



Ballard City

Route 2, Box 2381
Ballard, UT 80466
(435) 722-3393

Conditional Use Permit

Type of Conditional Use Requested: Utility transmission lines Parcel ID# Appendix C Acreage: 75

Project Location: See Appendix A maps Specific Address: Not applicable

Tax ID# of all Parcels Affected: See Appendix C

Owner of Property: See Appendix C

Address: _____ City: _____ State: _____ Zip: _____

Phone: _____ Fax: _____ Email: _____

Applicant: TransWest Express LLC; Representative: Garry L Miller

Address: 555 Seventeenth Street, Ste. 2400 City: Denver State: CO Zip: 80202

Phone: 303-299-1546 Fax: _____ Email: garry.miller@tac-denver.com

Engineer: TransWest Express LLC; Representative: David Smith

Address: 555 Seventeenth Street, Ste. 2400 City: Denver State: CO Zip: 80202

Phone: 303-299-1545 Fax: _____ Email: david.smith@tac-denver.com

CONTACT PERSON FOR PROJECT OF THOSE LISTED ABOVE: Garry L Miller

Please include with the application:

1. Two sets of mailing labels for all property owners within a 300' radius from the border of the subject property.
2. A detailed explanation of the type of business, number of employees, hours of operation and specific functions of business. See Chapter 8 of Ballard City Land Use Ordinance.
3. Two copies of the Site Plan 24" x 36" and one reduced 8.5" x 11" to include the following information:
 - a. A detailed site plan of the proposed area showing building footprint, grading, drainage, setbacks, utilities, easements, site surfacing, parking, curb, gutter, sidewalks, lighting, fencing, streets, driveways and existing structures.
 - b. Include existing and adjacent utilities, access points, streets, driveways, fire hydrants, grade, drainage and detention areas.
 - c. Landscape plan
 - d. Building and project signage if applicable
 - e. Building elevations showing building materials and colors
4. Pay all fees at the time of application. No exceptions.

Filing Fee: \$300.00

Maps & Names of property owners:

Uintah County Recorder
147 East Main
Vernal, UT 84078
(435) 781-5398

Signature of Applicant:  Date: July 17, 2019

Signature or Consent of Owner: _____ Date: _____

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TransWest Express Transmission Project



Ballard City, Utah Conditional Use Permit Application

July 17, 2019



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ACRONYMS AND ABBREVIATIONS

AC	alternating current
BLM	Bureau of Land Management
CUP	Conditional Use Permit
DC	direct current
EIS	Environmental Impact Statement
EMS	Emergency Medical Services
kV	kilovolt
MW	megawatts
NEPA	National Environmental Policy Act
Ordinance	Land Use Ordinance of Ballard City, Utah
POD	Plan of Development
ROD	Record of Decision
ROW	right-of-way
TransWest	TransWest Express LLC
TWE Project or Project	TransWest Express Transmission Project
WAPA	Western Area Power Administration

APPLICATION REQUIREMENTS

Requirements	Reference	Applicant's Response
<i>Ballard City Conditional Use Permit (CUP) Application Form</i>		
Two sets of mailing labels for all property owners within a [500 foot] radius from the border of the subject property	CUP Application Form	Appendix C, <i>Landowner Information</i> identifies the owners of parcels within 500 feet of the TWE Project in Ballard City.
A detailed explanation of the type of business, number of employees, hours of operation and specific functions of business	CUP Application Form	Section 3.0, <i>Project Description</i>
Site Plan	CUP Application Form	Appendix A, <i>Project Detail Maps</i>
Application Filing Fee	CUP Application Form	The application filing fee of \$300 will be provided under separate cover.
<i>Land Use Ordinance of Ballard City, Utah Requirements</i>		
CUP Application Form	Ordinance Section 15.08.020	Application form precedes this document.
Findings: 1. The proposed use at the proposed location will not be unduly detrimental or injurious to property or improvements in the vicinity and will not be detrimental to the public health, safety or general welfare.	Ordinance Section 15.08.040	Section 4.1.1, <i>Finding 1</i>
2. The proposed use will be located and conducted in compliance with the purposes of this Ordinance.		Section 4.1.2, <i>Finding 2</i>
3. That the property on which the use, building or other structure is proposed is of adequate size and dimensions to permit the conduct of the use in such a manner that will not be materially detrimental to adjoining and surrounding properties.		Section 4.1.3, <i>Finding 3</i>
4. All required site engineering plans have been submitted and reviewed and it has been determined that adequate site improvements have been made to meet the requirements of the conditional use and to eliminate any negative impacts to surrounding properties or the general public.		Section 4.1.4, <i>Finding 4</i>
5. Does not propose any construction on any designated critical lands.		Section 4.1.5, <i>Finding 5</i>

1.0 INTRODUCTION

TransWest Express LLC (TransWest) seeks a Conditional Use Permit (CUP) from Ballard City, as is required by the Land Use Ordinance of Ballard City, Utah (Ordinance), to construct and operate the TransWest Express Transmission Project (TWE Project or Project) in Ballard City. As demonstrated by this application, the proposed Project complies with all regulatory requirements in the Ordinance. TransWest requests that the Ballard City Planning Commission recommend approval of this application to the Ballard City Council. TransWest requests the City Council approve this application and grant to TransWest a CUP to construct and operate the Project.

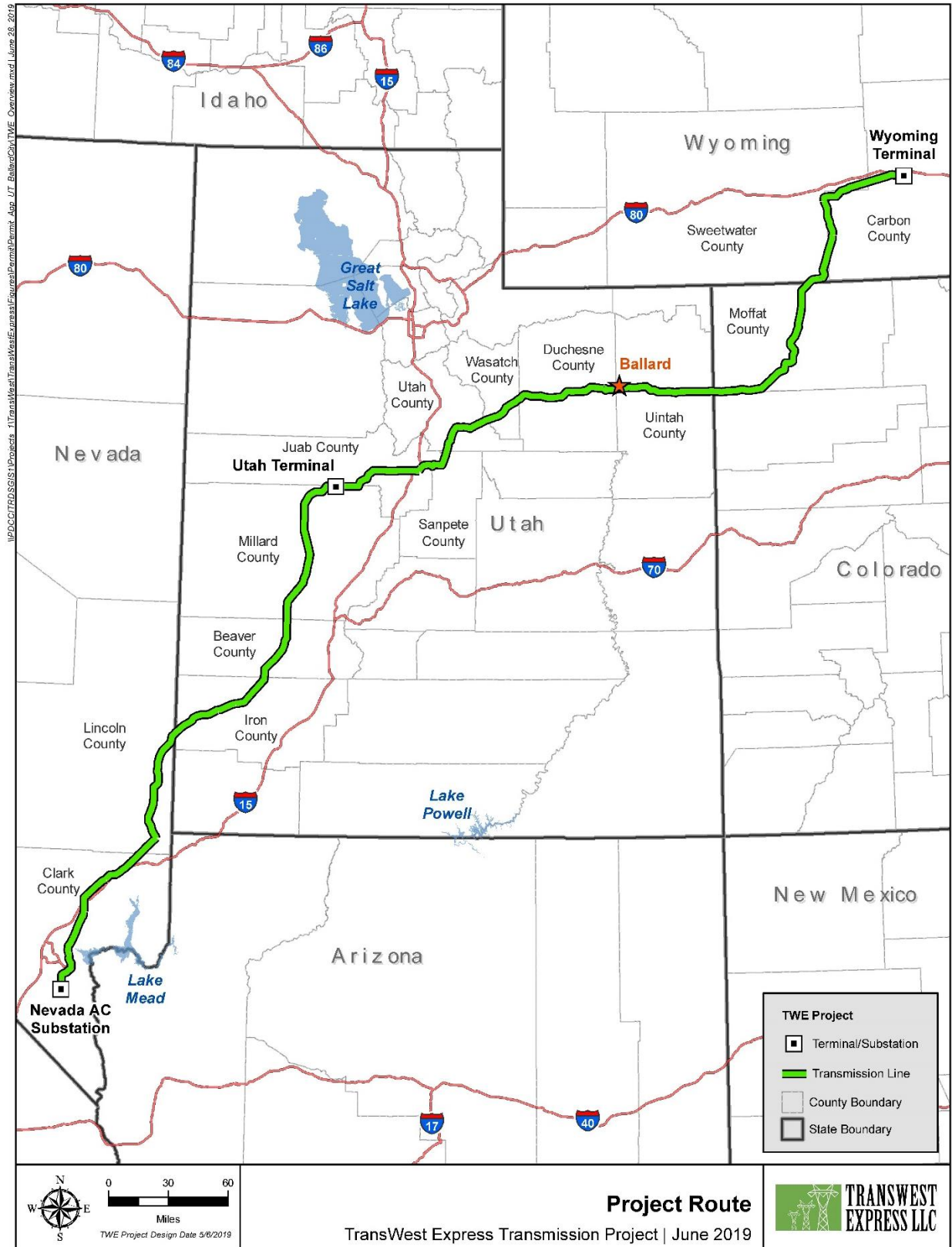
As discussed in this application, TransWest is updating the Project design and completing private right-of-way (ROW) acquisition. To accommodate completion of these activities and timely construction of the Project, TransWest requests that the City Council approve the CUP subject to the following conditions:

- TransWest may adjust the locations of TWE Project facilities if necessary to address landowner concerns, engineering constraints, or unforeseen environmental conflicts, without amending the CUP or submitting a new application.
- TransWest will acquire the legal right to use all necessary private land in Ballard City prior to commencing construction activities.
- Any action authorized by the CUP must commence within one (1) year of the date the permit is issued. Because the Bureau of Land Management's (BLM) Record of Decision (ROD) precludes TransWest from commencing construction until the BLM issues its Final Notice to Proceed, this one (1) year period is tolled and shall not begin to run until the date on which the BLM issues its Final Notice to Proceed. If the Project is not commenced within one (1) year from the date the BLM issues its Final Notice to Proceed, then the permit shall expire, except as extended in compliance with Section 15.08.060 of the Ordinance.
- Following the BLM's issuance of the Final Notice to Proceed and prior to commencement of construction in Ballard City, TransWest will provide the City Council an update on Project status.
- Prior to construction, TransWest will coordinate with the Ballard City Public Works Department to execute a Road Use Agreement to ensure that municipal roads used during the construction phase of the TWE Project are properly improved, maintained, and repaired prior to, during, and after construction.

1.1 Project Overview and Background

The TWE Project is a high voltage transmission system that will extend across four states from south-central Wyoming to Southern Nevada (Figure 1). The TWE Project will include approximately 730 miles of transmission line, two terminals located in Wyoming and Utah (near Delta, in Millard County), and a substation in Nevada. The system will be capable of transmitting 3,000 megawatts (MW) of electric energy (enough energy to power more than 1,800,000 homes), and will incorporate both high voltage direct current (DC) and high voltage alternating current (AC) technology. The DC System will transmit power from Wyoming, across Colorado to the Utah Terminal with maximum efficiency, and the AC System will transmit power from the Utah Terminal to southern Nevada with the flexibility to connect with other systems along the route. The Utah Terminal will include a converter station and an AC substation to interconnect the TWE Project with the existing Intermountain Power Project transmission system and the AC transmission line between Utah and southern Nevada.

Figure 1. Project Route



In Ballard City, the TWE Project consists of the following components (described in Section 3.1, *Project Facilities*):

- ±500 kilovolt (kV) DC transmission line
- Access roads
- Temporary facilities, including wire pulling, tensioning, and splicing sites and structure work areas

Figure 2 displays the Project alignment in Ballard City. Appendix A, *Project Detail Maps*, provides a detailed map of Project facilities in the city.

Because approximately two-thirds of the Project route is sited on federal land managed by the BLM, U.S. Forest Service, and Bureau of Reclamation, the TWE Project was subject to an extensive environmental analysis under the National Environmental Policy Act (NEPA). BLM and the Western Area Power Administration (WAPA) served as joint lead federal agencies in preparing an Environmental Impact Statement (EIS), the most comprehensive level of analysis available under NEPA. WAPA participated as a joint lead agency because, as a power marketing agency of the U.S. Department of Energy, it has the option to participate as a joint owner in the TWE Project under its Transmission Infrastructure Program.

TransWest applied to the BLM for a ROW grant for the TWE Project on December 12, 2008, triggering the NEPA process. On January 4, 2011, BLM and WAPA published their Notice of Intent to prepare an EIS and commenced a public scoping process that included 23 public meetings in four states. On July 3, 2013, BLM and WAPA issued a 2,000-page Draft EIS in which they identified several alternative routes for the TWE Project. The Draft EIS reflected not only public input received during the scoping process, but also the collaboration of more than 50 federal, state, and local cooperating agencies, including the State of Utah and Uintah County. Following the release of the Draft EIS, BLM and WAPA conducted 13 additional public meetings so the public could review the environmental analysis, review the agency-preferred alternative route, ask questions, and provide comments for BLM and WAPA to consider as they prepared the Final EIS.

On May 1, 2015, BLM and WAPA issued their Final EIS. After reviewing thousands of miles of potential routes, the agencies identified their agency-preferred alternative route from south-central Wyoming to the Marketplace Hub in southern Nevada. The Final EIS contained more than 2,500 pages and documented more than six years of detailed environmental analysis, public input, and collaboration among the cooperating agencies. The Final EIS informed the public of the various potential environmental effects associated with the TWE Project, including potential ecological, aesthetic, cultural, economic, and social effects.

On December 13, 2016, and January 17, 2017, respectively, the BLM and WAPA issued their RODs approving the TWE Project, and BLM subsequently issued a ROW grant. The RODs include hundreds of conditions that TransWest must satisfy before the BLM will issue the Final Notice to Proceed that will authorize TransWest to commence construction on federal land. These conditions include obtaining all local, state, and other federal approvals and updating a Plan of Development (POD) and Implementation Plans (e.g., Reclamation Plan).

In this application, TransWest refers to the POD and associated Implementation Plans where relevant to describe various construction, operations, and mitigation procedures that TransWest and its contractors will follow in connection with the TWE Project. While the POD and Implementation Plans are not included as part of this application, TransWest will make these documents available to the Ballard City Administrator following the BLM's approval of the POD and issuance of the Final Notice to Proceed, if requested. The complete list of POD Implementation Plans is included in Appendix B, *Regulatory Approvals*. The version of the POD and framework Implementation Plans included with the BLM's 2016

ROD are available online through the BLM's NEPA register (accessed June 2019):
https://eplanning.blm.gov/epl-front-office/projects/nepa/65198/92789/111798/AppB_TWE_POD.pdf.

TransWest is in the process of securing other regulatory approvals required under the BLM and WAPA RODs. Appendix B, *Regulatory Approvals*, provides a table that summarizes the federal, state, and local permits that are required for construction and operation of the Project in Utah.

1.2 Land Ownership and Control

Within Ballard City, the TWE Project transmission line will be 2.2 miles long, crossing several private land holdings. Construction and operation of the Project will involve approximately 75 acres of private land.¹

The Project will require a 250-foot-wide ROW for the ± 500 kV DC transmission line and 30- to 50-foot-wide ROWs for access roads. TransWest is pursuing easements across 11 parcels owned by four landowners in Ballard City. To acquire easements from private landowners, TransWest first contacts each affected landowner to request a right of entry. The right of entry allows TransWest to inspect the land, perform appropriate engineering surveys, and evaluate access. TransWest encourages landowners to accompany Project personnel on the property inspection to discuss any questions they may have. Following the property inspection and after confirming ownership of the property through a local title company, TransWest presents the landowner with an easement offer based on a Market Value Study. The Market Value Study is prepared by expert appraisers familiar with the area and is based on comparable sales in combination with specific information about the landowner's property, but unlike a formal appraisal, may not evaluate the unique aspects, positive or negative, of individual parcels. If the landowner declines the initial offer and TransWest and the landowner are unable to negotiate mutually agreeable terms, then TransWest obtains a formal appraisal and presents another offer based on that formal appraisal. The entire process, starting with the request for right of entry, may take several months, depending in part on the landowner's availability and responsiveness, title issues, and any special conditions encountered. Although TransWest intends and desires to work collaboratively with landowners to negotiate mutually agreeable terms for the right to use their land and provide just compensation, easements can be acquired through eminent domain (condemnation) proceedings if necessary.

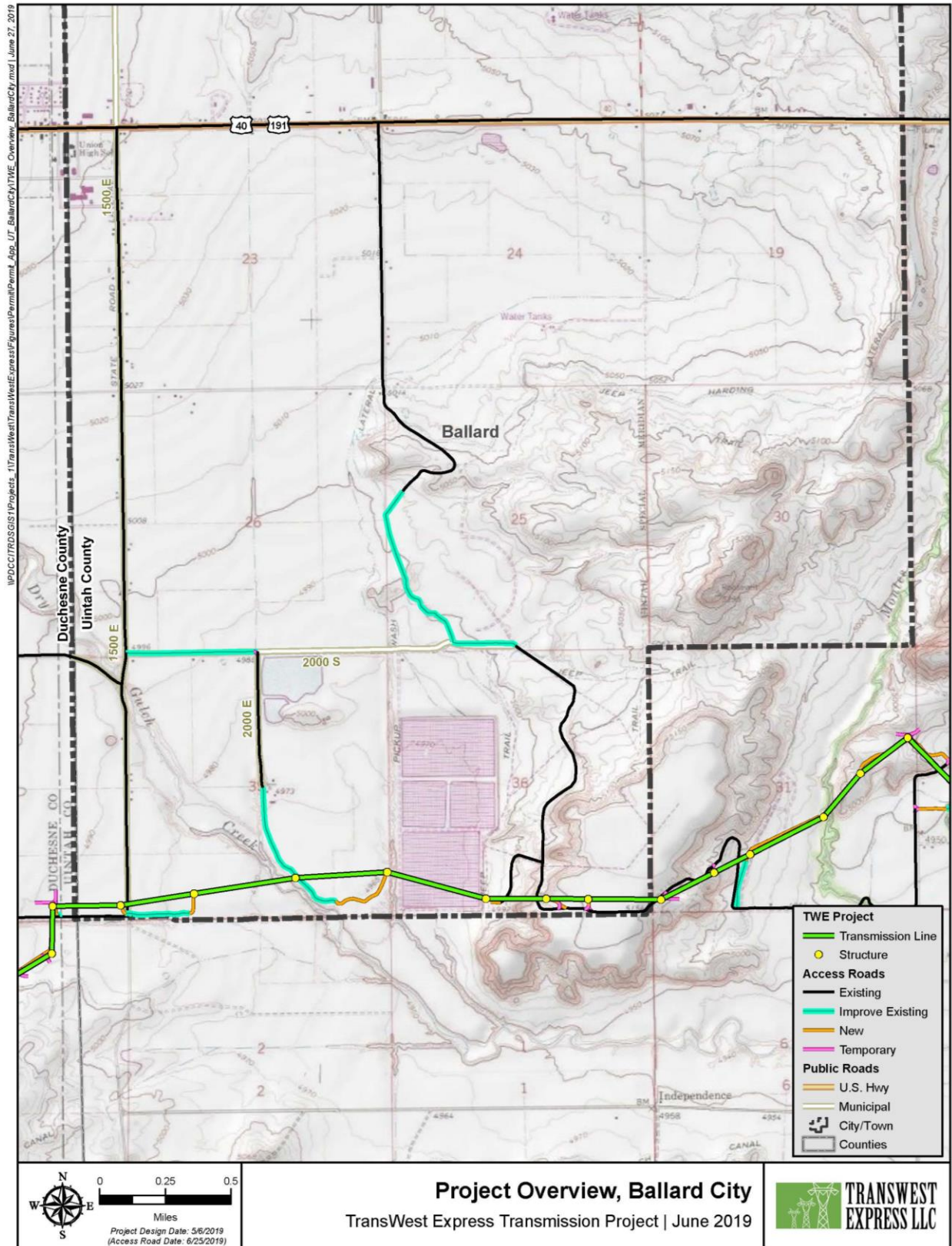
Appendix C, *Landowner Information*, identifies the owners of the parcels in Ballard City that will require an easement (referred to as Affected Parcels) and the parcels within 500 feet of those Project facilities that require an easement (referred to as Adjacent Parcels) (500 feet is the required notification distance for Planning Commission hearings on CUPs). These parcels are depicted in Appendix A, *Project Detail Maps*. Appendix D, *Legal Description*, provides the full legal description of the Project in Ballard City.

1.3 Applicant Information

The applicant, TransWest, is a limited liability company authorized to do business in Utah. TransWest's primary business is to develop, construct, and operate the TWE Project. The company is wholly owned by Wyoming Renewable Resources LLC, which in turn is wholly owned by The Anschutz Corporation, a multibillion-dollar diversified company with investments in natural resources, energy, and other industries based in Denver, Colorado.

¹ Acreage includes temporary and permanent Project facilities and ROWs, with the exception of existing access roads, which are not included. Acreage is approximate, based on current design.

Figure 2. Project Overview, Ballard City



1.3.1 Western Area Power Administration Participation

While not an applicant for this CUP, WAPA is a power marketing administration within the U.S. Department of Energy that markets and delivers clean, renewable, reliable, cost-based hydroelectric power and related services within a [15-state region](#) of the central and western United States. In 2011, WAPA and TransWest entered into a Development Agreement under which WAPA will own 25 percent of fiber communications and an option to own capacity on the TWE Project.

2.0 PURPOSE, NEED, AND BENEFITS

2.1 Purpose and Need

The TWE Project will expand and improve the transmission grid serving the western United States, creating modern and reliable infrastructure needed to support the generation and expanding use of clean energy throughout the western states, including Utah. The Project's immediate purpose is to provide the transmission infrastructure and capacity necessary to reliably and cost-effectively transmit up to 3,000 MW of clean and sustainable electric power generated primarily from renewable wind energy resources in Wyoming to the Desert Southwest Region (California, Nevada, and Arizona). The same transmission facilities will also facilitate the northward transmission of excess solar energy generated in the Desert Southwest to the Rocky Mountain Region.

TransWest's objectives for the Project are to:

- Allow consumers access to renewable energy sources and contribute to meeting national, regional, and state energy and environmental policies, including state-mandated renewable energy portfolio and greenhouse gas reduction targets;
- Meet increasing customer demand with improved electrical system reliability;
- Allow consumers access to domestic energy sources and contribute to complying with national energy policy;
- Provide system flexibility and increased access to the grid for third-party transmission users;
- Expand regional economic development through increased employment and enlargement of the property tax base; and
- Maintain the standard of living associated with highly reliable electricity service.

The TWE Project will primarily transmit wind and solar renewable energy resources. Wind and solar renewable energy have been cited in numerous studies as the most economic large-scale resources that can be used to meet the Nation's demand for renewable and clean energy. The growth in demand for renewable energy is especially strong in the Desert Southwest, which has seen significant population increases and the establishment of renewable portfolio standards that require a portion of a state's energy mix to come from renewable sources, and is growing in the Rocky Mountain Region. However, developable solar and wind resources are typically found in remote areas located far from urban centers where the demand is the greatest. Thus, transmission infrastructure is required to enable renewable energy development that will meet both the demand for energy and environmental policy objectives.

Although Wyoming has some of the best wind resources in the Nation, the existing transmission capacity available to export electric energy from Wyoming is fully committed. At the same time, solar energy generated during certain times of day in the Desert Southwest often goes unused because transmission facilities do not currently exist to transmit that excess solar energy to markets where it can be used. To

Purpose, Need, and Benefits

address these needs, the Western Governors Association, the 2004 Rocky Mountain Area Transmission Study, and the Clean and Diversified Energy Advisory Committee have all recommended transmission expansion along similar routes as the TWE Project. The TWE Project will address these needs by adding necessary, and strategically located, capacity to the western transmission grid.

2.2 Economic Benefits

The Project will bring a variety of economic benefits for Ballard City, Uintah County, the State of Utah, and local residents. Uintah County and Ballard City will receive immediate economic benefits from employment, expenditures, property taxes, and increased sales and use tax revenue. In addition, over the longer term, the entire State will benefit from an expanded and more reliable transmission grid.

The Project will expand local and state employment opportunities by creating temporary jobs during Project construction. In turn, these jobs will support increased business opportunities for local hotels, restaurants, and other service providers. The number of estimated construction and operations jobs generated by the Project in Ballard City is provided in Section 3.5, *Workforce and Housing*.

The Project will also yield substantial tax revenues for Uintah County and Ballard City, including property tax revenues based on the Project's assessed value, and sales and use tax revenues based on TransWest's purchases of materials, supplies, and equipment. TransWest currently estimates that the total value of the Utah portion of the Project will be about \$1.32 billion, yielding statewide property tax revenue of about \$15.7 million in the first year of the Project. Of this, Uintah County would receive property tax revenue of about \$2.1 million in the first year. Over the estimated 50-year life of the Project, TransWest estimates that it will pay about \$477 million in Utah property taxes in the aggregate.

In addition to property tax based on the total value of the Project, TransWest will pay sales and use tax based on the purchase and delivery of construction materials and transmission towers. In Uintah County, sales and use taxes are levied at 6.05 percent. TransWest estimates that it will spend about \$23.2 million on materials for the Uintah County portion of the Project. Assuming that the point of delivery (i.e., the location where TransWest takes possession) of all material used for construction in Uintah County will be in Uintah County, TransWest will pay about \$1.4 million in sales and use tax, which will be distributed among the taxing entities with jurisdiction in Uintah County.

2.3 Environmental Benefits

The TWE Project will provide a variety of environmental benefits, most notably the transmission of clean and sustainable wind energy that will reduce air emissions and greenhouse gases. The Project will deliver enough clean, sustainable wind energy to power nearly 2 million homes and will reduce greenhouse-gas emissions as effectively as taking 1.5 million cars off the road. At the same time, the Project will create a means to deliver solar energy from the Desert Southwest to the Rocky Mountain Region, further reducing greenhouse gas emissions in this region. In addition to the transmission of renewable energy, the TWE Project will emit no odors or air emissions during operations and will require very little water use.

The TWE Project was designed with extensive input from federal, state, and local agencies and the public to minimize adverse environmental impacts and was subject to the highest level of federal environmental analysis – an EIS. Through this collaborative process, TransWest has committed to complying with hundreds of environmental requirements and mitigation measures described in the BLM's ROD. TransWest has expended considerable resources on data collection and scientific studies that have advanced the body of knowledge on impacts from transmission lines and resource occurrence in the Project area. TransWest will continue to work with federal, state, and local officials to construct, operate, and decommission the Project in an environmentally sustainable manner.

3.0 PROJECT DESCRIPTION

3.1 Project Facilities

The primary components of the TWE Project in Ballard City are transmission line structures and access roads. In addition, temporary facilities needed for construction of the Project in Ballard City consist of wire pulling, tensioning, and splicing sites and structure work areas. The anticipated design features of each of the Project facilities are summarized in the following sections. The estimated number, length, and disturbance size of these facilities are provided in Table 1. The descriptions are based on the current Project design and may be modified or revised in the future as the design is updated. As stated in Section 1.0, *Introduction*, TransWest requests flexibility to adjust the locations of TWE Project facilities from the locations submitted as part of this application (see Appendix A, *Project Detail Maps*) if necessary to address landowner concerns, engineering constraints, or unforeseen environmental conflicts, without amending the CUP or submitting a new application. Additional information on the Project facilities, construction methods, and operations and maintenance is contained in the POD.

TransWest is seeking a CUP for the Project facilities as listed in Table 1 and described in the following subsections.

Table 1. Project Facilities in Ballard City

Facility	Number	Miles	Temporary Disturbance (acres) ¹	Permanent Disturbance (acres) ¹
Permanent Facilities				
±500 kV DC Line	7 structures	2.2	8	<1
Access Roads				
Existing	NA	11	0	0
Existing Improved	NA	2	6	3
New	NA	<1	2	1
Temporary	NA	<1	1	0
Temporary Facilities				
Wire Pulling, Tensioning, and Splicing Sites	1	NA	1	0
Structure Work Areas	7	NA	8	0
Total²			26	4

¹ Temporary and permanent disturbance are standalone values; temporary disturbance does not include areas of permanent disturbance. Temporary and permanent disturbance must be summed to calculate total Project disturbance.

² Total disturbance is less than the land ownership in Section 1.2, *Land Ownership and Control* because there are areas of the ROW that will not be disturbed but were accounted for in land ownership.

3.1.1 Transmission Line

The TWE Project transmission line in Ballard City will be approximately 2.2 miles long, located in a ROW of 250 feet.

3.1.1.1 Structure Types

There are three main structure types for the TWE Project transmission line: (1) tangent structures, (2) angle structures, and (3) dead end structures. Tangent structures are used in straight line segments and are the most common type of structure, making up the majority of structures on a line. Angle structures are used when a transmission line changes direction up to a specified threshold line angle (commonly 30 degrees). Dead-end or strain structures are typically needed for extremely long spans, when the line angle exceeds the threshold of an angle structure, when highly varied terrain creates uplift conditions on the structure, or when a failure containment structure is required. Angle and dead-end structures must resist larger loads than tangent structures, and therefore are stronger and heavier, requiring larger diameters and deeper foundations.

In Ballard City, the TWE Project transmission line is anticipated to require about seven structures, consisting of self-supporting steel lattice tangent, angle, and dead-end structures (Figure 3). Depending on site-specific engineering considerations, guyed lattice or tubular steel pole structures could also be used. Most structures will be 120 to 195 feet high, with span lengths between 800 and 2,100 feet. Taller structures (200 feet or higher) may be required for long spans between towers and at crossings of certain utility facilities. These structure heights are similar in dimension to other transmission structures in the western U.S.

Figure 3. Representative Picture of Self-Supporting I-String Steel Angle or Dead-end Lattice Structure



3.1.1.2 Structure Foundations

Foundations for the self-supporting steel lattice structures will typically consist of cast-in-place drilled concrete piers placed in vertical excavations made with power drilling equipment. Where soils permit, truck- or track-mounted augers will be used.

3.1.1.3 Conductors, Insulators, and Shield Wires

Conductors, shield wires, and fiber optic cables will be strung from the transmission structures. The proposed conductor is an Aluminum Conductor Steel Reinforced/Trapezoidal Wire approximately 1.5 inches in diameter that will be composed of three sub-conductors in a triple-bundle configuration. The conductors will be suspended from one or two insulator strings, called “I-strings” because they are shaped like the letter “I”. The I-strings will maintain the appropriate electrical clearance between the conductors, the ground, and the structure, and will prevent the conductor from swinging excessively during high wind. Figure 3 shows the double insulator I-string configuration on self-supporting lattice structures. Alternately, in lieu of I-strings, each arm could support two insulators in the shape of a “V”, called a “V-string”.

Two lightning protection shield wires, also referred to as ground wires, will be installed on the peaks or top arms of each structure to protect the conductor from direct lightning strikes. Electrical current from lightning strikes will be transferred through the shield wires and structures into the ground.

3.1.1.4 Ground Rods

A grounding system will be installed at the base of each transmission structure and will consist of copper ground rods embedded in the ground in immediate proximity to the structure foundation, and connected to the structure by a buried copper lead. After the ground rods have been installed, the grounding will be tested to determine the resistance to ground. If the resistance to ground for a transmission structure is excessive, then counterpoise may be installed to lower the resistance. Counterpoise consists of a bare copper-clad or galvanized-steel cable buried a minimum of 12 inches deep, extending from one or more legs of a structure for approximately 100 feet within the ROW.

3.1.2 Access Roads

Access roads will be required to transport construction crews, materials, and equipment to work sites along the transmission line during construction. Access roads constructed as part of the Project, but not required for operations, will be restored to their original condition or left as-is, consistent with requirements of the appropriate land management agency or private landowner. During operations, permanent roads will be used to access the Project facilities for routine maintenance and in the event of an emergency.

Existing roads will be used whenever practicable in order to minimize adverse impacts associated with new road construction. In some instances, existing roads will need to be improved (e.g., widened), to provide safe travel for construction vehicles or heavy equipment. Special care will be taken to protect the existing sewer line located within 2000 S. Where possible, sections of 2000 S will be avoided. Where avoidance is not possible, additional gravel surfacing may be added to sections of 2000 S. Specific measures will be coordinated with Ballard City Public Works Department prior to construction. New roads will be constructed only where necessary to access work sites lacking direct access from existing roads. Temporary roads used only for construction will be reclaimed following their use.

Access roads are shown on the Project maps in Appendix A, *Project Detail Maps*. Section 4.1.1.2, *Traffic, Transportation, and Access*, contains additional information regarding Project access, use of public roads, and new road construction.

3.1.3 Temporary Facilities

Temporary facilities required for construction of the TWE Project in Ballard City include:

- **Structure Work Areas** – Each transmission structure will require a separate work area for construction laydown, structure assembly, and erection at each structure site. These work areas will be approximately 250 by 200 feet and will be located within the ROW.
- **Wire Pulling, Tensioning and Splicing Sites** – Wire pulling, tensioning and splicing sites will be cleared and bladed as necessary to perform safe wire installation construction activities. These sites will be approximately 250 by 500 feet and may extend partially outside the ROW for dead-end or angle structures.

3.2 Construction Process

Pre-construction activities, which have already begun, and major construction activities are briefly summarized in this section. The Project activities identified below are listed sequentially, in the order they will typically occur; however, they may not always be performed sequentially. The POD provides detailed descriptions of the construction process.

3.2.1 Pre-Construction Activities

TransWest must complete several pre-construction activities before it begins construction. A summary of these activities follows:

- **ROW Acquisition:** New permanent and temporary land rights are required for the construction and operation of the TWE Project. TransWest is currently acquiring ROW for the Project through a combination of ROW grants and easements with federal, state, and local governments; other companies (e.g., utilities and railroads); and private landowners. Section 1.2, *Land Ownership and Control*, describes the current status of ROW acquisition in Ballard City.
- **Permitting:** TransWest must acquire all federal, state, and local permits, licenses, and agreements including the Final Notice to Proceed from the BLM. Appendix B, *Regulatory Approvals*, contains the list and status of applicable permit requirements for Utah and the list of all POD Implementation Plans.
- **Environmental Surveys:** Pre-construction environmental surveys, as required by the BLM's ROD and other laws and regulations, will include: (1) migratory bird and raptor nest surveys, (2) special-status wildlife and botanical species, (3) noxious weed identification, (4) cultural resource surveys, (5) paleontological resource assessment, and (6) wetlands delineations in accordance with requirements of the Clean Water Act Section 404 permit. TransWest anticipates completing pre-construction environmental surveys in 2019.
- **Geotechnical Surveys:** Ground-based land surveys will be required for geotechnical surveys to collect information regarding subsurface stability and geologic hazards. Information gathered from geotechnical surveys will be used in the design of transmission tower foundations.
- **Engineering Design:** TransWest is currently conducting engineering field surveys of the ROW, access roads, and temporary work facilities to validate and update the design. The final design will incorporate the results of those surveys as well as the information and/or data obtained from ROW Acquisition, Environmental Surveys, and Geotechnical Surveys.

3.2.2 Construction Activities

Construction of the transmission line will involve various construction activities occurring throughout the ROW, with several construction crews operating simultaneously at different locations. TransWest will continue to coordinate with the owners and operators of other electric utilities and pipelines that are crossed by or are adjacent to the TWE Project to comply with safe operating and construction practices and other utility-specific requirements.

A summary of major construction activities follows:

- **Construction of Access Roads:** Existing access roads will be improved, if necessary, and new access roads will be constructed to allow transport of construction crews, equipment, and materials to work sites.
- **Clearing of ROW and Temporary Work Areas:** The ROW and temporary work areas will be flagged and cleared of vegetation, as needed.
- **Installation of Structure Foundations:** Foundations for self-supporting steel structures will be cast-in-place drilled concrete foundations.
- **Erection of Transmission Structures:** Steel material will be transported to the structure site, assembled in sections, hoisted in place, and fastened together to form a complete tower.
- **Installation of Conductors, Shield Wires, and Ground Wires:** Pilot lines will be strung from tower to tower, most commonly by a helicopter. Stronger, larger diameter lines will be pulled through until the conductors, shield wire, and ground wire have been installed.

Following completion of construction activities at each work site, the sites will be cleaned up and reclaimed in accordance with the standards and procedures outlined in the Project's Reclamation Plan. The portions of the Reclamation Plan applicable to Uintah County and Ballard City were developed in accordance with BLM Utah State Office and BLM Vernal Field Office requirements and apply to federal land. While the preference will be to use the procedures and standards of the Reclamation Plan throughout the Project area in Ballard City, specific reclamation techniques, standards, and schedules on private land may vary and will be developed in coordination with private landowners. Throughout construction and operation of the Project, TransWest will also implement weed control measures as outlined in the Project's Noxious Weed Management Plan, to prevent, mitigate, and control the spread of noxious and invasive weeds. The plan incorporates federal as well as state requirements under the Utah Noxious Weed Act (Utah Code, Title 4, Chapter 17, Sections 101 to 115). TransWest will also comply with the Ballard City Noxious Weeds Ordinances (Section 8.05 of the Ballard City Municipal Code).

3.3 Construction Schedule

TransWest anticipates starting construction of the DC transmission line in 2020, or upon BLM's issuance of the Final Notice to Proceed. TransWest will first construct access roads and temporary facilities, and then will install foundations, erect transmission structures, and string conductors. TransWest expects about five months of active construction for the transmission line in Ballard City over the three-year period of 2020-2022. Construction may occur six days a week during periods of active construction and will typically take place during daylight hours.

3.4 Operation, Maintenance, and Decommissioning

During operations, the TWE Project will require regular inspection and maintenance of the transmission line and support systems to ensure safe, efficient, and economical operation of the Project. Inspection of the entire transmission line system will be conducted semi-annually. Maintenance will be conducted on a

Project Description

regular basis and as needed to maintain and repair Project components and access roads. Vegetation in the ROW will be managed to meet regulatory reliability standards and minimize conflicts with sensitive environmental resources. Detailed information on Project operations and maintenance activities and vegetation management is contained in TransWest's Operations and Maintenance Plan and ROW Preparation and Vegetation Management Plan, respectively.

The transmission line has a projected operational life of at least 50 years. At the end of the useful life of the Project, and if the facility is no longer required, the transmission line and related facilities will be removed from service and the structures and foundations will be dismantled and removed from the ROW. Following abandonment and removal of the facilities and equipment from the ROW, any areas disturbed during dismantling activity will be restored and rehabilitated in compliance with TransWest's Reclamation Plan. All access roads constructed for the Project will be reclaimed unless the landowner requests that the road remain.

3.5 Workforce and Housing

3.5.1 Construction

The construction workforce in Ballard City will average 17 workers per month during the five months of active construction, with a peak monthly workforce of 40 workers in the third quarter of construction Year 2. Table 2 shows the estimated peak monthly number of workers for the three-year construction schedule for the DC transmission line.

Table 2. Peak Monthly Construction Workforce, Ballard City

Month	Year 1	Year 2	Year 3
January	--	--	--
February	--	--	--
March	--	--	--
April	--	--	--
May	--	--	--
June	--	3	18
July	--	--	--
August	--	13	--
September	--	40	--
October	--	10	--
November	--	--	--
December	--	--	--

Housing for the construction workforce in Ballard City will primarily consist of temporary accommodations, including hotels and motels, recreational vehicle park spaces, and campgrounds. Workers will likely seek accommodations within communities that are nearest to their work sites. There are several communities, including Ballard City, along the U.S. Route 40 corridor located within 60 miles and/or one-hour travel time of the Project facilities in Ballard City that can provide accommodations for workers.

Sufficient temporary housing options are available to accommodate the TWE Project workforce in or near Ballard City, and the Project should not strain local housing resources.

3.5.2 Operations and Maintenance

Inspection of the transmission line will occur semi-annually and will involve two to three personnel for aerial inspection and additional personnel for detailed ground inspections. Maintenance and repair activities of the transmission line will require additional personnel, the number of which will vary based on the scope of the activity. TransWest's Operations and Maintenance Plan contains additional information on workforce requirements for operations and maintenance.

4.0 BALLARD CITY LAND USE ORDINANCE COMPLIANCE

4.1 Conditional Use Findings

Section 15.08.040 of the Ordinance lists five findings that the Planning Commission and City Council must consider in determining whether to approve or deny a CUP application. The Planning Commission should recommend approval and the City Council should approve a CUP for the TWE Project because, as set forth below, the Project meets all five findings.

4.1.1 Finding 1

The proposed use at the proposed location will not be unduly detrimental or injurious to property or improvements in the vicinity and will not be detrimental to the public health, safety or general welfare.

The TWE Project is a well-designed, well-planned project, and will be implemented using the highest standards of quality and commitment to minimizing impacts on environmental and community resources. The following subsections describe TransWest's plans related to public safety; transportation; and water, sanitation, and waste during construction and operations of the TWE Project, and demonstrate how the Project will protect the health, safety, and general welfare of persons and property in Ballard City.

4.1.1.1 Public Safety, Emergency Response, and Fire Protection

To ensure the safety and health of all workers and the public, TransWest is committed to working with area law enforcement departments, fire departments, hospitals, and other emergency service providers throughout construction, operations, maintenance, and decommissioning of the TWE Project. TransWest has prepared an Emergency Preparedness and Response Plan for the TWE Project that provides an overview of methods to be implemented by TransWest and its contractors if emergency management is necessary during Project activities. Specific emergency procedures for blasting, fire, and hazardous materials management and spills are contained in the following plans developed by TransWest for the POD: Blasting Plan, Fire Protection Plan, Hazardous Materials Management Plan, Health and Safety Plan, and Spill Prevention and Response Plan.

Prior to construction, TransWest will coordinate with federal, state, and local emergency service officials (see Table 3) to discuss emergency response plans for the Project and to solicit input on emergency response protocols. TransWest will meet with and provide copies of the Emergency Preparedness and Response Plan to other emergency service providers in the region as requested. While TransWest does not expect that additional agencies will need to respond to an emergency at the Project area, it remains a

possibility, and, therefore, if requested, TransWest will keep these agencies up-to-date on the Project and the Emergency Preparedness and Response Plan.

The Uintah County Sheriff's Office and the Utah Highway Patrol will provide law enforcement services to Ballard City portions of the Project area. TransWest will coordinate with law enforcement agencies as needed throughout the construction and operation of the Project. Fire response services in the region are provided by the Uintah Fire District and the Utah Division of Forestry, Fire & State Lands. TransWest will notify these agencies of any fires and comply with all rules and regulations concerning the use, prevention, and suppression of fires, including any fire prevention orders that may be in effect at the time of the permitted activity. TransWest's Fire Protection Plan describes measures TransWest will implement to reduce the risk of fire and procedures that will be followed in the event of a fire.

Table 3 displays emergency contact information for the Project in Ballard City. The list of contacts will be reviewed and updated by TransWest's Construction Contractor(s) and Compliance Inspection Contractor prior to commencing construction.

Table 3. Emergency Contact Information for the TransWest Express Project

IN CASE OF EMERGENCY, CALL 911 OR EMERGENCY MEDICAL SERVICES (EMS)		
PRIMARY NUMBERS		
Designated Safety Officer: To be identified by Construction Contractor	Construction Contractor Manager: To be identified by Construction Contractor	BLM Authorized Officer or Representative: To be identified by BLM
EMERGENCY RESPONSE AND FIRE		
Uintah County Office of Emergency Management: (435) 781-5466	Uintah Fire District: (435) 781-6755	Utah Fire Prevention Bureau, State Fire Marshal: Coy D. Porter: (801) 256-2390
LAW ENFORCEMENT		
Uintah County Sheriff: (435) 789-2511	Utah State Highway Patrol: Vernal: (435) 781-6740	BLM Law Enforcement Dispatch: (800) 637-9152
POISON CONTROL		HOSPITALS AND CLINICS
State and National Poison Control Center: (800) 222-1222		Uintah Basin Medical Center: 250 W 300 N, Roosevelt, UT 84066 (435) 722-4691
HAZARDOUS SPILL RESPONSE AND NOTIFICATION		
Call 911 or EMS After 911 or EMS notification, the Compliance Inspection Contractor will make the following notifications, as appropriate, based on type of spill and the geographic location of the spill.		
Compliance Inspection Contractor: To be identified by Contractor	Utah Department of Public Health and Safety, Emergency Management: Brad Bartholomew: (801) 673-5854	National Response Center: (800) 424-8802
--	Utah Department of Environmental Quality: (801) 536-0200	--

4.1.1.2 Traffic, Transportation, and Access

TransWest will require vehicular access to Project structures and work areas in Ballard City during construction and operation. The Project's Traffic and Transportation Management Plan contains detailed information regarding public road use, access points, and traffic volumes for the Project in Ballard City, which this section briefly summarizes. Existing public roads and highways (referred to as the backbone access road network) will provide primary access for personnel, materials, and equipment to Project facilities and work sites. Major material and equipment will be delivered by truck and trailer and stored at material storage yards in Uintah and Duchesne Counties. Concrete trucks needed for cast-in-place foundations will be dispatched from local batch plants. Construction material and equipment will be hauled from the material storage yards by truck using the proposed road network to the work areas.

The primary public roads that may be used for Project access in Ballard City are:

- U.S. Highways: 191 and 40
- Municipal Roads: 1500 E; 2000 S; 2000 E; 2500 E; 2750 E and 3000 S

TransWest will build new access roads as necessary to access structure sites lacking direct access from existing roads. To the extent practicable, new roads will be sited to minimize impacts to existing land uses. TransWest's Access Road Siting and Management Plan contains detailed road design information and measures that TransWest will implement to minimize impacts from construction of new access roads. Appendix A, *Project Detail Maps*, shows the backbone access road network, other existing roads, existing roads requiring improvement, new roads to be constructed, and temporary roads.

TransWest's Traffic and Transportation Management Plan describes the procedures and measures that TransWest will implement to minimize adverse impacts on roads and traffic to the extent practicable. TransWest will make every effort to minimize the effects of Project construction activities on public transportation and traffic, and to provide for public safety. Although the number of construction vehicles needed for the Project will not substantially increase traffic volumes, the delivery of large pieces of equipment or material as part of the construction process may slow or interrupt traffic on public roads on a short-term basis. The duration of these types of traffic disruptions is typically very short, a few minutes or less while the delivery truck passes down a roadway or turns a corner. The limited number of large pieces of equipment or material that are delivered to any one portion of the Project will make traffic disruptions infrequent. Additionally, short-term traffic diversions and brief road closures may be required to complete wire-stringing activities.

TransWest will comply with state, county, and municipal transportation requirements and will coordinate with the Ballard City Public Works Department to obtain necessary permits before construction, including encroachment permits. TransWest also agrees to enter into a Road Use Agreement with Ballard City to ensure that municipal roads used during the construction phase of the TWE Project are properly improved, maintained, and repaired prior to, during, and after construction. This agreement will include provisions that ensure there will be no damage to the sewer line routed down 2000 S.

4.1.1.3 Health and Sanitation

Water

The TWE Project will require water during construction and decommissioning. During construction, water will be needed to control dust generated by grading, road building, and site work, and to make concrete foundations for transmission towers. TransWest estimates that it will use a total of about 1 acre-foot of water for construction in Ballard City. Decommissioning will also require water, but TransWest anticipates that the amount of water needed for decommissioning will be less than the amount needed for construction. TransWest will procure the required water supply through water use agreements with

landowners holding existing water rights, from commercial sources, and/or from municipal sources. TransWest will utilize existing water rights, and there will be no new depletions.

Sanitary Waste

Sanitary waste generated by the construction workforce at the Project site will be handled by a licensed sanitary waste vendor or disposed of in a permitted wastewater treatment facility. Temporary, portable sanitary facilities provided for construction crews will be adequate to support expected onsite personnel and will be removed at completion of construction activities.

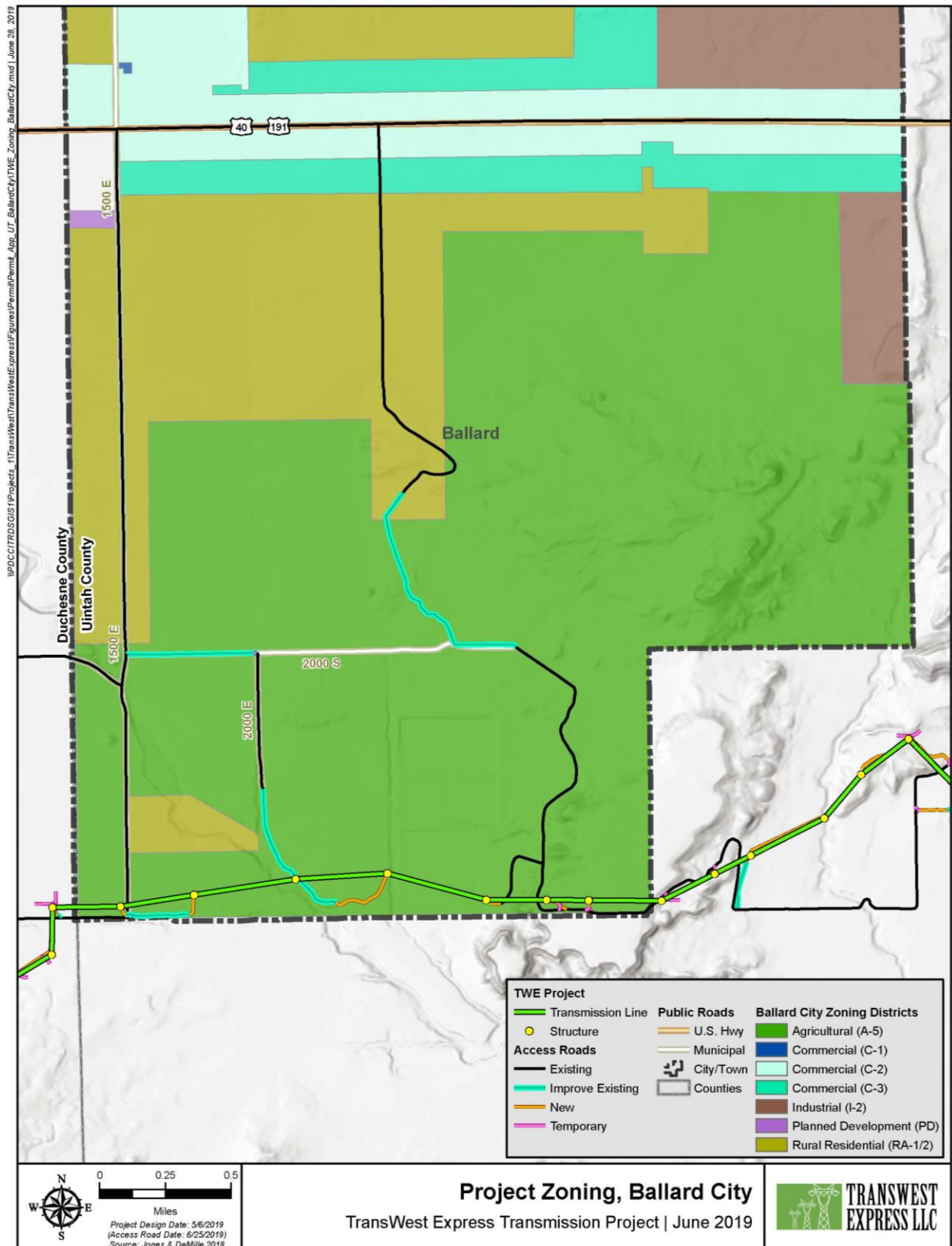
Solid Waste

Construction of the transmission line will generate a variety of solid wastes such as concrete, hardware, wood debris, packing materials, paper, plastic, food waste, and general office supply wastes from construction offices. TransWest estimates that a 12-cubic-yard dumpster will be filled once a week with solid waste material during active construction. Smaller dumpsters will be used for solid wastes generated from construction offices. Solid wastes generated during construction will be recycled or hauled away for disposal. All waste will be properly containerized and stored within designated temporary waste collection areas until it is collected for transport to an approved landfill. Materials that can be recycled will be stored and transported separately. Excavation along the ROW will generate excavated subsoil spoil that could potentially be used as fill; however, some of the excavated material may be removed for disposal. A local landfill in the vicinity of the Project that could potentially be used by TransWest include the Uintah County Landfill (located at 2801 E 500 N east of Vernal).

4.1.2 Finding 2

The proposed use will be located and conducted in compliance with the purposes of this Ordinance.

As demonstrated throughout this application, the TWE Project complies with all applicable provisions of the Ordinance. The Project will be located entirely within the A-5 Agricultural zoning district (Figure 4). Access roads that will be used for the Project extend into other zone districts, as displayed on Figure 4, but there will be no construction of transmission structures and related facilities in these other zoning districts. In accordance with the list of allowed uses in Section 15.06.080 of the Ordinance, “utility transmission lines and/or substations” are classified as conditional uses in Agricultural zone districts and require a CUP. While certain proposed Project facilities (e.g., access roads) would not require a CUP if proposed individually, this CUP application covers all Project facilities proposed in Ballard City, including all temporary facilities required for construction, as described in Section 3.1, *Project Facilities*. This application for a CUP is being provided for consideration by the Planning Commission and the Ballard City Council at public hearings in compliance with Section 15.08.020 of the Ordinance.

Figure 4. Project Zoning


4.1.3 Finding 3

That the property on which the use, building or other structure is proposed is of adequate size and dimensions to permit the conduct of the use in such a manner that will not be materially detrimental to adjoining and surrounding properties.

The transmission line is sited within a 250-foot-wide ROW, which is of adequate size to avoid detrimental effects to adjoining and surrounding properties. The ROW width for the TWE Project is based on engineering studies that considered a number of factors including but not limited to the requirements of the National Electric Safety Code that provide guidance to ensure public safety. The width of the ROW provides a safe setback distance from adjacent land uses such that the TWE Project will not pose a hazard to nearby buildings, other infrastructure, or the public. Operations of the TWE Project will not affect adjacent properties or nearby land use activities, and within the ROW, compatible uses, such as agricultural activities, may continue throughout the life of the Project.

4.1.4 Finding 4

All required site engineering plans have been submitted and reviewed and it has been determined that adequate site improvements have been made to meet the requirements of the conditional use and to eliminate any negative impacts to surrounding properties or the general public.

This application and accompanying site plan maps (Appendix A, *Project Detail Maps*) were developed to the appropriate detail and scale determined adequate for the TWE Project as discussed with Mayor Bob Abercrombie and Public Works Director Ben Mower on May 14, 2019. The TWE Project has been designed to the highest standards of quality and safety, in accordance with industry standards for high-voltage transmission systems.

TransWest has developed the TWE Project to avoid and minimize impacts on nearby properties and the public from the construction, operation, maintenance, and decommissioning of the TWE Project. Through the EIS process, TransWest worked closely with federal, state, and local agencies to disclose impacts, assure conformance with existing policies, and propose mitigation measures for the protection of resources and land uses on public and private property. The resulting ROD contains hundreds of requirements and commitments with which TransWest will comply to minimize and control potential impacts. TransWest is in the process of updating its POD Implementation Plans to describe the procedures and measures that TransWest will implement to minimize potential adverse effects. A complete list of these plans is provided in Appendix B, *Regulatory Approvals*.

To promptly address any community concerns during construction of the Project, TransWest will establish a centralized inquiry system that will include a toll-free number, allowing community members to discuss questions and concerns with a designated public liaison. TransWest will provide the toll-free number to Ballard City officials prior to beginning construction.

4.1.5 Finding 5

Does not propose any construction on any designated critical lands.

Section 15.11.020(8) of the Ordinance stipulates that no building or structure (except for a required public utility and necessary roads) shall be constructed on areas determined to be critical areas, defined as: (i) areas of steep slope of 30 percent grade or greater, and (ii) jurisdictional wetlands as identified by the U.S. Army Corps of Engineers.

The TWE Project is an electric transmission utility that will serve a public need and is therefore exempt from this requirement. Nonetheless, based on current design, no structures or other facilities of the TWE Project in Ballard City will be located on slopes of 30 percent grade or greater, as determined through a geographic information system digital elevation model analysis. The analysis shows that the TWE Project facilities in Ballard City will be located on slopes no greater than nine percent grade. With regard to jurisdictional wetlands, TransWest has designed the TWE Project to avoid water bodies and sensitive wetlands to the extent practicable. As described in Section 3.2.1, *Pre-Construction Activities*, TransWest will be conducting wetlands delineations in accordance with the requirements of the Clean Water Act Section 404 permit. Should any jurisdictional wetlands be identified in the Project ROW during the surveys, TransWest will re-locate Project facilities to avoid these areas if possible or will mitigate impacts consistent with the requirements in the BLM's ROD and U.S. Army Corps of Engineers regulations.

4.2 Public Hearing and Notice Requirements

As required by the Ordinance (Section 15.08.020), the Planning Commission will hold a public hearing on the CUP application and recommend to approve, approve with conditions, or deny the CUP. The Ballard City Council, following receipt of the Planning Commission's recommendation will render a final decision on the issuance of the CUP. Ballard City staff will publish notice of the Planning Commission public hearing in a local paper and will send by certified mail written notices to property owners within 500 feet of the TWE Project at least 14 days prior to the hearing. As part of this application, TransWest is providing two sets of mailing labels for property owners within 500 feet of the TWE Project (refer to Appendix C, *Landowner Information* for landowner names and addresses).

5.0 CONCLUSION

Based on the information presented in this application packet, TransWest respectfully requests that the Planning Commission recommend approval and City Council approve the CUP for the Project with the following conditions:

- TransWest may adjust the locations of TWE Project facilities if necessary to address landowner concerns, engineering constraints, or unforeseen environmental conflicts, without amending the CUP or submitting a new application.
- TransWest will acquire the legal right to use all necessary private land in Ballard City prior to commencing construction activities.
- Any action authorized by the CUP must commence within one (1) year of the date the permit is issued. Because the BLM's ROD precludes TransWest from commencing construction until the BLM issues its Final Notice to Proceed, this one (1) year period is tolled and shall not begin to run until the date on which the BLM issues its Final Notice to Proceed. If the Project is not commenced within one (1) year from the date the BLM issues its Final Notice to Proceed, then the permit shall expire, except as extended in compliance with Section 15.08.060 of the Ordinance.
- Following the BLM's issuance of the Final Notice to Proceed and prior to commencement of construction in Ballard City, TransWest will provide the City Council an update on Project status.
- Prior to construction, TransWest will coordinate with the Ballard City Public Works Department to execute a Road Use Agreement to ensure that municipal roads used during the construction phase of the TWE Project are properly improved, maintained, and repaired prior to, during, and after construction.

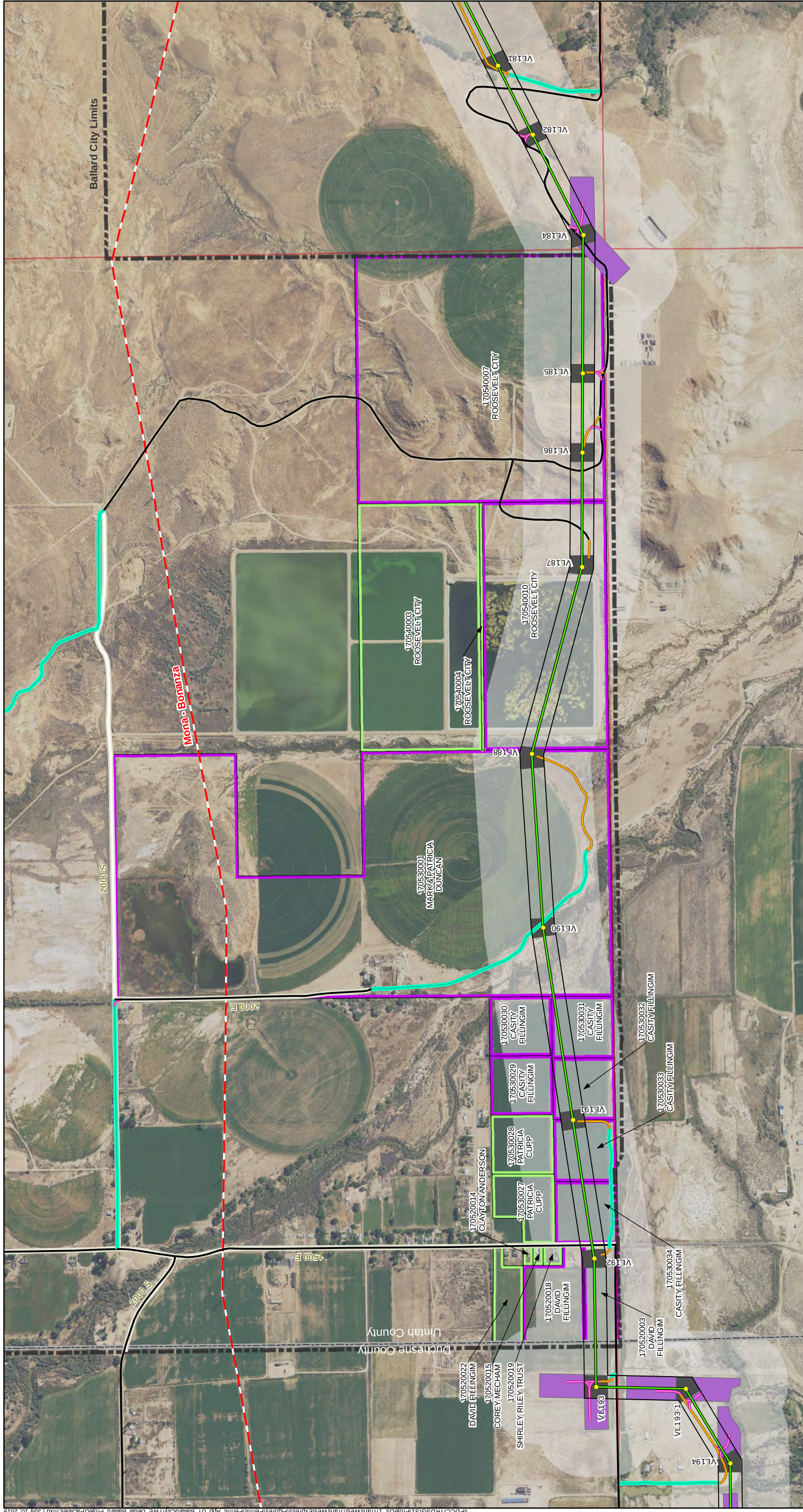
APPENDIX A PROJECT DETAIL MAPS

TransWest Express Transmission Project

Ballard City Conditional Use Permit Application



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Project Facilities, Ballard City

TransWest Express Transmission Project | July 2019



Project Design Date: 5/6/2019
(Access Road Date: 6/25/2019)
NAIP 2018



Parcels
(Received 5/21/2019)

 Affected Parcels

 Adjacent Parcels

 500-foot Buffer
(used for identification of adjacent parcels)

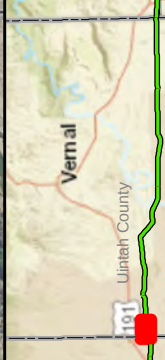
TransWest Express Transmission Project
Temporary Work Areas

Temporary Work Areas
Pulling/Tensioning

Transmission Line
Transmission ROW Edge

Access Roads

Existing
Improve Existing
New
Temporary



Note: Preliminary design, facility locations subject to change

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APPENDIX B REGULATORY APPROVALS

TransWest Express Transmission Project

Ballard City Conditional Use Permit Application



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The TransWest Express Transmission Project (TWE Project or Project) is regulated under the jurisdiction of numerous federal, state, and local agencies. Table 1 presents the primary permits and other approvals necessary to construct the Project in Utah. Table 2 presents the Plan of Development Implementation Plans being developed by TransWest Express LLC (TransWest) related to Project construction, operations and maintenance, and decommissioning.

Table 1. Summary of Federal, State, and Local Permits and Environmental Review Requirements

Jurisdiction	Permit/Decision	Status	Estimated Schedule
Federal			
Bureau of Land Management (BLM)	Long-term Right-of-Way (ROW) Grant	Completed 2017	—
	Short-term ROW Grant	Completed 2017	—
	Resource Management Plan Amendments	Completed 2016	—
	Notice to Proceed	Pending Record of Decision (ROD) Requirements Incorporation into Plan of Development (POD)	2020
Federal Aviation Administration	Determination of “No Hazard to Air Navigation”	Post-Notice to Proceed (NTP) from BLM	2020
Federal Energy Regulatory Commission	Federal Power Act Compliance	Post-NTP from BLM	2020
Federal Highway Administration	Permit to Cross Federal Aid Highway	Post-NTP from BLM	2020–2022
U.S. Army Corps of Engineers	Clean Water Act (CWA) Section 404 Permit (Individual or Nationwide)	In Process	2019
U.S. Environmental Protection Agency	CWA Section 402 (Construction Stormwater Permit/Stormwater Pollution Prevention Plan [SWPPP]) – Delegated to State; see Utah Water Quality Board	Post-NTP from BLM	2020–2022
State			
Utah Department of Transportation	ROW Encroachment Permit, Grant of Access Permit, and Traffic Impact Study	Post-NTP from BLM	2020–2022
Air Quality Board	Approval Order for Construction Activity, Fugitive Dust Plan Permit	Post-NTP from BLM	2020–2022

Table 1. Summary of Federal, State, and Local Permits and Environmental Review Requirements

Jurisdiction	Permit/Decision	Status	Estimated Schedule
Water Quality Board	Utah Pollutant Discharge Elimination System General Permit for Construction Activities, Notice of Intent, and SWPPP	Post-NTP from BLM	2020–2022
Utah Department of Natural Resources, Division of Water Rights	Stream Alteration Permit, if needed	Post-NTP from BLM	2020–2022
Division of Forestry, Fire, and State Lands; Division of State History; Governor's Public Lands Policy Coordinating Office; Antiquities Section, Division of State History	Cultural and Archaeological Resource surveys, notification, and permits to survey or excavate	In Process	2019
Division of Forestry, Fire, and State Lands	ROW Easement	In Process	2019
Division of Wildlife Resources	ROW Easement	In Process	2019
School and Institutional Trust Lands Administration	ROW Easement	In Process	2019
Local			
Ballard City	Conditional Use Permit	In Process	2019
	Encroachment Permit(s), if necessary ¹	Post-NTP from BLM	2020-2022
Uintah, Wasatch, Utah, Sanpete, Juab, Millard, Beaver, and Iron Counties	Conditional Use Permits and other permits as required by county and municipal regulations	In Process	2019-2022

¹TransWest will coordinate with the Ballard City Public Works Department prior to initiating construction to ensure all appropriate road permits are obtained.

Table 2. Plan of Development Implementation Plans

Plan	Description	Location in Plan of Development
Access Road Siting and Management Plan	The Access Road Siting and Management Plan addresses regulatory compliance, access road management practices, design features, and best management practices to reduce environmental impacts related to the construction of new access roads during construction of the TWE Project.	Appendix A
Avian Protection Plan and Raven Nest Monitoring and Management Plan	The Avian Protection Plan has been developed to protect resident and migrant birds that may interact with the Project by establishing a program to manage avian safety. The Raven Nest Monitoring and Management Plan was developed specifically to protect desert tortoise and greater sage-grouse from predation by common ravens.	Appendix B
Blasting Plan	The Blasting Plan outlines the procedures, safety measures, and environmental protection measures to be applied project-wide for the TWE Project where blasting activities are required during construction.	Appendix C
Cultural Resources Protection and Management Plan	The Cultural Resources Protection and Management Plan outlines the contents, procedures, and environmental protection measures related to cultural resources for the Project.	Appendix D
Dust Control and Air Quality Plan	The Dust Control and Air Quality Plan outlines procedures to minimize and mitigate impacts related to dust and vehicle emissions resulting from construction and operation of the Project.	Appendix E
Emergency Preparedness and Response Plan	The Emergency Preparedness and Response Plan provides an overview of methods to be implemented by TransWest if emergency management is necessary during the construction, operation, and maintenance of the Project.	Appendix F
Environmental Compliance and Monitoring Plan	The Environmental Compliance and Monitoring Plan provides an overview of how TransWest will manage compliance with all laws, regulations, and agreements related to the Project.	Appendix G
Fire Protection Plan	The Fire Protection Plan describes the measures to be taken by TransWest to ensure fire prevention and suppression measures are carried out in accordance with federal, state, and local regulations.	Appendix H
Flagging, Fencing, and Signage Plan	The Flagging, Fencing, and Signage Plan describes the methods that will be used in the field by TransWest to delineate the limits of disturbance and protect sensitive environmental and cultural resources during Project construction.	Appendix I
Geotechnical Plan	The Geotechnical Plan describes the procedures to gather geotechnical information to allow for design and construction of the Project.	Appendix J
Greater Sage-grouse Habitat Equivalency Analysis, Mitigation and Monitoring Plan	The Greater Sage-grouse Habitat Equivalency Analysis, Mitigation and Monitoring Plan quantitatively determines an appropriate level of compensatory mitigation that will be implemented to offset unavoidable impacts on greater sage-grouse habitat.	Appendix K

Table 2. Plan of Development Implementation Plans

Plan	Description	Location in Plan of Development
Hazardous Materials Management Plan	The Hazardous Materials Management Plan identifies Project-specific mitigation requirements and other specific stipulations and methods to address hazardous materials spill prevention, response, and cleanup procedures.	Appendix L
Health and Safety Plan	The Health and Safety Plan describes the measures to be taken by TransWest to address potential health and safety issues and protect both workers and the public during construction, operation, and decommissioning of the Project.	Appendix M
Noxious Weed Management Plan	The Noxious Weed Management Plan sets forth the methods TransWest will undertake to prevent, mitigate, and control the spread of noxious and invasive weeds during construction, operation, and maintenance of the Project.	Appendix N
Operations and Maintenance Plan	The Operations and Maintenance Plan has been developed by TransWest for conducting routine, corrective, and emergency operation and maintenance activities for the TWE Project in compliance with the North American Electric Reliability Corporation and Western Electricity Coordinating Council reliability and service requirements.	Appendix O
Paleontological Resources Management and Mitigation Plan	The Paleontological Resources Management and Mitigation Plan identifies the activities that TransWest has taken to identify sensitive paleontological resources and measures they will take or have taken to protect such resources during the Project.	Appendix P
Reclamation Plan	The Reclamation Plan outlines reclamation goals and objectives and the reclamation process, including soil management, site preparation, revegetation, monitoring, and reporting.	Appendix Q
ROW Preparation and Vegetation Management Plan	The ROW Preparation and Vegetation Management Plan describes the vegetation management actions to be carried out by TransWest to meet regulatory requirements for ROW clearing and maintenance, and fuels management, and to support restoration actions for implementation of the Reclamation Plan.	Appendix R
Spill Prevention and Response Plan	The Spill Prevention and Response Plan identifies the specific stipulations and methods that TransWest will follow to address spill prevention, response, and cleanup for the Project.	Appendix S
Stormwater Pollution and Prevention Plan	The Stormwater Pollution Prevention Plan addresses measures to be undertaken by TransWest to prevent stormwater pollution to comply with Section 402 of the Clean Water Act.	Appendix T
Traffic and Transportation Management Plan	The Traffic and Transportation Management Plan presents mitigation requirements and measures to be used by TransWest to minimize impacts on roads, traffic, and other users of roads that could result from construction of the Project.	Appendix U
Visual Resource Management Plan	The Visual Resources Management Plan describes measures to be implemented to reduce visual impacts for the Project.	Appendix V
Water Resources Protection Plan	The Water Resources Protection Plan describes TransWest's approach for avoiding and minimizing impacts on water resources.	Appendix W

Table 2. Plan of Development Implementation Plans

Plan	Description	Location in Plan of Development
Wildlife and Plant Conservation Measures Plan	The Wildlife and Plant Conservation Measures Plan describes measures for the avoidance and minimization of impacts on special-status wildlife and plant species as related to construction activities for the Project.	Appendix X
Waste Management Plan	The Waste Management Plan was developed to outline waste management goals and objectives and the waste management process, including waste storage, management, minimization, and disposal. The waste management procedures outlined in the Plan describe the methodologies, monitoring, and reporting requirements for the disposal of waste associated with the Project.	Appendix Y
TWE Records of Decision Requirements Index	The TWE Records of Decision Requirements Index is a compilation of all Project requirements—including applicant-committed measures, mitigations, and stipulations listed in the Records of Decision—to be incorporated in the final Plan of Development for the Project.	Appendix Z
Map Sets	This Map Sets appendix includes comprehensive map sets for the TWE Project, including details of Project alignment, access roads, facilities, and resource constraints associated with the Project.	Appendix AA

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APPENDIX C LANDOWNER INFORMATION

TransWest Express Transmission Project

Ballard City Conditional Use Permit Application



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Appendix C Landowner Information

Table 1 identifies the owners of the parcels in Ballard City that will require an easement for construction and operation of the TransWest Express Transmission Project (Project) (referred to as Affected Parcels) and the parcels within 500 feet of those Project facilities that require an easement (referred to as Adjacent Parcels). TransWest is providing two sets of mailing labels for these landowners to Ballard City staff to mail written notice of the Planning Commission hearing on the Conditional Use Permit application.



Table 1. Affected and Adjacent Parcels in Ballard City, Utah

Name	Parcel Identification Number	Mailing Address	City	State	Zip
Affected Parcels					
DUNCAN MARK E & PATRICIA J	170530001	2509 S 2000 E	ROOSEVELT	UT	84066
FILLINGIM CASITY N	170530029	222 E 2800 S	VERNAL	UT	84078
FILLINGIM CASITY N	170530030	222 E 2800 S	VERNAL	UT	84078
FILLINGIM CASITY N	170530031	222 E 2800 S	VERNAL	UT	84078
FILLINGIM CASITY N	170530032	222 E 2800 S	VERNAL	UT	84078
FILLINGIM CASITY N	170530033	222 E 2800 S	VERNAL	UT	84078
FILLINGIM CASITY N	170530034	222 E 2800 S	VERNAL	UT	84078
FILLINGIM DAVID L	170520003	5146 W 4200 N	ROOSEVELT	UT	84066
FILLINGIM DAVID L	170520018	5146 W 4200 N	ROOSEVELT	UT	84066
ROOSEVELT CITY CORPORATION C/O SEWER LAGOONS	170540007	P O BOX 125	ROOSEVELT	UT	84066
ROOSEVELT CITY CORPORATION	170540010	255 S STATE ST	ROOSEVELT	UT	84066
Adjacent Parcels					
ANDERSON CLAYTON ALLEN	170520014	2820 S 1500 E	BALLARD	UT	84066
CUPP PATRICIA JANE	170530027	14341 BLIVENS LN NE	WOODBURN	OR	97071
CUPP PATRICIA JANE ETAL	170530028	14341 BLIVENS LN NE	WOODBURN	OR	97071
FILLINGIM DAVID LEON	170520022	5146 W 4200 N	ROOSEVELT	UT	84066
MECHAM COREY J	170520015	2840 S 1500 E	BALLARD	UT	84066
RILEY SHIRLEY M TRUSTEE OF THE SHIRLEY M RILEY TRUST	170520019	P O BOX 426	SANTAQUIN	UT	84655
ROOSEVELT CITY CORPORATION	170540004	P O BOX 125	ROOSEVELT	UT	84066
ROOSEVELT CITY OF C/O SEWER LAGOONS	170540003	P O BOX 125	ROOSEVELT	UT	84066

APPENDIX D LEGAL DESCRIPTION

TransWest Express Transmission Project

Ballard City Conditional Use Permit Application



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Ballard City, Utah

Uintah Meridian, Utah

T. 2 S., R. 1 W.,

sec. 25, SW1/4NW1/4, W1/2SW1/4 and SE1/4SW1/4;

sec. 26, S1/2SW1/4 and SW1/4SE1/4;

sec. 34, SE1/4SE1/4;

sec. 35, NW1/4NE1/4, N1/2NW1/4, S1/2SW1/4, W1/2SE1/4, and SE1/4SE1/4;

sec. 36, S1/2SW1/4 and S1/2SE1/4.

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