ATTACHMENT 1:
MATL'S PROPOSED ENVIRONMENTAL PROTECTION MEASURES

MATL PROPOSED ENVIRONMENTAL PROTECTION MEASURES			
Environmental Protection Measures and Monitoring	**Intended Effectiveness**	**Locations (if known)**	**Timing**
General			
Construction personnel would be instructed on the location and identification of sensitive resources within or adjacent to the Project right-of-way, as well as regulations pertaining to the protection of cultural and ecological resources.	Would help prevent damage to sensitive and/or protected resources.	Throughout Project area. Sensitive areas would be identified further during design phase.	Prior to construction
Erosion Control			
Erosion Control Plan identifying locations and specifications of measures to minimize erosion and sedimentation.	Re-establish vegetation and implement physical barriers to minimize soil movement on exposed slopes.	See MATL's draft Reclamation & Revegetation Plan in **Appendix D** of the March 2007 document. As the design phase continues, a SWPPP would be prepared as part of the MPDES permit.	Pre-construction
Construction contractor would implement erosion control measures (for example, water bars, drainage contours, straw bales, filter cloth, or similar). All off-site vegetative materials would be certified "weed free."	Implemented in areas with steep slopes to minimize soil movement.	See **Appendix D** of the March 2007 document. As the design phase continues, a SWPPP would be prepared as part of the MPDES permit.	During construction
Access			
Access would be limited to existing roads or two-track utility corridor, unless not feasible for transport of equipment/material.	Avoidance of new permanent vehicular access and long-term ground disturbance.	Potentially the Marias River and Teton River crossings may require some new access. This would be finalized and identified by milepost during design phase.	During construction
General engineering design plans would be developed for unforeseen temporary use areas.	Disturbance minimization and/or protection of natural resources.	Throughout Project area – This would be finalized and identified by milepost during design phase.	Pre- and during construction
All construction vehicle movement or temporary use areas outside the right-of-way would be coordinated with the authorizing agency and restricted to pre-designated access, contractor acquired access, or existing roads.	By limiting access to the Project area, unnecessary impacts to soils and vegetation would be avoided or minimized.	Throughout Project area – This would be finalized and identified by milepost during design phase.	During construction

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At sites with soils that are sensitive to compaction, construction would be done with low bearing-pressure vehicles or compacted soil would be rehabilitated after construction by discing, plowing, or other means.	Weight limiting/distributing to reduce soil compaction and ground cover damage.	Croplands throughout Project area	During/post construction
Access road widening would be restricted unless essential for project implementation.	Minimizes damage to soils and vegetation.	Throughout Project area	During construction
Construction would be planned to avoid periods of intense farming (for example, grain harvest), as applicable.	Avoid impacting farming practices and implement crop damage compensation.	Croplands throughout Project area.	During construction
Fences, gates, and cattle guards would be repaired or replaced to their original condition if damaged during construction.	Replacement or repair as an effective resolution to property damage.	Cropland and range land as required throughout Project area.	Post-construction
MATL would work with the MDT in the design and construction of structures along or crossing any highway right-of-way.	Minimizes traffic disruption.	MDT maintained roads	Design and pre-construction
Existing roads would be properly maintained, and grading may be necessary.	Maintenance of proper drainage.	Throughout Project area	During and post construction
Access not required for operation/maintenance would be closed using the most effective method with landowner concurrence.	Prevention of permanent motorized vehicle use and resulting disturbance to soil/vegetation.	Throughout Project area	Post-construction
During project final design, structures and associated disturbances would be located to avoid or minimize impacts to known sensitive features such as water courses, residences, or cultural resource sites.	Avoid/minimize impact to sensitive features.	To be identified by milepost during final project design	Pre-construction
All construction vehicles would be restricted to the certificated construction right-of-way, associated facilities, and permitted access roads.	Avoid/minimize environmental impact	Throughout Project area	During construction
Surface Water, Wetlands, and Floodplains			
Locations for new structures would be selected to avoid 100-year floodplains and, where practicable, to avoid the need for construction activity within 100-year floodplains.	Avoidance would prevent potential disturbance within 100-year floodplains.	Marias River, Teton River, and Old Maids Coulee crossings	Pre-/during construction

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MATL would prepare an erosion control plan, whereby measures, locations of measures, and specification for measures would be used to minimize erosion and sedimentation. As a part of this a SWPPP would be submitted to DEQ.	Effective erosion control planning to reduce erosion.	See **Appendix D** of the March 2007 document. As the design phase continues, a SWPPP would be prepared as part of the MPDES permit.	Pre-construction
Unavoidable wetland impacts would require permits from U.S. Army Corps of Engineers to comply with Section 404 of the Clean Water Act.	Mitigate unavoidable impacts to wetlands and other waters of the U.S.	See **Appendix E** of the March 2007 document for a description of drainages and wetland areas that would be avoided, if possible. Any unavoidable areas would be identified by milepost during the final design phase.	During design and construction
If work in a 100-year floodplain is unavoidable, DNRC and county floodplain administrators would be consulted during the design phase and, if required, appropriate permit(s) would be obtained and implemented.	Permit stipulations would avoid or mitigate potential disturbance within floodplains.	Marias River, Old Maids Coulee, and Teton River crossings	Pre-/during construction
Wherever possible, placement of new structures and associated construction activities would occur out of wetland boundaries.	Avoidance of impacts to wetlands and other waters of the U.S.	See **Appendix E** of the March 2007 document for a description of wetland areas that would be avoided if possible. Any unavoidable areas would be identified by milepost during the final design phase.	Pre-/during construction
Reclamation & Revegetation			
Disturbed areas would be reclaimed by appropriate contouring and replanting with an approved seed mix. All seed mixtures would be certified "weed free."	Re-establishing desirable vegetation cover on disturbed sites to prevent soil loss and weed infestation.	Throughout Project area. Also see MATL's draft Noxious and Invasive Weed Plan and draft Reclamation and Revegetation Plan (**Appendices C** and **D** of the March 2007 document).	Post-construction
If feasible, equipment would go around wooded areas. Tree removal would be kept to a minimum.	Avoiding or selectively cutting trees would protect limited forested habitats. Avoidance is preferred.	No forested areas have specifically been identified to date. Also see MATL's draft Reclamation and Revegetation Plan (**Appendix D** of the March 2007 document)	During construction

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Noxious weeds would be controlled through implementation of noxious weed control plans approved by appropriate county agencies.	These efforts would reduce or eliminate introduction and spread of invasive, noxious plants.	Throughout Project area. Also see MATL's draft Noxious and Invasive Weed Plan and draft Reclamation and Revegetation Plan (**Appendices C** and **D** of the March 2007 document).	Pre-/during construction
Disturbed areas would be reclaimed to pre-construction condition or landowner requests as site work is completed.	Reduce or eliminate erosion, and weed invasion.	Throughout Project area. Also see MATL's draft Reclamation and Revegetation Plan (**Appendix D** of the March 2007 document).	During/post construction
Any reseeding would be done with an approved seed mixture.	Reduce or eliminate spread or invasion of noxious weeds.	Throughout project area. Also see MATL's draft Reclamation and Revegetation Plan (**Appendix D** of the March 2007 document).	Post construction
If necessary, vehicle wash stations would be located at appropriate locations and would be used to minimize the spread of noxious weeds along the right-of-way. All construction equipment would be thoroughly washed prior to first use on the Project.	Cleaning would remove mud, dirt, and plant parts from undercarriages, tires, grills, radiators etc. This would reduce potential of spreading noxious weeds.	Need and location of vehicle wash stations would be determined during final design stage.	During construction
All fill mixture brought into construction areas would be free of noxious weeds.	Borrow site should be inspected to minimize movement of noxious weeds.	Throughout Project area. Also see MATL's draft Reclamation and Revegetation Plan (**Appendix D** of the March 2007 document).	During construction
Health & Safety			
All on-site servicing or refueling of construction equipment would be performed using protective spill containment or absorption mats.	To prevent spills of pollutants, such as fuels and lubricants.	Throughout Project area	During construction
Storage of oil fluids or petroleum products on site would be prohibited. All petroleum products would be removed to a disposal facility authorized for disposal.	Reduces chances of spills and ensures proper storage and disposal of fuels and lubricants.	Throughout Project area	During construction
All construction debris and trash would be contained and removed on a daily basis.	Daily containment and removal would prevent accumulation and windblown trash.	Throughout Project area	During construction

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Traffic management and control of local roadways would be considered during construction.	Avoid unnecessary impacts to local traffic patterns.	State highway crossings and all county highway crossings. County crossings would be identified by milepost during final design and encroachment permits would be obtained, as required, from local county offices.	During construction
Human Health & Environment			
MATL would address individual complaints concerning radio and television interference as needed.	Alleviate individual impacts to radio and television users in vicinity of line.	As required, throughout Project area.	Pre/post-construction
Design would incorporate reduction or elimination of induced current and voltages.	Eliminate impacts associated with proximity and electric shock.	Throughout Project area	Pre-construction
Design and construction would be such to reduce electromagnetic field to the extent feasible.	Reduce potential for EMF effects.	Throughout Project area	Pre-construction
Land Use			
Construction would be planned to avoid periods of intense farming (for example, grain harvest) as applicable.	Avoid crop damage or compensate for damage.	Croplands throughout Project area.	Pre-/during construction
Fences, gates, and cattle guards would be repaired or replaced to their original condition if damaged during construction.	Resolution of potential property damage through replacement or repair.	Throughout Project area	Post-construction
MATL would secure encroachment permits from the MDT and counties for the design and construction of structures along or crossing any highway right-of-way.	Minimize impacts and safety concerns in the vicinity of roads and highways.	Final location of crossings would be determined during final design stage.	Pre-construction

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Cultural			
A project map would be provided to the contractor identifying all sensitive areas relative to the selected alternative. Prepare unanticipated discoveries plan.	Contractor awareness and mitigation implementation (notification and/or avoidance).	To be identified once cultural resources inventory and study are completed.	Pre-construction
Archeological monitors (including tribal) would be used when working in the vicinity of archeological sites.	Would monitor and work closely with MATL and contractor to ensure application of mitigation/avoidance measures.	The need for this would be assessed once the cultural resources inventory and study are completed.	During construction
Selective pole placement would be used to avoid impacts to cultural resource sites.	Cultural resource site protection.	To be identified once cultural resources inventory and study are completed.	Pre-construction
Access roads through cultural resource sites would be prohibited.	Cultural resource site protection.	To be identified once cultural resources inventory and study are completed.	Pre-construction
If any buried antiquities or remains are discovered, the contractor would notify DEQ and SHPO prior to continuing work.	Would allow for proper treatment of any undiscovered sites.	Unknown	During construction
Visual			
Structures would be placed to avoid or span visually sensitive features whenever possible.	Reduce potential visual quality impacts.	To be identified once visual resources analysis is completed during the EIS.	Pre-/during construction
No paint or permanent discoloring agents would be applied to rocks or vegetation. All flagging would be removed upon completion of the project.	Reduce potential visual quality impacts.	Throughout Project area.	Pre-/during construction
Wildlife			
Raptor safe power line construction practices (Edison Electric Institute, Avian Power Line Interaction Committee) would be employed during transmission line construction.	To reduce risk of electrocution to perching raptors.	Throughout Project area, as needed (Benton Lake NWR, and others).	Pre-/during construction
Approved line marking devices would be installed at appropriate intervals and appropriately staggered on each overhead ground wire across stream crossing and migratory bird flyways (for example, wetland crossings) within the right-of-way.	Minimization of potential bird strikes at stream crossings and other high use areas.	Installed at water body and drainage crossings and at wetland areas identified in **Appendix E** of the March 2007 document. This would be finalized during final design.	Pre-/during construction

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MATL would consult with FWP concerning construction activities (for example, timing) near sharp-tailed grouse leks.	Timing restrictions on construction near sharp-tailed grouse leks would reduce potential disturbance to grouse.	Leks were identified within 1 mile of the Marias River crossing and would be addressed.	Pre-/during construction
Air Quality			
Water would be sprayed on areas that are producing excessive airborne dust in proximity of residences and communities and as needed to ensure safety during construction.	Dust suppression during dry periods or near populated areas.	Throughout Project area, as required to address dry conditions during construction.	During construction

Notes:

DNRC	Department of Natural Resources and Conservation
EMF	Electric and magnetic field
EIS	Environmental Impact Statement
FWP	Montana Fish, Wildlife, and Parks
MATL	Montana Alberta Tie Line
MDT	Montana Department of Transportation
MPDES	Montana Pollutant Discharge Elimination System
NWR	National Wildlife Refuge
SHPO	State Historic Preservation Office
SWPPP	Storm Water Pollution Prevention Plan

Source: This table is from the MATL MFSA application, Revised submittal, August 2006. Table 2.3-4 of the Final EIS.

In addition, MATL has committed that:

- Care will be taken to ensure that the MATL line will not conflict with any existing infrastructure such as, but not limited to: electrical distribution and transmission lines; telephone and other communication lines; gas and oil pipelines; irrigation infrastructure; and communication and other linear facilities owned by the Department of Defense.
- MATL has offered to build double circuit structures near Great Falls so that more wires can be added to the poles later.
- Should it be demonstrated that any GPS system is adversely affected by the MATL transmission line, MATL will make good any such negative impact at its own expense.