley*

- *Links 30, 35* – A variation of the two route options from Tintic Junction to West Rush Valley was created to take advantage of the proposed DOE WWEC and avoid impacts on residences along SR 36. A portion of Link 35 was eliminated, due to potential direct impacts on existing and planned residences along SR 36. A portion of Link 30 was also eliminated, due to its location outside of the proposed DOE WWEC (BLM 2009b).

#### *Stockton Area*

- *Link 165* – This route segment initially was identified to connect with Link 160. After Link 160 was shifted south into the foothills to avoid dust and debris from the Tooele Army Depot, Link 165 was no longer relevant.
- *Links 100, 110, 145, 146* – This route segment crosses through a portion of Rush Lake. In high water years, the transmission lines would be located in standing water, potentially impacting recreation on the lake and presenting maintenance concerns. The route is also located within the Jacob Smelter superfund site, which would require extensive efforts beyond standard construction practices to ensure public and worker safety.
- *Links 100, 115, 130, 132, 180* – Similar to the route segment above, this route segment also crosses the Jacob Smelter superfund site, which would require extensive efforts beyond standard construction practices to ensure public and worker safety.
- *Links 100, 115, 130, 131, 146* – Similar to the route segments above, this segment crosses through the Jacob Smelter superfund site, which would require extensive efforts beyond standard construction practices to ensure public and worker safety.

#### Level 2 Screening

##### *Mona to Limber*

- *Links 5, 20, 50, 55, 60, 85, 95, 125, 175, 166, 160* – This route alternative limits the opportunity to run a 345kV line from the future Limber Substation to the Oquirrh or Terminal Substation along Links 160 and 166. Siting both a 500kV and a 345kV line adjacent to one another along Links 160 and 166 creates system reliability issues for the Proponent.

## Northern Area – Limber to Oquirrh and Terminal Substations

### Level 1 Screening

#### *Northwest Corner*

- *Link 351* – This route segment is approximately 4.0 miles longer than Link 352, and would increase the amount of ground disturbance and impacts on wetlands.

#### *Tooele Valley from the West*

- *Links 344, 355, 356* – This route segment was eliminated due to the potential visual impacts on the Miller Motorsports Park and the residences along Sheep Lane.
- *Links 344, 340, 357* – This route segment would likely displace two houses along 1200 West.
- *Link 341* – This link was no longer needed after Links 344 and 340 were eliminated from further consideration.
- *Link 320* – This link was no longer needed after Links 344 and 340 were eliminated from further consideration.

#### *Tooele Bench*

- *Links 327, 366* – This route segment would likely displace three industrial structures and eight homes along SR 36.

#### *Oquirrh Substation from Butterfield Canyon*

- *Links 295, 300, 310, 315* – This route segment was eliminated due to the potential impacts on planned land use and ongoing Kennecott Mining operations.
- *Links 290, 280* – Similar to the route segment above (Links 295, 300, 310, 315), this segment was eliminated due to the potential impacts on planned land use.
- *Links 295, 300, 280* – Similar to the route segments above, this segment was eliminated due to the potential impacts on planned land use.
- *Links 295, 305* – This route segment would conflict with the current and planned Bingham Canyon Mine operations.

#### *Kennecott Tailings Pond*

- *Link 377* – This route segment was eliminated in comparison to Link 375, as it conflicted with existing land uses.

*West Jordan/Oquirrh Substation Area*

- *Link 266* – This route segment was eliminated as a result of conflicts with existing and planned land use.

Level 2 Screening

*Limber to Terminal*

- *Links 335, 345, 358, 354, 356, 365, 366, 370, 374, 375* – This route option was eliminated due to the potential visual impacts on residences on the north side of the Tooele Army Depot and along Link 358, as well as the limited space for right-of-way.

**2.5.2.3 Alternative Routes Suggested During Public Comments on Draft EIS**

Several comments on the Draft EIS (BLM 2009a) suggested alternative routes for BLM consideration and analysis. Provided below is an overview of the suggested alternative routes and reasons for their elimination from further consideration.

**New Route South of Tooele – Silcox Canyon**

The Tooele Citizens Committee submitted an alternative route that would connect the Limber and Oquirrh substations. The suggested alternative route was located 1.8 miles south of the Proponent's Proposed Action, Alternative E1, and moved the route away from residential areas in Tooele. The route alignment would traverse Silcox Canyon (south of Tooele City), connect into Butterfield Pass, and align with the alternative routes in Butterfield Canyon. A route map and digital file were provided to the BLM for review and consideration.

This alternative route was considered and eliminated from further analysis as a result of engineering, terrain, and construction difficulties; increase in road construction and overall construction costs; and long-term operation and maintenance of the transmission line at elevations over 9,000 feet mean sea level. Winter snow loading at this elevation would make maintenance or emergency access to the line extremely difficult.

**Parallel 345kV lines from Limber Substation to Lake Point**

Several comments on the Draft EIS (BLM 2009a) requested that both 345kV transmission lines from Limber to Oquirrh and Limber to Terminal be co-located adjacent to each other from the Limber Substation to the Lake Point area along the I-80 highway corridor. This alternative route was suggested to avoid land use and visual impacts of routes that crossed through, or south of, Tooele City. Alternative H and Alternative G would be located adjacent to each other in this situation.

This alternative route was considered and eliminated from further analysis because of unacceptable system reliability risk and loss of redundancy in the case of a simultaneous outage. Other issues include potential constructability and long-term operation issues associated with location in the Great Salt Lake to maintain line separation distances, additional federal and state permitting requirements, potential impacts to aquatic and wetland resources, and an increase in overall construction and maintenance costs.

## **SITLA Recommended Route Adjustment**

State of Utah School and Institutional Trust Lands Administration (SITLA) suggested realignments of the proposed and alternative routes in the Draft EIS (BLM 2009a). Specifically, it was requested to realign the routes in a north-south or east-west orientation to minimize negative impacts to future land use plans, or avoid dividing SITLA lands into unusable small parcels. SITLA was particularly concerned about impacts to future residential development potential and future mineral development potential of certain properties.

These proposed and alternative route adjustments were reviewed and considered. Where feasible, the Project Proponent will make adjustments to minimize impacts. However, the majority of the route realignments were eliminated from further analysis because of engineering design difficulties, increased construction costs, and conflicts with other existing land uses.

## **2.6 BLM's Preferred Action Alternative on Federal Lands**

BLM's Preferred Action Alternative is Alternative A2 from the existing Mona Substation to the future Limber Substation (also the Environmentally Preferred Alternative and the Proponent's Proposed Action), and Alternative D from the future Limber Substation to the existing Oquirrh Substation (also the Environmentally Preferred Alternative). This route exhibits, on balance, lower overall environmental impacts than the other alternatives (see Table 2-9 (Alternative Route Comparison) of the FEIS for more information). After the implementation of BMPs and selective mitigation measures, significant long-term impacts resulting from implementation of the BLM's Preferred Action Alternative are only anticipated in localized areas, such as the Carr Fork Reclamation and WMA, and areas of high scenic quality or areas of proximity to sensitive viewers. The majority of the BLM's Preferred Action Alternative is anticipated to have low to moderate impacts on the environment. Alternative H for the Limber to Terminal segment of the Project does not cross any federal land.

## **3.0 Results of Protest Review**

The BLM received 14 protest letters during the 30-day protest period provided for the Proposed RMP Amendment in accordance with 43 Code of Federal Regulations (CFR) 1610.5-2. All valid protest issues received on the FEIS/Proposed RMP Amendment have been addressed in the Director's Protest Resolution Report, incorporated by reference herein and posted at:

- [http://www.blm.gov/wo/st/en/prog/planning/protest\\_resolution/protestreports.html](http://www.blm.gov/wo/st/en/prog/planning/protest_resolution/protestreports.html)

## **4.0 Notice of Modifications and Clarifications**

No modifications or clarifications were made to the Selected Alternative since all protests were resolved or dismissed.

## 5.0 The Decision

The decision is hereby made to select the BLM's Preferred Action Alternative on federal lands and to 1) amend the Pony Express RMP to allow the BLM to issue a major right-of-way on public lands administered by the SLFO, and 2) approve and issue a right-of-way grant consistent with the BLM's Preferred Action Alternative, which includes Alternative A2 from the existing Mona Substation to the future Limber Substation, including siting and construction of the portion of the proposed Mona Annex Substation on public land, (also the Environmentally Preferred Alternative and the Proponent's Proposed Action) and Alternative D from the future Limber Substation to the existing Oquirrh Substation (also the Environmentally Preferred Alternative) (see Figure R1 and R2).

These alternatives (Selected Alternative) were presented and analyzed in the FEIS and Proposed RMP Amendment subject to BMPs, mitigation measures, and stipulations to be included in the right-of-way grant and listed in the Final Plan of Development (POD), Appendix A of this ROD (which is a separate document). The Final POD details the methods and procedures that would be used in construction of the Project. The Final POD includes instructions to contractors, construction crews, agency personnel, resource inspectors, and monitors for construction, operation, and maintenance of the Project. The Final POD also contains a Project description, resource protection measures and BMPs; specifies environmental compliance field activities; provides a description of construction and operation activities; specifies land use and access requirements; and provides mapping of sensitive resources. The right-of-way grant will be subject to the Final POD (Appendix A) and the Special Stipulations (Appendix B) of this document. The right-of-way grant will authorize the use of public lands for the Project for a term of 30 years, which is subject to renewal.

In conjunction with the decision to issue a right-of-way grant for the Selected Alternative, the decision is hereby made to amend the Pony Express RMP to allow for a grant of a major right-of-way for the Selected Alternative outside of a designated utility corridor for this proposed transmission line and associated facilities.

The Selected Alternative is not identified from the future Limber Substation to the existing Terminal Substation because no BLM-administered lands occur along this segment. Approval and issuance of right-of-way for this portion of the Project is not included in the decision.

This ROD serves as the final decision and is effective the date it is signed. The right-of-way decision, even though in full force and effect, is subject to appeal pursuant to 43 CFR 2801.10.

A strict liability standard shall be imposed in the right-of-way grant to protect the United States in the event of an incident during construction and operation of this right-of-way. The strict liability standard is based on the following, as described in the FEIS: (1) the amount of steep mountainous terrain crossed, (2) the chance for starting wildland fire, and (3) the crossing of several major access highways and railroad lines by the high voltage lines.

Once right-of-way documents have been approved by BLM, actual on-site construction or other surface disturbing activities will be authorized by the issuance of a series of written Notices to Proceed (NTP) by the BLM authorized officer. These NTPs will specify authorized activities, location of the authorized activities, and the timing of the authorized activities. Should non-compliance issues, environmental issues, or other problems be encountered during authorized activities, the BLM authorized officer may amend or rescind any NTP previously issued.

## **6.0 Management Considerations in Selecting the BLM's Preferred Alternative on Federal Lands**

Impacts to resources identified below highlight management considerations in selecting the approved plan amendment and selected alternative. Mitigation measures and BMPs are provided in Attachments A and B of this ROD.

Table 2-9 of the FEIS provides detailed comparisons of each route alternative, including the Environmentally Preferred Action Alternative. Table 2-10 of the FEIS provides a summarized version of Table 2-9 and provides a justification for the selection of the Environmentally Preferred Alternative.

### **6.1 Considerations by Resource**

#### **6.1.1 Air Resources**

Impacts associated with the implementation of any action alternative, including the Selected Alternative, will be short-term (during construction) and localized to the general area of activity.

#### **6.1.2 Earth Resources**

Impacts to earth resources include temporary ground disturbance during construction associated with structure work areas, lay-down and staging areas, and wire splicing, pulling, and tensioning sites. Permanent ground disturbance would occur as a result of structure base areas, access roads, and substation sites. Mitigation measures would be implemented to minimize ground disturbance, vegetation removal, and soil compaction. The majority of impacts on soils would be temporary during construction. Long-term effects would be minimal due to the limited extent of permanent ground disturbance and potential for increased erosion rates. Overall, with the implementation of mitigation measures described in the Final POD (Appendix A), impacts on soil resources are expected to be low.

#### **6.1.3 Water Resources**

Impacts to water resources, including perennial streams, intermittent drainages, springs, and wells, will be low due to implementation of several BMPs described in the Final POD.

#### **6.1.4 Biological Resources**

##### **6.1.4.1 Vegetation**

The Selected Alternative will result in the permanent loss on all lands of approximately 646 acres of vegetation associated with the construction of access roads, transmission structures, and substations. Of the approximately 646 acres of permanent vegetation loss on all lands, approximately 100 acres would be on BLM-administered lands. All vegetation exceeding 12 feet in height will be cleared within the transmission line rights-of-way (250 feet wide for the 500kV line and 150 feet wide for the 345kV line). Selective mitigation measures will be implemented to limit the amount of right-of-way clearing and to span or avoid sensitive vegetation communities, including riparian areas, wetlands, and hybrid oak stands

in the Oquirrh Mountains. Significant long-term impacts are anticipated where wetlands and other sensitive communities cannot be avoided.

Construction activities will increase the potential for the establishment and spread of noxious weeds and the initiation of human-caused wildfires. A Weed Management Plan and fire protection measures have been included in the Final POD. These plans identify specific mitigation measures and establish protocols that will minimize the potential for weed impacts and wildfire. The primary indirect effects on vegetation are associated with the construction of permanent access roads, which could be used by the general public and may facilitate the spread of noxious weeds and increase the risk of human-caused wildfire.

#### **6.1.4.2 Wildlife**

The construction, operation, and maintenance of the proposed transmission lines and substations will result in both direct and indirect adverse effects on wildlife. Direct effects associated with construction activities include (1) behavioral disturbance and the displacement of wildlife (temporary); (2) habitat loss and fragmentation (permanent); (3) long-term displacement of individual animals (permanent); and (4) potential for mortality, primarily for wildlife species with limited mobility (temporary). Direct effects associated with the presence of new transmission lines include (1) mortality due to collisions or electrocution; (2) increased predation by raptors and ravens using transmission line structures as perches (permanent); and (3) behavioral disturbance and/or abandonment of habitats adjacent to transmission line structures (permanent).

The primary indirect effects are associated with the creation of permanent access roads. These roads could facilitate public access into currently inaccessible habitats and result in behavioral disruption and displacement, habitat abandonment, and increased mortality via legal hunting and poaching wildlife. These indirect effects will be permanent.

Significant wildlife habitats affected by the Selected Alternative include raptor nesting areas, waterfowl migration/movement pathways, and crucial seasonal habitats for greater sage-grouse, mule deer, elk, and pronghorn. A number of mitigation measures will be implemented to minimize direct and indirect effects on these habitats and associated wildlife species. Construction and maintenance activities will be prohibited in specified areas to minimize disturbance of wildlife during sensitive periods. Spatial buffers and seasonal restrictions will be implemented around raptor nests and sage-grouse leks. Portions of the transmission lines that cross waterfowl movement pathways will be marked with flight diverters or other BLM-approved devices to minimize the risk of avian collisions. Transmission lines will be designed in accordance with Avian Power Line Interaction Committee standards to minimize the potential for avian electrocution. Pre-construction surveys will be conducted for select biological resources, such as greater sage-grouse leks and migratory bird and raptor nests in the Project area. Access roads that traverse sensitive habitats (i.e., crucial winter range) will be gated or otherwise blocked to limit public access. Potential impacts on wildlife, such as disturbance, displacement, and increased mortality, will be unavoidable and long-term. However, the Selected Alternative will not result in any significant population-level effects on any wildlife species.

#### **6.1.4.3 Special Status Species**

No species listed under the Endangered Species Act (ESA) occur within the Project area. Several BLM sensitive species are known, or are likely to occur in this area, including one plant and a number of birds, mammals, and invertebrates. Pre-construction surveys will be conducted for special status species, including the nests of special status avian species, in the Project area. The results of these surveys will be

incorporated into final Project design to minimize adverse effects on these species. Spatial buffers and seasonal restrictions will be implemented as necessary, and public access will be restricted on access roads that traverse sensitive habitats. Potential impacts on special status species will be unavoidable and long-term, but will not result in any significant or population-level effects.

### **6.1.5 Wildland Fire Ecology and Management**

The Selected Alternative is not anticipated to have significant impacts on the wildland fire ecology and management within the Project area. The alternative does not conflict with the SLFO and Fillmore Field Office (FFO) Fire Management Plans. There are potential short-term impacts during construction when there is an increased risk of ignitions due to construction activities. Fire-safety measures and protocols have been addressed in detail in the fire protection portion of the Final POD. Indirect effects include the potential for increased fire frequency due to increased traffic on access roads. Mitigation measures would be implemented in areas of concern to limit the construction of new access roads. Also, vehicle travel overland can result in the ignition of vegetation. To help prevent these ignitions, vehicles would be parked in areas free of vegetation.

### **6.1.6 Cultural Resources**

Although little of the Project area has been intensively inventoried, the Class I record search and the Class II pedestrian inventory indicate archaeological and historical sites are common throughout the region. The Project area encompasses the traditional territories of several American Indian tribes who continue to reside in the region. No traditional cultural properties (TCP) have been identified in the vicinity of the proposed Project area. If such resources are identified, studies will be prepared in consultation with the pertinent American Indian tribe(s) and ethnographic specialists.

Impacts on cultural resources generally are rated as low to moderate throughout the Project area, as the Selected Alternative is anticipated to have approximately 144.6 miles of low impact, 1.4 miles of moderate impact, and no high impact on cultural resources. This is primarily a result of the ability to mitigate these impacts through detailed cultural resource surveys of the selected route and data recovery, where appropriate. There are no known impacts on special status cultural resources along the Selected Alternative and no known impacts on traditional cultural places. If special status cultural resources or traditional cultural places are identified along the route during American Indian tribal consultation or the Class III pedestrian inventory, these areas will likely be avoided using realignment, relocation of temporary workspaces, or changes in the construction and/or operational design. If unavoidable adverse impacts on significant cultural resource sites or traditional cultural places are identified, a Historic Property Treatment Plan will be prepared detailing how impacts will be reduced or mitigated.

### **6.1.7 Paleontological Resources**

Impacts on paleontological resources are generally rated as low to moderate or undetermined along the Selected Alternative. Implementation of mitigation measures will effectively reduce potential impacts on paleontological resources to a negligible level by allowing for the collection of fossils and their corresponding geological and paleoenvironmental data that otherwise might be lost to earth-moving activities.

### **6.1.8 Visual Resources**

Impacts on visual resources will occur as a result of the presence of construction vehicles and equipment; the construction of new roads and the upgrading of existing roads for access, ground disturbance and vegetation clearing at transmission line structures and substation sites; and the assembly and erection of transmission line structures and substations. Visual impacts evaluated in the FEIS include the effects on views from residences, parks, recreation areas (including historic sites), preservation areas, and travel routes; effects on scenic resources; effects on developed landscapes; and compliance with agency visual management objectives.

Mitigation measures will be applied where the transmission lines cross overstory vegetation to reduce the amount of vegetation clearing within the right-of-way. Where the transmission lines cross a sensitive feature, mitigation measures will place towers at the maximum distance feasible to avoid sensitive areas. In areas of strong or moderate landscape contrast, mitigation will align any new access roads in designated areas to follow the existing landscape contours. Where the transmission lines cross slopes greater than 10 percent, grading techniques such as slope rounding and recontouring will be utilized to blend road and pad cuts into the landscape.

In general, impacts on visual resources will vary from low to moderate where contrasts are minimal (i.e., paralleling existing transmission lines), where scenery is common, or where the transmission lines are in character with the existing development (i.e., industrial areas). Moderate to high impacts will occur where contrasts are strong, in areas of high scenic quality, or where the Project facilities are not in character with the existing development (i.e., residential areas or recreational landscapes). Overall, the Selected Alternative will result in moderate to high, long-term impacts on visual resources based on the modification of Class B scenic quality crossed on agricultural lands, the crossing of residential and recreation areas, and proximity to major travel corridors.

### **6.1.9 Land Use and Recreation Resources**

Short-term impacts on grazing will result from construction disturbance at tower sites, substation sites, staging areas associated with the Selected Alternative, and areas where new temporary access is required. Long-term impacts will result from those areas being permanently displaced by Project facilities and access roads. However, long-term impacts on grazing are not expected to be significant because of the minimal extent of disturbance on rangelands. The only areas permanently removed from use for the life of the Project include new access roads; the structure base areas (approximately 0.02 acre per mile for the 345kV single-pole structure and 0.3 acre per mile for the 500kV structure); and the areas of the two substation footprints (a total of approximately 358 acres).

Short-term impacts on primitive or dispersed recreation opportunities will likely occur as a result of the Selected Alternative. Access will be limited to certain areas during construction, and construction noise and activities may discourage people from recreating in the surrounding area. However, long-term impacts on primitive recreation activities such as hunting, hiking, and off-highway vehicle (OHV) use are expected to be minimal.

The Selected Alternative will require construction of new temporary and permanent access roads. The construction of new access roads potentially will increase OHV use and traffic in areas where access was previously limited or non-existent. Increased access may result in indirect impacts on other resources, particularly biological and cultural resources. Mitigation measures will be implemented in some areas to limit the construction of, or access to, new permanent access roads. Temporary construction access roads will be reclaimed to their original condition.

### **6.1.10 Hazardous Materials**

All construction, operation, and maintenance activities will comply with all applicable federal, state, and local regulations regarding the use of hazardous substances. Hazardous materials will not be drained onto the ground or into streams or drainage areas. Totally enclosed containment will be provided for all trash. Portable toilets will be located at designated construction sites. All construction waste, including trash, litter, garbage, other solid waste, petroleum products, human waste, and other potentially hazardous materials will be removed and transported to a disposal facility authorized to accept such materials.

Sulfur hexafluoride (SF<sub>6</sub>) is used as an electrical insulator in high-voltage equipment to transmit electricity between generation centers and customer load centers. SF<sub>6</sub> is considered a greenhouse gas and has the ability to trap heat in the earth's atmosphere 23,900 times more than carbon dioxide (CO<sub>2</sub>) (Environmental Protection Agency 2007). SF<sub>6</sub> can have numerous climatic and human and wildlife health effects if it leaks from electrical equipment. The Proponent has committed to numerous BMPs to reduce or eliminate the risk of leaks. With these measures in place, SF<sub>6</sub> leaks are not anticipated, and thus the potential impacts of using SF<sub>6</sub> equipment are minimal.

### **6.1.11 Electric and Magnetic Fields**

The proposed transmission lines and substations will produce electric and magnetic fields (EMF). EMF at intensity levels that will be produced at the edge of the right-of-way also can be found in the ordinary environment. EMF exposure will be well below exposure limits, in keeping with recommendations from the International Committee on Electromagnetic Safety and the International Commission on Non-Ionizing Radiation Protection.

Several public health and scientific organizations have reviewed the research on EMF and health impacts and considered the strengths and limitations of the epidemiologic and laboratory studies. These reviewers have concluded the overall body of research does not indicate any disease or adverse health effects caused by EMF exposure at levels below the guideline limits.

### **6.1.12 Noise**

Some level of noise will result from the construction, operation, and maintenance of the Selected Alternative. The proposed substations are located in rural unpopulated areas, with the majority of the transmission lines traversing grazing/unpopulated land. Where construction will occur near more populated areas, the noise from construction (and subsequent maintenance) might be audible; however, such noise will be temporary and possibly considered only as a nuisance. Wildlife most likely will avoid the temporary construction disturbance.

The audible noise levels of the transmission lines are much higher during rain and other foul weather conditions than during fair weather. Even in foul weather, however, the calculated audible noise levels of the line when operated at 500kV are less than 50 dBA (decibels on the A-weighted scale) at the edge of the right-of-way, and thus comply with both day and evening limits published by the Environmental Protection Agency (EPA 1974). Moreover, corona noise is typically much less noticeable during foul weather conditions because of the competing noise of rain and wind.

### **6.1.13 Socioeconomics and Environmental Justice**

During the 24-month construction period, it is expected the number of direct employees will not exceed 284 persons. Based on the percentage of workers who will be hired from outside the local workforce and the timing of crews along the length of the transmission lines, construction is expected to have negligible to minor impacts on housing, public services, and employment in the Project area.

No minority or low-income populations reside less than 3.5 miles from the Selected Alternative; therefore, no disproportionately high and adverse human health or environmental effects from the Project on minority and low-income populations are expected.

### **6.1.14 Cumulative Impacts**

The cumulative effects associated with the impacts of current and future projects, including the Selected Alternative, will be most significant on biological and visual resources and on future adjacent land uses.

Past and present actions that have most significantly affected vegetation and wildlife resources within, and adjacent to, the alternative transmission line routes and substation sites include (1) agricultural land uses in the Cedar, Goshen, Tooele, and Rush valleys; (2) water diversions; (3) mining activities in the Oquirrh and East Tintic mountains; (4) urban development in Tooele and Salt Lake valleys; (5) military facilities in Rush and Salt Lake valleys; and (6) the development of roads and utility corridors throughout the Project area. Adverse effects associated with these activities include (1) the permanent loss of vegetation and wildlife habitat; (2) reduced habitat quality due to fragmentation of native communities and the introduction/spread of non-native vegetation and noxious weeds; (3) decreased habitat security due to increased access by on- and off-road vehicles; and (4) increased risk of avian and waterfowl mortality associated with legal and illegal hunting, vehicle collisions, and collision with transmission lines.

The loss and degradation of native habitats has been most significant in the valleys and the eastern foothills of the Oquirrh Mountains. Sagebrush habitats, in particular, have been significantly reduced and fragmented by agricultural activities, urban development and military facilities, roads and utility corridors, and the establishment of non-native plant species. These factors have affected the habitat quality for greater sage-grouse, pronghorn, and other sagebrush dependent species. Industrial development in the northern Salt Lake Valley and along the Great Salt Lake has eliminated many wetlands and associated waterfowl habitats. Urban development and mining in the western Salt Lake Valley have eliminated and fragmented habitats, particularly crucial mule deer and elk seasonal ranges. Finally, existing transmission lines along the I-80 corridor pose a risk of collision-related mortality for migratory waterfowl and shorebirds.

Current and future projects, including the Selected Alternative, will result in the additional loss and fragmentation of wildlife habitats. The actual effects of these cumulative impacts will depend on the specific amounts, types, and locations of the habitat. Current and future projects, including the Selected Alternative, also could result in temporary disturbance, behavioral disruption, and long-term displacement of wildlife and will cumulatively increase the potential for wildlife mortality. The cumulative effects of such disturbances will depend on the nature, timing, and duration of the development activities.

The Selected Alternative, in conjunction with other current and future projects, will likely increase the potential for the establishment and spread of non-native plants and noxious weeds, as well as the risk of unintentional, human-caused wildfire. The cumulative effects of these projects will depend on Project-specific monitoring and eradication efforts.

Cumulative visual impacts may occur as a result of the construction, operations, and maintenance of the Selected Alternative in conjunction with other current and future projects, if they are either seen in the same field of view and/or are in the same landscape setting as the Selected Alternative. The cumulative effect of the Selected Alternative depends on the nature of change in form, line, color, and texture resulting from the introduction of additional facilities or landscape modifications. A large portion of the regional landscape in the study area remains undeveloped. Past and present activities have changed the visual landscape primarily through urbanization, industrial development, and natural resource extraction. In the recent past, less developed areas of Salt Lake County and Tooele County have changed in visual character from naturally or agriculturally dominated landscapes to residential and commercial landscapes, and this trend will likely continue as these areas become more developed. The introduction of new transmission lines in the unaltered landscape will produce the first incremental change into the viewshed.

Additional utility and infrastructure projects planned in the Project area will require the construction of some new access roads throughout the Project area, which could increase OHV use and traffic in areas where access was previously limited or non-existent. Increased access also may result in indirect impacts on other resources, particularly biological and cultural resources. In the southern portion of the study area, most cumulative impacts on land uses are expected to be minimal with the addition of the Selected Alternative. A portion of the Selected Alternative will be located in a proposed utility corridor in Rush Valley, where a pipeline may be sited in the future. In the northern portion of the Project area, cumulative impacts may occur in areas where multiple projects are planned in proximity to one another, creating land use conflicts.

## 6.2 Conformance with Affected BLM RMPs

The BLM land use planning guidelines and management objectives for federal lands within the Project area are contained in the following documents:

- Pony Express RMP – SLFO (BLM 1990)
- Pony Express RMP Amendment– North Oquirrh Mountains, SLFO (BLM 1997)
- House Range Resource Area RMP and ROD Rangeland Program Summary, Richfield District Office (BLM 1987)

The majority of the Project area is within the jurisdiction of the SLFO and is subject to the management prescriptions of the Pony Express RMP. The Pony Express RMP states that future proposals for major rights-of-way, such as large transmission lines, must be sited within designated utility corridors or a plan amendment would be required. Although the Selected Alternative is not in conformance with *Transportation and Utility Corridor Decision 1* of the Pony Express RMP, it is appropriate to consider a plan amendment because of the current and projected increase in electrical demands in northern Utah and the projected electrical shortfall, and the public need for safe, reliable, and cost-effective electric transmission service.

In addition, the Pony Express RMP was amended in 1997 for the NOMA to include additional guidance on proposed right-of-way within the NOMA. Right-of-way applications within the NOMA would be considered on a case-by-case basis; however, rights-of-way would avoid the following areas:

- Lands within Visual Resource Management Class II areas
- Lands above 5,200 feet in elevation
- Lands with slopes greater than 30 percent

- Lands within 0.25 mile of live water sources, except water-development projects where underground placement and wildlife mitigation would reduce impacts to acceptable levels

Rights-of-way proposed for areas above the 5,200-foot elevation mark must be constructed underground and completely rehabilitated.

The southern portion of the study area in Juab County and the FFO is subject to the management prescriptions of the House Range Resource Area RMP. The House Range Resource Area RMP states existing utility corridors would be used whenever possible for new rights-of-way. However, a plan amendment is not required if a major right-of-way is located outside existing corridors.

Except for the Pony Express RMP, the Selected Alternative is in conformance with the BLM land use plans' terms and conditions and as required by 43 CFR 1610.5. The Selected Alternative is in conformance with the Pony Express RMP, as amended, pursuant to this ROD.

### **6.3 Relationships to Other Plans, Policies, and Programs**

The BLM reviewed the land use plans of the State of Utah, Tooele County, Juab County, Utah County, and Salt Lake County to ensure the Project is consistent with the land management objectives and policies established in the plans.

There are no comprehensive State of Utah plans for the Project area. The SITLA manages the majority of state land within the Project area, and their mandate is to produce funding for the state's school system. SITLA makes surface lands available for easements for roads, pipelines, power, and transmission lines. Easements generate funds for SITLA; therefore, construction and operation of the Project in an easement across state land is not inconsistent with its objectives.

The *Tooele County General Plan* (2006) recognizes the value of BLM land within the county, which is used for livestock grazing, recreation, and mineral extraction. The plan emphasizes the importance of allowing county residents continued access to public lands. The Project is in conformance with the *Tooele County General Plan* since it will have minimal impacts on livestock grazing, recreation, and mineral extraction, and will not limit access to public lands.

The *Juab County General Plan* (1996) supports federal land management plans that allow multiple uses of public land, including activities related to agriculture, mining, livestock grazing, recreation, water resources, and wildlife. The *Juab County General Plan* also encourages cooperation with federal agencies in decisions affecting the management and use of public land. The Project is in conformance with the *Juab County General Plan*.

Since much of the federal land within Utah County is located at higher elevations, the *Utah County General Plan* (2007) emphasizes the importance of preserving water and water features, wildlife, and forest vegetation. The plan also states the importance of recreation and access on federally administered lands. An amendment to the *Utah County General Plan* in March 2009 approved the *Goshen Valley Specific Area Plan*. The *Goshen Valley Specific Area Plan* is a long-range plan for the Goshen Valley area to provide for mixed-use communities and other uses. The Project is in conformance with the *Utah County General Plan* or the *Goshen Valley Specific Area Plan*.

The land use plans for the west side of Salt Lake County include the *Draft West Side Master Plan* (2006), *Draft Southwest Community Plan* (2007), *Copperton Township Community General Plan* (2003a),

*Shorelands Plan* (2003b), *Magna Revitalization Implementation Plan* (2005), and *Salt Lake County Planning Goals and Policies* (2003c). The plans emphasize the importance of conserving natural features and resources; maintaining the visual integrity of hillsides, ridgelines, and steep slopes; and developing recreational opportunities. Salt Lake County recognizes the need for utilities and recommends co-locating recreational facilities with utilities where possible. The Project is in conformance with Salt Lake County land use plans.

The FEIS also incorporated the relevant decisions or practices contained in other applicable federal, state, and local plans listed in, but not limited to, the reference section of the FEIS.

## **7.0 Rationale for Selecting the Approved Plan Amendment and Selected Alternative**

BLM approves issuance of a major right-of-way on federal lands for the transmission line and associated facilities because construction and operation of the Project meets the purpose and need for the action. The purpose and need are met by providing new transmission lines and associated facilities that (1) meet the requirements of FERC to expand or upgrade the transmission system pursuant to the Open Access Transmission Tariff to accommodate requests for transmission services; (2) meet the current and projected electrical demands in northern Utah and the projected electrical shortfall based on population growth; (3) accommodate increasing the capacity of the existing transmission system for generation facilities planned or under construction; (4) allow for system reliability and flexibility issues associated with the operation of the existing transmission system; and (5) allow for economical power sales, transfers, and purchases.

The Selected Alternative is environmentally preferred because it exhibits, on balance, lower overall environmental impacts than the other alternatives, as indicated in Table 2-9 (Alternative Route Comparison) of the FEIS.

BLM amends the Pony Express RMP to allow the BLM to issue a major right-of-way for the proposed transmission line and associated facilities on federal lands managed by the BLM SLFO to comply with Transportation and Utility Corridors Decision 1. With amendment of the Pony Express RMP, issuing a major right-of-way for construction and operation of the proposed Project will not conflict with any long-term land use plans.

In addition, other federal reviews and approvals of the Project are complete, such as the U.S. Army Corps of Engineers review of the Project for compliance with Clean Water Act – Section 404; U.S. Fish and Wildlife Service (USFWS) consultation efforts for Endangered Species Act – Section 7; and U.S. Department of Defense (DOD) concurrence with BLM’s “No Effect” finding to Utah national defense lands. Coordination with the State of Utah is also complete with regards to the Governor’s Consistency Review and consultation with the State Historic Preservation Office (SHPO) regarding National Historic Preservation Act – Section 106. The details of key federal and state consultation efforts are outlined below in Section 8 of the ROD.

## **8.0 Consistency and Consultation Review**

The BLM promoted an open planning and EIS process by collaborating with other agencies, stakeholders, and the public. Throughout the preparation of the EIS, formal and informal efforts were made by the

BLM to involve federal, state, and local governments, tribes, and the public. These interactions are important to (1) ensure the most appropriate data have been gathered and employed for analysis, and (2) ensure agency and public sentiment and values are considered and incorporated into decision making.

## **8.1 Cooperating Agencies**

A cooperating agency is defined as any federal, state, or local government agency or American Indian tribe that has jurisdiction by law or special expertise regarding environmental impacts of a proposal, or a reasonable alternative for a major federal action affecting the quality of the human environment. The benefits of cooperating agency participation in the preparation of an EIS include (1) disclosing relevant information early in the analytical process; (2) applying available technical expertise and staff support; (3) avoiding duplication of other federal, state, local, and tribal procedures; and (4) establishing a mechanism for addressing intergovernmental issues.

In a letter dated November 2, 2007, the BLM invited a number of organizations to participate in the preparation of the EIS. These organizations include the following:

- DOD Tooele Army Depot and Utah National Guard's Camp Williams Military Reservation - Jurisdiction of these military installations is within the Project area and alternatives are located in the vicinity of Tooele Army Depot. Although these entities declined the BLM's invitation, they participated in various Project meetings and provided data for the environmental analysis.
- Utah Governor's Public Lands Policy Coordination Office (PLPCO) - On behalf of all state agencies, PLPCO coordinates the state's interest on public and land issues and acts to ensure state and local interests are considered in the management of public land. In cooperation with the Division of State History, PLPCO is also responsible for ensuring surveys and excavations of the state's archaeological and anthropological resources are undertaken in a coordinated, professional, and organized manner. PLPCO accepted the BLM's invitation and participated as a cooperating agency.
- Juab, Tooele, Salt Lake, and Utah counties - Jurisdiction of each of the counties is within the Project area. Although all counties declined the BLM's invitation, they participated in various Project meetings and provided data for the environmental analysis.

The BLM received no requests from other entities to participate as cooperating agencies.

## **8.2 Governor's Consistency Review**

The State of Utah Governor's Office initiated its consistency review of the FEIS and Proposed RMP Amendment on April 28, 2010, and did not identify any inconsistencies concerning state or local plans, policies, and programs in accordance with planning regulations at 43 CFR Part 1610.3-2(e). As a result of the Governor's Consistency Review, only minor editorial modifications were made in preparing the Approved Pony Express RMP Amendment. These modifications provided further clarification on some of the decisions.

## **8.3 National Historic Preservation Act, Section 106 Consultation**

Section 106 of the National Historic Preservation Act requires the BLM to consider the effects of the agencies' undertakings on properties listed in, or eligible for, the National Register of Historic Places,

which can include a diversity of archaeological, historical, and TCPs. Regulations for Protection of Historic Properties (36 CFR 800) implement Section 106, and define a process for federal agencies to use in consulting the SHPO and other interested parties as they assess the effects of their undertakings. Pursuant to these regulations, the BLM initiated Section 106 consultation with the Utah SHPO in 2007. A Programmatic Agreement (PA) among the Utah SHPO, DOD Tooele Army Depot, SITLA, and Utah Department of Transportation was executed. The BLM invited the Advisory Council on Historic Preservation to participate in the Project and to be a signatory to the PA; however, the Advisory Council declined to do so at that time.

The PA specifies that the BLM, in consultation with the Utah SHPO, shall to the extent practicable ensure that effects to historic properties be avoided through Project design, redesign, or relocation of facilities where feasible. When avoidance is not feasible, the BLM, in consultation with the SHPO, shall design an appropriate treatment plan to lessen or mitigate Project-related effects to historic properties.

## **8.4 Native American Consultation**

While no American Indian reservations or tribal lands owned in fee are within the Project area, the BLM identified tribes whose traditional territories are within the Project area. As part of scoping, the BLM sent Project notification letters on October 25, 2007 via certified-mail, to seven tribes and two Native American individuals (Northwestern Band of Shoshone Nation, Eastern Shoshone of Wind River Reservation, TeMoak Tribe and affiliated Bands, Confederated Tribes of Goshute Nation, Skull Valley Band of Goshute Tribe, Uintah and Ouray Ute Indian Tribe, and Paiute Indian Tribe of Utah; Art Caamasee and Elwood Mose) to inform them about the Project and EIS, and to determine their interest in the Project. Tribes were also asked to determine the need for further work related to the identification of TCPs in the Project area that might be impacted by the Project. Of these tribes, the Paiute Indian Tribe of Utah requested to participate in a field visit to view the Project right-of-way. Prior to construction, the BLM will host a field visit for the Paiute Indian Tribe of Utah and other interested tribes.

## **8.5 Endangered Species Act, Section 7 Consultation**

In accordance with Section 7 of the ESA, formal consultation with the USFWS is required when the action agency determines the Project may affect a listed species or designated Critical Habitat. The consultation process is initiated with a written request submitted to USFWS. A Biological Assessment (BA) is prepared to evaluate the potential for the Project to adversely affect federally listed species or designated Critical Habitat. If the BA concludes the Project is likely to result in an adverse effect, it is submitted to the USFWS and that agency prepares a Biological Opinion.

USFWS, BLM, and Utah Division of Wildlife Resources (DWR) biologists were involved in a working group to identify biological issues associated with the Project. Based upon the working group meetings and a detailed analysis of species listed under the ESA, it was concluded no federally protected species or Critical Habitats will be adversely affected by the proposed Project. This determination concludes the consultation process with the USFWS for the ESA.

The USFWS also administers the Migratory Bird Treaty Act (MBTA). In accordance with the MBTA, the Proponent has agreed to conduct pre-construction surveys on the selected alternatives to minimize potential adverse impacts by avoiding disturbance of nests associated with raptors and other migratory bird species on the Partners in Flight and Birds of Conservation Concern lists.

The BLM also consulted with the USFWS regarding the necessity for an Avian Protection Plan (APP) for the Project, in compliance with BLM IM 2010-156 (July 2010). The USFWS confirmed that an APP was not required for the Project. The Wildlife Management Plan and BMPs incorporated into the Project already comply with IM 2010-156.

## 9.0 Public Involvement

### 9.1 Public Scoping

Publication of the Notice of Intent (NOI) in the *Federal Register* on October 16, 2007, marked the beginning of the 30-day scoping period. The intent of scoping was to solicit comments on the Project from federal, state, and local agencies and the public early in the preparation of the EIS. In addition, a comprehensive public involvement effort for the Project, designed to incorporate comments on the Project at key milestones, was ongoing.

The range of issues summarized in this section was based on an ongoing public involvement and scoping process. The activities listed below assisted in identifying the issues and concerns related to the Project.

- Agency, interagency, and stakeholder meetings (listed in Appendix B of the FEIS/Proposed RMP Amendment) were held to discuss the Project and solicit comments.
- Announcements were made to inform the public of the Project, EIS preparation, and public scoping meetings included the *Federal Register* NOI, media releases to local newspapers and radio stations, and legal notices.
- A newsletter was distributed to interested parties on the Project mailing list that included federal, state, and local government agencies, special interest groups, and individuals. The newsletter introduced the Project, solicited input for the environmental analysis, and announced upcoming public scoping meetings.
- A telephone voice message information line (801-573-6814) was established to provide an opportunity for the public to learn about the Project status and/or request information.
- A Project website was established. The website contains a brief description of the Project, the need for the Project, and a Project timeline. The website is available at: [http://www.blm.gov/ut/st/en/fo/salt\\_lake/planning/mona\\_to\\_oquirrh\\_transmission.html](http://www.blm.gov/ut/st/en/fo/salt_lake/planning/mona_to_oquirrh_transmission.html). An email link was also provided for the public to submit comments (UT\_M2OTL\_EIS@blm.gov).
- The Project was posted on the BLM Environmental Notification Bulletin Board website (<https://www.blm.gov/ut/enbb>), NEPA UT-020-2008-009.
- Three formal public scoping meetings were held in November 2007 in West Jordan, Tooele, and Nephi, Utah, to introduce the Project, explain the purpose and need for the Project, describe the Project, explain the planning and permitting process, and solicit comments useful for the environmental analysis.

In addition, the Proponent convened a Community Working Group (CWG) that represents diverse interests within the northern portion of the Project area, including representatives from Tooele County, Tooele City, Kennecott Land, Kennecott Utah Copper, town of Stockton, Salt Lake County, Salt Lake City, South Jordan City, and West Jordan City. The CWG was asked to provide input to the Project team (i.e., issues, concerns, data) as the siting process and environmental studies progressed. The CWG met on four occasions at key points during the planning process.

## 9.2 Availability of Draft EIS and Draft RMP Amendment

Verbal comments received during the scoping meetings were documented in meeting summaries. Written comments were accepted by the BLM at the scoping meetings, by email, and by U.S. mail. All comments received to date were analyzed and assisted in defining the issues to be analyzed for the EIS. A more detailed description of the scoping process and results is presented in the *Mona to Oquirrh Transmission Corridor Project EIS Scoping Report* (BLM 2008), which is available on the BLM Project website. A more detailed description of the public involvement efforts is presented in the FEIS.

The BLM and EPA each published a Notice of Availability (NOA) of the Draft EIS/Draft Pony Express RMP Amendment (BLM 2009a) for public review and comment in the *Federal Register* on May 15, 2009, which initiated a 90-day public comment period. More than 52 hard copies and 200 electronic copies of the Draft EIS/Draft Pony Express RMP Amendment were distributed in May 2009 to federal agencies; tribal, state, and local governments; organizations; and individuals. The availability of the Draft EIS/Draft Pony Express RMP Amendment, deadline for public comments, and locations, dates, and times of public meetings on the Draft EIS/Draft Pony Express RMP Amendment were announced in paid newspaper legal notices, paid newspaper advertisements, and Project newsletters that were mailed out to affected property owners, agencies, and stakeholders. The BLM held three public open house meetings, one each in Tooele, Magna, and Nephi, Utah, to provide information and solicit public comments on the Proposed Action and the Draft EIS/Draft Pony Express RMP Amendment.

The comment period ended August 12, 2009. The BLM received 235 submittals containing comments from federal agencies, state and local governments, public and private organizations, and individuals. The comments in each submittal were identified, recorded, and analyzed. Responses were prepared for all substantive comments. A description of the comment analysis, the comments received, and the responses to those comments are provided in FEIS (BLM 2010).

## 9.3 Availability of FEIS and Proposed RMP Amendment

The BLM published an NOA of the FEIS/Proposed Pony Express RMP Amendment for public review and comment in the *Federal Register* on April 23, 2010, and the EPA published the NOA in the *Federal Register* on April 26, 2010. Additionally, the Proposed RMP Amendment had a 30-day protest period that began on April 26, 2010.

The FEIS/Proposed RMP Amendment (hardcopy and/or electronic version) was mailed to over 250 individuals, organizations, and agencies. Hardcopy versions of the document were made available at the BLM's SLFO and FFO. Electronic versions of the document were also posted to the BLM Project website:

- [http://www.blm.gov/ut/st/en/fo/salt\\_lake/planning/mona\\_to\\_oquirrh\\_transmission.html](http://www.blm.gov/ut/st/en/fo/salt_lake/planning/mona_to_oquirrh_transmission.html)

## 10.0 Availability of the ROD and Approved RMP Amendment

Copies of the ROD and Approved RMP Amendment are available by request from the following locations:

- BLM Salt Lake Field Office, 2370 South 2300 West, Salt Lake City, UT 84119
- BLM Fillmore Field Office, 95 East 500 North, Fillmore, UT 84631

They will also be made available electronically through the Project website:

- [http://www.blm.gov/ut/st/en/fo/salt\\_lake/planning/mona\\_to\\_oquirrh\\_transmission.html](http://www.blm.gov/ut/st/en/fo/salt_lake/planning/mona_to_oquirrh_transmission.html)

**Signature Page**  
**For**  
**Approved Pony Express Resource Management Plan Amendment and Mona**  
**to Oquirrh Transmission Corridor Project**  
**Record of Decision**

**Signature and Title of Responsible Official:**

  
Signature

  
Date

**Juan Palma**  
**Utah State Director**

**APPEALS:** This right-of-way decision is subject to appeal under the provisions of 43 CFR part 4 and 43 CFR 2801.10. Notwithstanding the provisions of 43 CFR Part 4.21(a), this decision will take effect immediately upon the date it is signed by the Utah State Director who is the Authorized Officer and shall remain in effect while any appeal is pending unless the Interior Board of Land Appeals (IBLA) issues a stay. Any appeal of this decision must follow the procedures set forth in 43 CFR Part 4. Within 30 days of the decision, a notice of appeal must be filed in the office of the Authorized Officer at the BLM Utah State Office, 440 West 200 South, Suite 500, Salt Lake City, UT 84101. If a statement of reasons for the appeal is not included with the notice, it must be filed with the IBLA, Office of Hearings and Appeals, U.S. Department of the Interior, 801 North Quincy St., Suite 300, Arlington, VA 22203 within 30 days after the notice of appeal is filed with the Authorized Officer.

A copy of the notice of appeal, any statement of reasons and all pertinent documents must be served on the IBLA at the same time it is filed with the authorized officer. In addition, a copy of all such documents must be served on each adverse party named in the decision from which the appeal is taken and on the Office of the Solicitor, U.S. Department of the Interior, Intermountain Region, 125 South State Street, Ste. 6201, Salt Lake City, Utah 84138-1180, not later than 15 days after filing the notice of appeal with the Utah State Director who is the Authorized Officer.

If you wish to file a petition for stay pursuant to 43 CFR Part 4.21(b), the petition for stay should accompany your notice of appeal and shall show sufficient justification based on the following standards:

- (1) The relative harm to the parties if the stay is granted or denied;
- (2) The likelihood of the appellant's success on the merits;
- (3) The likelihood of irreparable harm to the appellant or resources if the stay is not granted; and,
- (4) Whether the public interest favors granting the stay.

If a petition for stay is submitted with the notice of appeal, a copy of that petition also must be served on the authorized officer (the Utah State Director) and with the IBLA and each party named in the decision from which the appeal is taken.

## 11.0 References

- Bureau of Land Management (BLM). 2010. Final Environmental Impact Statement of the Mona to Oquirrh Transmission Corridor Project and Proposed Pony Express Resource Management Plan Amendment (FES 10-11/UT-020-2008-09). Salt Lake and Fillmore Field Offices, Utah. United States Department of the Interior (USDI).
- \_\_\_\_\_. 2009a. Draft Environmental Impact Statement of the Mona to Oquirrh Transmission Corridor Project and Draft Pony Express Resource Management Plan Amendment (DES 09-24/UT-020-2008-09). Salt Lake and Fillmore Field Offices, Utah. USDI.
- \_\_\_\_\_. 2009b. Approved Resource Management Plan Amendments/Record of Decision (ROD) for Designation of Energy Corridors on Bureau of Land Management Administered Lands in the 11 Western States (DOE/EIS-0386).
- \_\_\_\_\_. 2008. Mona to Oquirrh Transmission Corridor Project EIS Scoping Report. Salt Lake City Field Office, Utah. USDI.
- \_\_\_\_\_. 1997. Pony Express Resource Management Plan Amendment – North Oquirrh Mountains. Salt Lake Field Office, Utah. USDI.
- \_\_\_\_\_. 1990. Pony Express Resource Management Plan. Salt Lake Field Office, Utah. USDI.
- \_\_\_\_\_. 1987. House Range Resource Area Resource Management Plan and Record of Decision Range Management Summary. Richfield District Office, Utah. USDI.
- Environmental Protection Agency (EPA). 2007. SF<sub>6</sub> Emission Reduction Partnership for Electric Power Systems 2006 Annual Report. Available at <http://www.epa.gov/electricpower-sf6/resources/index.html#ten>. Accessed on September 22, 2008.
- \_\_\_\_\_. 1974. Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety. USEPA Document 550/9-74-004, 1974.
- Federal Energy Regulatory Commission (FERC). 1996a. Promoting Wholesale Competition through Open Access Non-discriminatory Services by Public Utilities, Order No. 888, 61 *Federal Register* 21,540 (May 10).
- \_\_\_\_\_. 1996b. Open Access Same-time Information System and Standards of Conduct, Order No. 889, 61 *Federal Register* 21,737 (May 10).
- Juab County. 1996. General Plan. Planning Department. Nephi, Utah.
- Salt Lake County. 2007. Draft Southwest Community Plan options A & B. Planning and Development Services. Salt Lake City, Utah.
- \_\_\_\_\_. 2006. Draft West Bench General Plan. Planning and Development Services. Salt Lake City, Utah.
- Salt Lake County. 2005. Magna Revitalization Implementation Plan. Planning and Development Services. Salt Lake City, Utah.

Salt Lake County. 2003a. Copperton Township Community General Plan. Planning and Development Services. Salt Lake City, Utah.

\_\_\_\_\_. 2003b. Shorelands Plan. Planning and Development Services. Salt Lake City, Utah.

\_\_\_\_\_. 2003c. Salt Lake County Planning Goals and Policies. Planning and Development Services. Salt Lake City, Utah.

Tooele County. 2006. General Plan. Engineering Department. Tooele City, Utah.

Utah County. 2007. General Plan. Community Development Department. Provo, Utah.

Utah County. 2009. Goshen Valley Specific Area Plan. Community Development Department. Provo, Utah.

## **Appendix A – Plan of Development**

---

---

The Plan of Development is a two volume document. Copies of the Plan of Development are available at the BLM Salt Lake Field Office and Fillmore Field Office for public viewing.

- BLM Salt lake Field Office, 2370 South 2300 West, Salt Lake City, UT 84119
- BLM Fillmore Field Office, 95 East 500 North, Fillmore, UT 84631

## **Appendix B – Special Stipulations**

---

## **Appendix B**

### **Special Stipulations for Right-of-way Grant**

#### **UTU-82829**

---

1. Prior to issuance of the right-of-way, the holder shall furnish a performance bond, acceptable to the authorized officer, in the amount of \$3,550,000.00 to ensure adequate adherence to all terms and conditions and stipulations of the ROW Grant and TUP including, but not limited to restoration and reclamation of disturbed areas and other requirements relative to the construction and rehabilitation phase of the project. Portions of the bonded amount may be released as specific tasks are completed and accepted by the BLM authorized officer.
  
2. The holder shall furnish a performance bond acceptable to the authorized officer to cover the costs of termination, decommissioning, and removal of the ROW facilities in the event the holder fails, for whatever reason, to comply with the terms, conditions, and special stipulations of the grant or to renew the right-of-way at the end of its term. The amount of this bond will be based upon an estimate of full decommissioning, removal, and reclamation costs on BLM land. This bond shall be furnished to BLM no later than two years prior to expiration date of the ROW grant. This bond estimate shall be prepared by an independent state certified engineer who is approved in advance by the authorized officer, and the estimate shall include all expenses related to the decommissioning, removal, and restoration of the right-of-way grant on BLM land. The detailed engineering estimate report shall be accompanied by the engineer's seal. All costs of preparing and submitting this report shall be borne solely by the holder. If the ROW grant is renewed by BLM, the bond shall be terminated. If the grant is not renewed, BLM will hold the bond until reclamation acceptable to the BLM authorized officer is completed.
  
3. The holder shall be liable for damage or injury to the United States to the extent provided by 43 CFR Sec. 2807.12. The holder shall be held to a standard of strict liability for damage or injury to the United States resulting from fire or soil movement (including landslides and slumps, as well as wind and water caused movement of particles) caused or substantially aggravated by any of the following within the right-of-way or permit area:
  - (1) Activities of the holder including, but not limited to, construction, operation, maintenance, and termination of the facility.
  
  - (2) Activities of other parties including, but not limited to:
    - (a) Land clearing and logging
    - (b) Earth-disturbing and earth-moving work
    - (c) Blasting.
    - (d) Vandalism and sabotage

The maximum limitation for such strict liability damages shall not exceed \$2,289,000.00 for any one event, and any liability in excess of such amount shall be determined by the ordinary rules of negligence of the jurisdiction in which the damage or injury occurred. This section shall not impose strict liability for damage or injury resulting primarily from an act of war or acts of God or from the negligent acts or omissions of the United States.

4. The holder shall restrict access across federal lands to the authorized access roads identified in Exhibit C – Temporary Access Roads For Use During Construction of the Mona-Oquirrh

Transmission Facilities ROW UTU-82829. The holder will provide signs, flag persons, barricades, and other appropriate measures to ensure construction traffic is routed onto the authorized roads and avoids unauthorized roads. Upon completion of the construction, and as part of the required reclamation, temporary access roads will be returned to their pre-construction condition or be completely reclaimed at the discretion of the authorized officer.

5. The holder shall employ a system of stickers or similar devices for vehicles in conjunction with cleaning to prevent spreading of noxious weeds and undesirable plants. This will enable environmental inspectors, CICs, and other responsible parties to determine at glance whether a vehicle has been properly cleaned prior to entering a new or sensitive area wherein vehicle cleaning is required.
6. Actual on-site construction or other surface disturbing activities will be authorized by the issuance of a series of written Notices to Proceed (NTPs) by the BLM authorized officer. These NTPs will specify authorized activities, location of the authorized activities, and the timing of the authorized activities. Should non-compliance issues, environmental issues, or other problems be encountered during authorized activities, the BLM authorized officer may amend or rescind any NTP previously issued.
7. In the event that the public land underlying the right-of-way (ROW) encompassed in this grant, or a portion thereof, is transferred out of federal ownership and administration of the ROW, or the land underlying the ROW is not reserved to the United States in the patent/deed and/or the United States waives any right it has to administer the right-of-way, or portion thereof, within the conveyed land under federal laws, statutes, and regulations, including the regulations at 43 CFR Part 2800, including any rights to have the holder apply to BLM for amendments, modifications, or assignments, and for BLM to approve or recognize such amendments, modifications or assignments. At the time of conveyance, the patentee/grantee, and their successors and assigns, shall succeed to the interests of the United States in all matters relating to the right-of-way, or portion thereof, within the conveyed land and shall be subject to applicable state and local government laws, statutes, and ordinances. After conveyance, any disputes concerning compliance with the use and the terms and conditions of the ROW shall be considered a civil matter between the patentee/grantee and the ROW holder.