

Public Service Commission - docket #10-035-39

From: Pete Grimm [REDACTED]
To: <psccal@utah.gov>
Date: 4/28/2010 9:23 PM
Subject: docket #10-035-39

UTAH PUBLIC
SERVICE COMMISSION

2010 APR 29 A 7:52

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a letter I sent to the BLM last year details issues I still believe are important ones.

----- Forwarded message -----

From: Pete Grimm [REDACTED]
Date: Wed, Jun 24, 2009 at 11:22 AM
Subject: mona to oquirrh transmission line
To: ConstructionProjects@pacificorp.com

ANALINE MANAGEMENT CO.

(successor in interest to Globe Investment Company)

c/o Pete Grimm, [REDACTED]

June 24, 2009

Cindy Ledbetter

Bureau of Land Management

Salt Lake Field Office

2370 South 2300 West

Salt Lake City, UT 84119

Dear BLM,

I strongly object to the proposed route for the Mona to Oquirrh power transmission line corridor that skirts the southern edge of Tooele City – the section that is labeled “190” on one of the maps.

RMP talks of aiding development. And, this segment of the proposed line may indeed benefit development in the Salt Lake Valley; but it will certainly not aid development in Tooele Valley. That is unless you call the destruction of the best residential area of the County ‘development’....

In my opinion, a better definition of ‘development’ would be to improve all the ground touched by a proposed project. And, there are portions of Tooele County that would probably be improved (or at least not so badly hurt) by a new power line corridor. But, the nicest residential and potential residential

property in the County is not a property that would be improved by the addition of a high-voltage transmission line. A power line would decrease the value of this property, and most of the tax payers that live there now would move somewhere else. I do not think that Tooele would like to see their South bench become a new industrial development.

Although a different route may be slightly longer or offer other challenges, there are several alternative routes for this power line corridor that would not destroy the beauty and residential value of Tooele's South bench.

I had thought that a route up Skull Valley made the most sense. Yet I have been told that the military's right to fly down to the 100ft level might be hard to get waived. I do not know what the power requirements are at Dugway; but I wonder if the benefits the military would receive through greater power delivery to Dugway might not encourage them to abandon the flight rights along a power line corridor. If so, I suggest that Skull Valley would be the best route for a new power line.

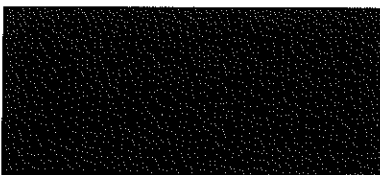
Failing the military concession, perhaps the best alternative route would be to keep the corridor along the West edge of Tooele valley, all the way North of Grantsville. Then the line could follow the freeway East, and, after Lakepoint, take the routes indicated on your maps to the Terminal or Oquirrh substations. Sub-lines could branch East to serve the central valley as needed. If you worry about the congestion at Lakepoint, you could easily route the new power line offshore across the shallow South end of the lake – or run a short section higher on the North end of the Oquirrths – or you could simply replace the existing 138k line there with the new 500k one. Since the existing line transfers power from the East to the West, and the new line would be transmitting power from the West to the East, the benefit of the new over the existing is potentially a 638k differential (if I understand things correctly). Except for that short section through the lake or along the North end of the Oquirrths, this West-edge-of-Tooele-Valley route would be flat and easily accessible for construction, repair and fighting fire and other issues – much better than any route across the Southern or Central Oquirrths or up Middle Canyon.

And speaking of Middle Canyon – that looks like a bad idea to me as well. Most of the trees near Tooele City are on the North-facing slope of that canyon – right where you are proposing an alternative route. As I understand it, you would be cutting those trees and destabilizing the slopes and doing who-knows-what to the air quality in Tooele Valley and to the watershed in Middle Canyon. All are things that I find very objectionable. And of course, none of those issues come into play if you take the West-edge-of-Tooele-Valley route.

I hope you will consider the significant costs that the RMP power transmission corridor would impose on ground just South of Tooele City and conclude that the West-edge-of-Tooele-Valley route would be a better choice.

Sincerely yours,

Pete Grimm



Cc: Brandon Smith, RMP project manager

Paul Parker, EPG

Jerry Hurst

Coleen Johnson

Bruce Clegg

And others...