

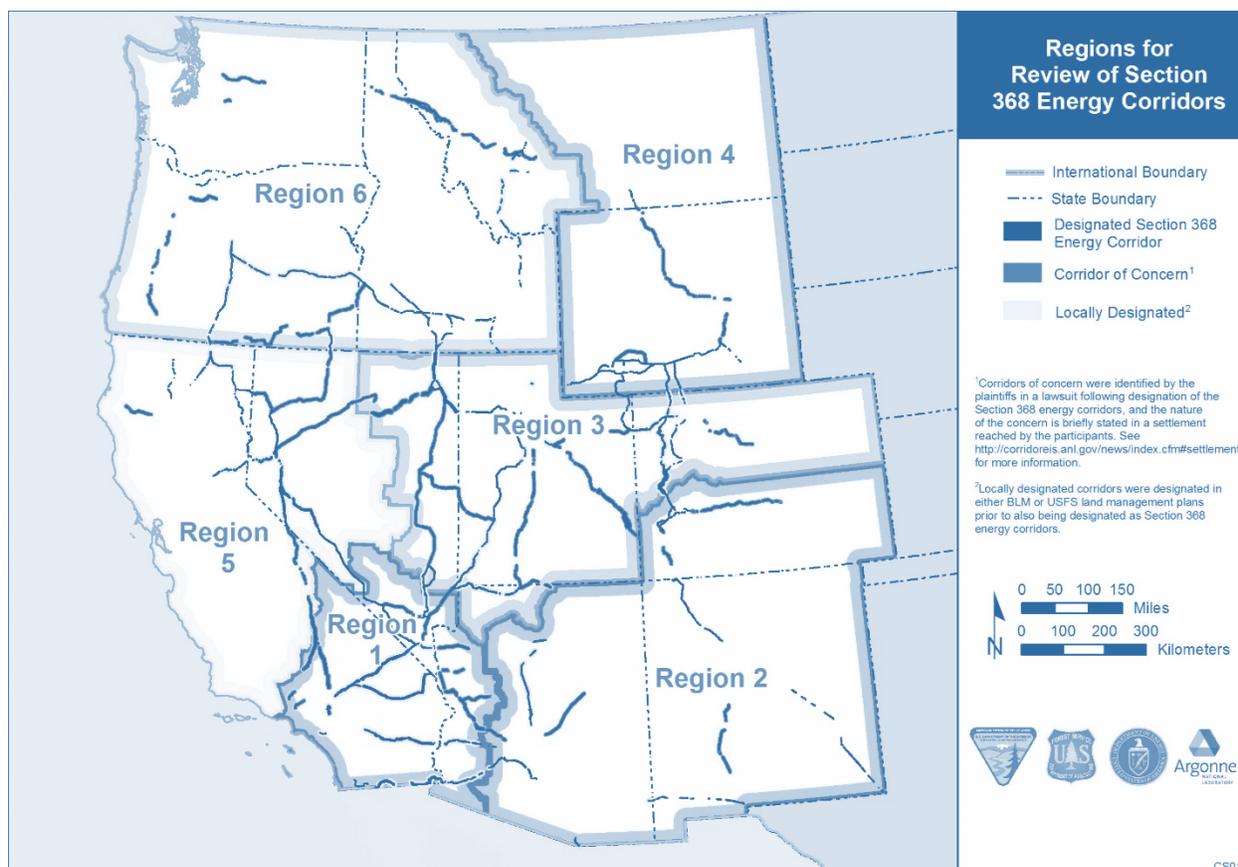


Energy Policy Act of 2005

Section 368 Energy Corridor Review

FINAL REPORT, VOLUME 2: REGIONS 1-6

INTERAGENCY CORRIDOR MODIFICATION SUMMARIES AND RECOMMENDED CORRIDOR ADDITIONS



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Notation

Acronyms, Initialisms, and Abbreviations

AC	alternating current	NCA	National Conservation Area
ACEC	Area of Critical Environmental Concern	NCL	National Conservation Lands
ARMPA	Approved Resource Management Plan Amendment	NDAA	National Defense Authorization Act
		NEPA	National Environmental Policy Act
		NHL	National Historic Landmark
		NHP	National Historic Park
BIA	Bureau of Indian Affairs	NHT	National Historic Trail
BLM	Bureau of Land Management	NPS	National Park Service
BMP	best management practices	NRA	National Recreation Area
BOR	Bureau of Reclamation	NRHP	National Register of Historic Places
		NSA	National Scenic Area
CDNCL	California Desert National Conservation Lands	NSO	no surface occupancy
		NST	National Scenic Trail
		NTSA	National Trails System Act
DC	direct current	NWR	National Wildlife Refuge
DFA	Development Focus Area		
DoD	U.S. Department of Defense	PAC	Priority Area for Conservation
		PEIS	Programmatic Environmental Impact Statement
EIS	Environmental Impact Statement	PHMA	Priority habitat management area
ERMA	Extensive Recreation Management Area		
ESA	Endangered Species Act	RDEP	Restoration Design Energy Project
		REDA	Renewable Energy Development Area
FLPMA	Federal Land Policy and Management Act	RETI	Renewable Energy Transition Initiative
		RMP	Resource Management Plan
GIS	geographic information system	RNA	Research Natural Area
GRSG	Greater Sage-grouse	ROD	Record of Decision
GuSG	Gunnison Sage-grouse	ROW	right-of-way
IOP	Interagency Operating Procedure	SEZ	solar energy zone
IR	instrument route	SFA	sagebrush focal area
ISA	Instant Study Area	SIO	Scenic Integrity Objective
		SRMA	Special Recreation Management Area
LMP	Land Management Plan	SUA	special use airspace
LSR	Landscape Scale Restoration	SWIP	Southwest Intertie Project
		SNWA	Southern Nevada Water Authority
MDT	Montana Department of Transportation		
MP	milepost	TAFA	Transmission Assessment Focus Area
MTR	military training route		
MW	megawatt	USFS	U.S. Forest Service
		USFWS	U.S. Fish and Wildlife Service

UTTR Utah Test and Training Range
VR visual route
VRM Visual Resource Management
VQO Visual Quality Objective

WPCI Wyoming Pipeline Corridor Initiative
WSA Wilderness Study Area
WSR Wild and Scenic River
WVEC West-wide Energy Corridor

Units of Measure

ft foot, feet
km² square kilometer(s)
kV kilovolt(s)
m meter(s)
mi² square mile(s)
MW megawatt(s)

Interagency Corridor Modification Summaries

The interagency corridor modification summaries for each of the 126 Section 368 energy corridors include a summary and rationale for recommended modifications for each corridor, corridor-specific management issues, and listed concerns to address through IOP revisions or additions.

Corridor 3-8 (Big Bend to Tule Lake Corridor)

Agency Jurisdictions

Forest Service

Lassen National Forest
Modoc National Forest
Shasta-Trinity National Forest

California Counties

Modoc County
Shasta County
Siskiyou County

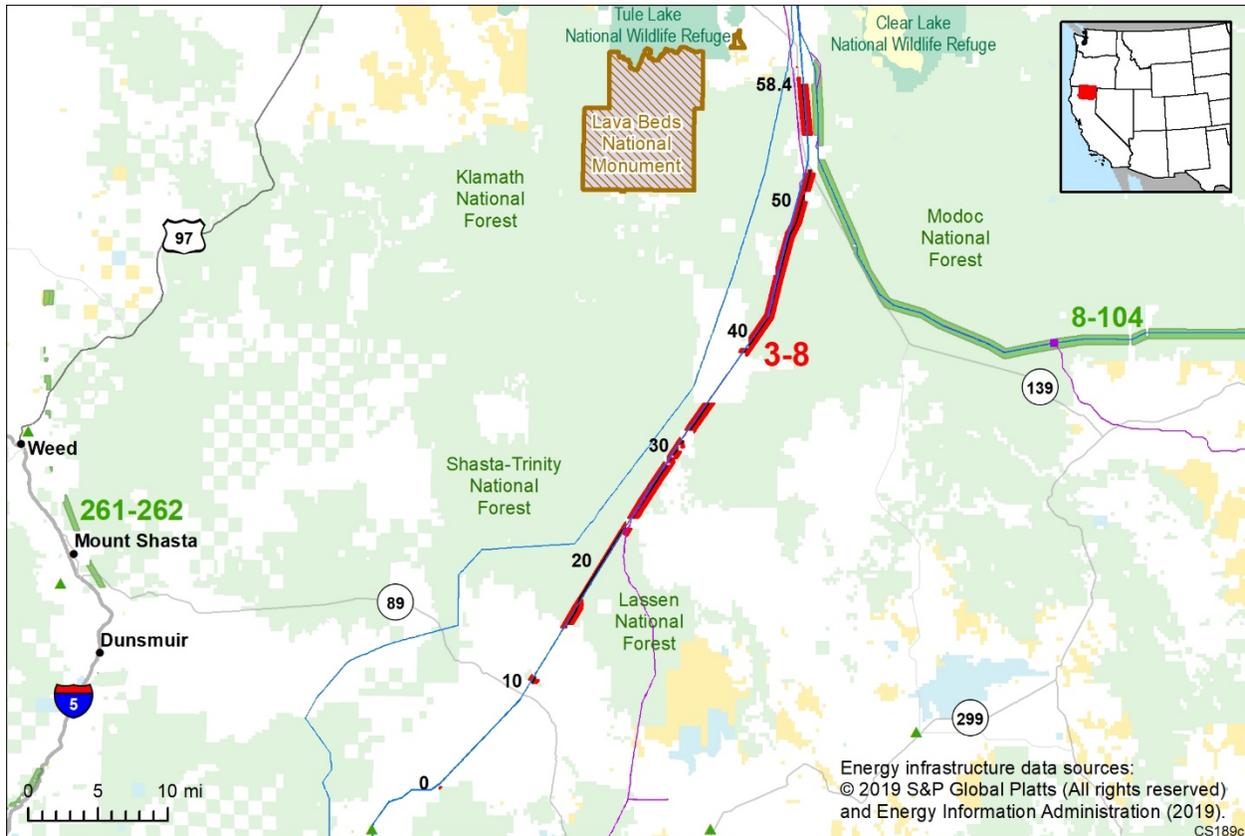


Figure 3.5-1. Corridor 3-8 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Lassen National Forest LMP (1992)
Modoc National Forest LMP (1991)
Shasta-Trinity National Forest LMP (1995)

Corridor width: 1,000 ft in Lassen National Forest, remainder 3,500 ft.
Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).
- Implement minor adjustments to avoid environmentally sensitive areas.
 - At MP 0, delete small corridor segment that intersects the Pacific Crest NST and critical habitat for the Northern Spotted Owl.
 - From MP 16 to MP 22, expand the corridor to the west to widen the corridor and avoid the Mayfield inventoried roadless area.
 - From MP 52 to MP 58, shift the corridor slightly to the east so that the existing infrastructure is the western border rather than the centerline to further minimize impacts on the Emigrant Trail National Scenic Byway and the Four Trails Feasibility Trail. Alternately, consider merging the corridor segment with MP 0 to MP 7 of Corridor 8-104.

At the time of the review, the existing corridor location (Figure 3.5-1) with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a link to other Section 368 energy corridors (Corridor 7-8 to the north), creating an interstate pathway for electrical and pipeline transmission between Oregon and California. The recommended minor revisions would minimize impacts on Pacific Crest NST, Northern Spotted Owl critical habitat, the Mayfield inventoried roadless area, the Emigrant Trail National Scenic Byway, and the Four Trails Feasibility Trail to the greatest extent possible while maintaining a preferred route for potential future energy development collocated with existing infrastructure (i.e., 500-kV transmission line).

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Consider potential impacts on the Pacific Crest NST.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 3-8, specific issues that would be addressed through recommended IOP revisions or additions include:

- The Pacific Crest NST and the Four Trails Feasibility Study Trail intersect the corridor. The Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.
- The Mayfield inventoried roadless area and the corridor are adjacent. The Agencies could consider a coordination IOP related to inventoried roadless areas to help minimize conflicts with the Roadless Rule.

- The corridor intersects MTRs and SUA. Adherence to the existing IOP regarding coordination with DoD would be required. The Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 3-8 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 4-247 (Corvallis to Medford Corridor)

Agency Jurisdictions

Bureau of Land Management

Butte Falls Field Office
Cascades Field Office
Grants Pass Field Office
Siuslaw Field Office
South River Field Office
Swiftwater Field Office
Upper Willamette Field Office

Oregon Counties

Douglas County
Jackson County
Lane County
Linn County

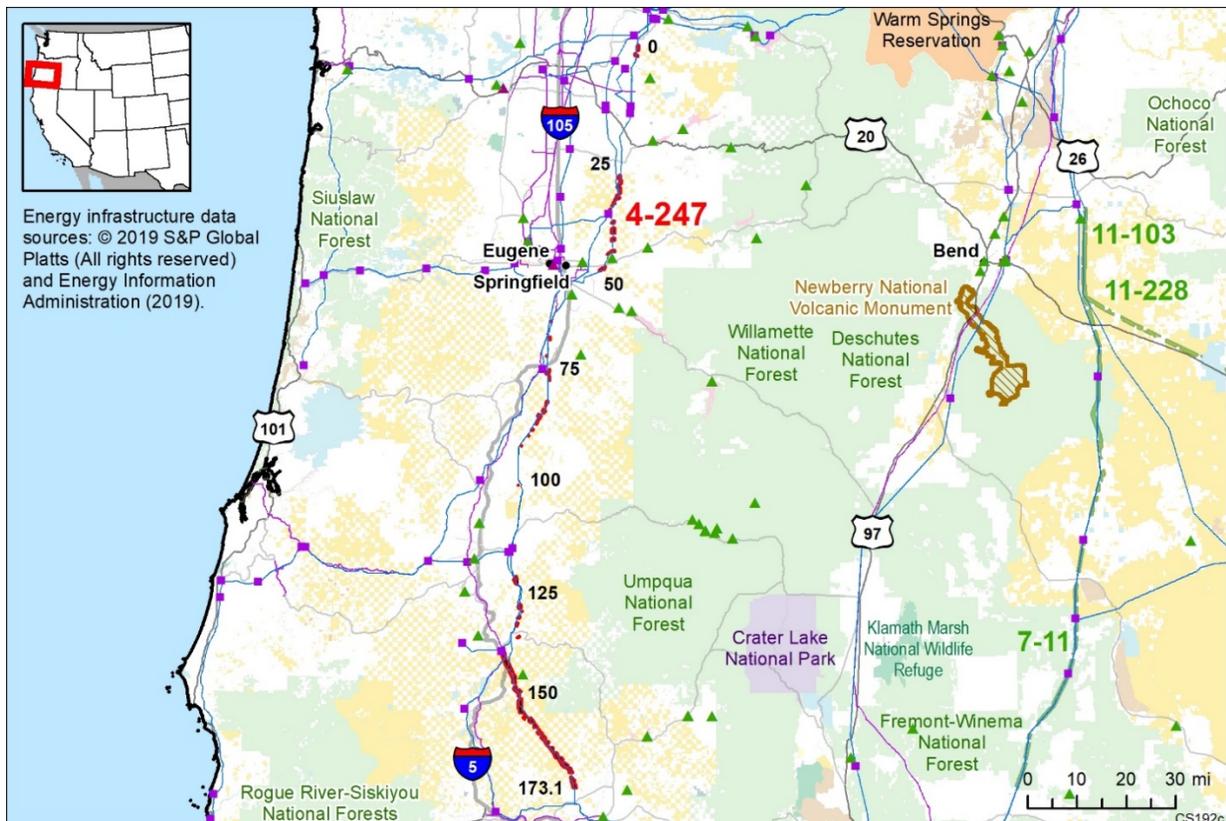


Figure 3.5-2. Corridor 4-247 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Northwestern and Coastal Oregon ROD/RMP (2016)
Southwestern Oregon ROD/RMP (2016)

Corridor width: 3,500 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).
- Implement minor adjustments to avoid environmentally sensitive areas.
 - At MP 122, shift the corridor to the east to avoid Coho Salmon critical habitat. From MP 140 to MP 143, shift the corridor to the west to limit the corridor and the critical habitat intersections to generally perpendicular crossings, which minimizes potential impacts compared to the critical habitat paralleling the corridor. Consider limiting future infrastructure to the western portion of the corridor from MP 151 to MP 152, however, options to shift the corridor at this location are limited because Coho Salmon critical habitat also occurs just west of the corridor.
 - At MP 136, shift the corridor east to align with the existing 500-kV transmission line to minimize the intersections with the California NHT and the Four Trails Feasibility Study Trail. Potentially, future infrastructure could be selectively located within the corridor.

The corridor intersects ROW avoidance areas, which are not compatible with the corridor's purpose as a preferred location for infrastructure. It is possible that future development could occur in this corridor if it does not significantly change the characteristics of the West Fork Evans Creek ERMA.

At the time of the review, the existing corridor location (Figure 3.5-2) with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a major north-south pathway for energy transport through western Oregon with existing substations positioned throughout the length of the corridor. The corridor was identified as a corridor of concern in the Settlement Agreement for old growth forests, critical habitat, late-successional reserves, riparian reserves, and not close enough to qualified resource areas. However, the recommended minor corridor revisions would minimize impacts on Coho Salmon critical habitat, California NHT, and Four Trails Feasibility Study Trail while maintaining a preferred route for potential future energy development collocated with existing infrastructure.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- The Cow Creek Tribe has concerns in the southern portion of the corridor related to stream quality and channelization and debris for salmon movement. Agencies should engage with the Cow Creek Tribe early in the process during future land use planning or for a proposed project within the corridor.
- The southern portion of the corridor is also an area with frequent forest fires. Agencies should engage with the Oregon Department of Forestry regarding fire control.
- Almost the entire corridor overlaps with Oregon and California revested lands, and future development within the corridor would require engagement with the Association of Counties in

California and Oregon. These lands require compensatory mitigation if they are not used for forestry.

- Soil stability is an important consideration for future pipelines in this area (and issues related to geology, earthquake potential, and safety) and the corridor appears to be in the best location with respect to these factors. Seismic concerns need to be evaluated if moving the corridor to the west is considered.
- Terrain in the southern portion of the corridor is very steep and would require additional data to identify and analyze terrain.

These concerns should be considered during any land use planning revisions that would affect the corridor.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 4-247, specific issues that would be addressed through recommended IOP revisions or additions include:

- Lands with undetermined status for wilderness characteristics intersect and are adjacent to the corridor. The Agencies could consider an IOP to provide guidance on the review process for applications within corridors with incomplete inventories. The recommended IOP would assist with avoiding, minimizing, and/or mitigating impacts on lands with wilderness characteristics.
- The California NHT and the Four Trails Feasibility Study Trail intersect the corridor. The Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.
- Old-growth forests, late-successional reserves, riparian reserves, and habitat for a federally listed plant species have been identified within the corridor. An IOP could help to minimize habitat impacts.
- An MTR – IR intersects the corridor. Adherence to the existing IOP regarding coordination with DoD would be required. The Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 4-247 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 5-201 (Northwest Portland Corridor)

Agency Jurisdictions

Bureau of Land Management
Tillamook Field Office

Oregon Counties

Columbia County
Multnomah County
Washington County

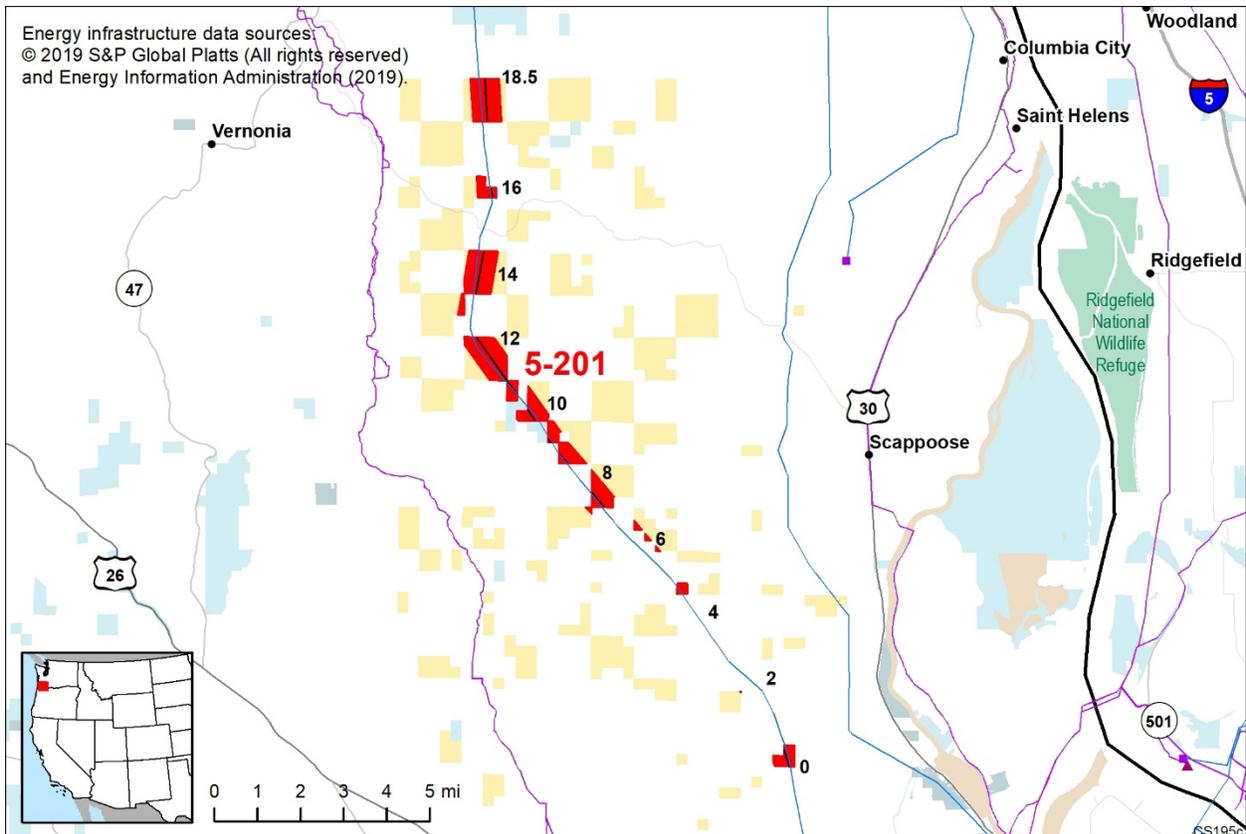


Figure 3.5-3. Corridor 5-201 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Northwestern and Coastal Oregon ROD/RMP (2016)

Corridor width: 3,500 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Modifications Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).
- Implement minor adjustments to avoid environmentally sensitive areas.
 - At MP 14, shift the corridor so that the existing transmission line is the western boundary rather than the approximate centerline to retain the corridor width on federal lands and avoid Coho Salmon critical habitat.
 - The corridor does not intersect the Tillamook State Forest; however, the state forest could be further avoided by shifting the corridor between MP 10 and MP 11 so that the existing transmission line is the western boundary rather than the centerline.

At the time of the review, the existing corridor location (Figure 3.5-3) with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a north-south pathway for energy transport into Portland, Oregon along existing infrastructure. The recommended minor revisions would minimize impacts on Coho Salmon critical habitat and Tillamook State Forest to the greatest extent possible while maintaining a preferred route for potential future energy development collocated with existing infrastructure (i.e., 500-kV transmission line).

Additional Stakeholder Input

No specific input was received during the Regions 4, 5, and 6 stakeholder workshops and no specific input was received on the Regions 4, 5, and 6 Report.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 5-201, specific issues that would be addressed through recommended IOP revisions or additions include:

- The Agencies could consider an IOP for habitat connectivity so that projects within Section 368 energy corridors are sited and designed in a manner that minimizes impacts on habitat connectivity.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 5-201 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 6-15 (Colfax to Reno Corridor)

Agency Jurisdictions

Bureau of Land Management
Mother Lode Field Office

Forest Service

Humboldt-Toiyabe National Forest
Tahoe National Forest

California Counties

Nevada County
Placer County
Sierra County

Nevada County

Washoe County

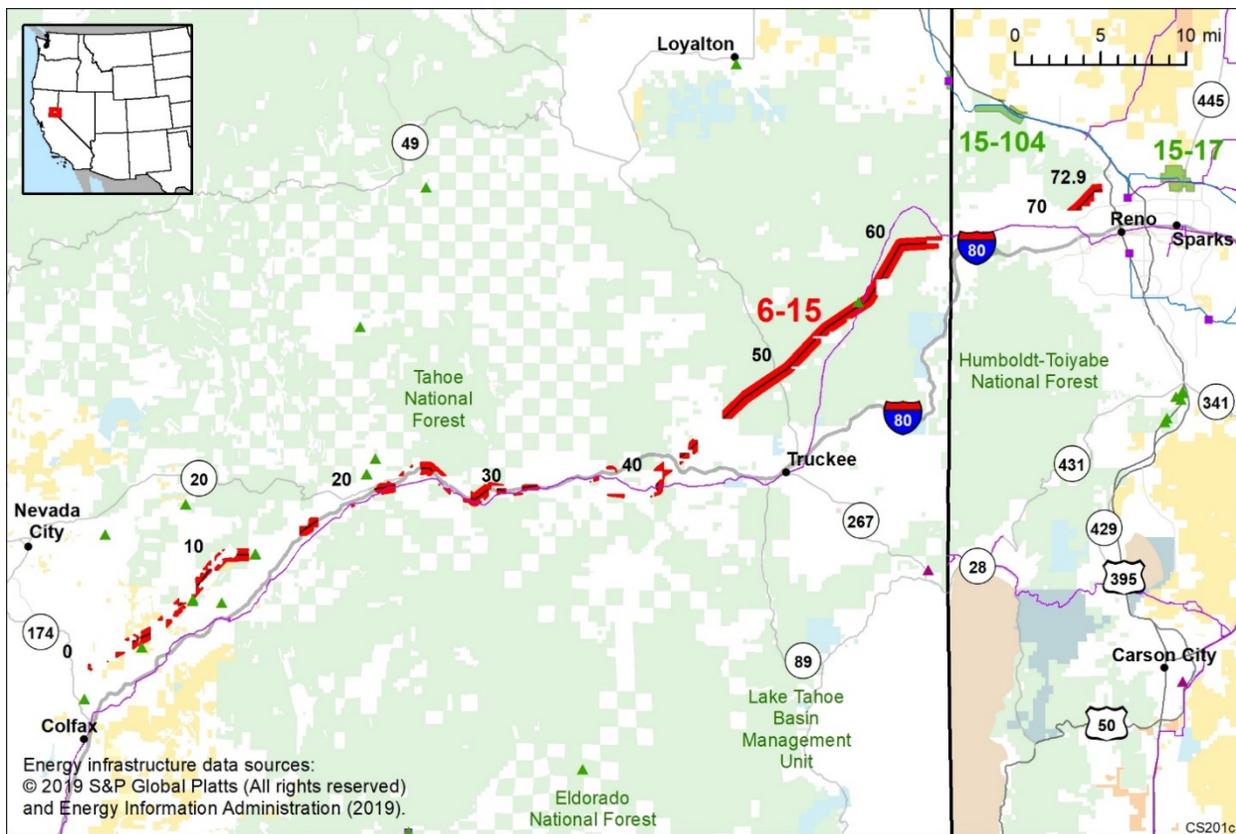


Figure 3.5-4. Corridor 6-15 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

- Sierra RMP/ROD (2007)
- Tahoe National Forest LMP (1990)
- Toiyabe National Forest LMP (1986)

Corridor width: 3,500 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).
- Implement minor adjustments to avoid environmentally sensitive areas.
 - Shift corridor to minimize impacts on the California NHT or avoid the NHT at some locations. For example, at MP 21, shifting the corridor north to avoid the California NHT could also avoid a portion of the overlap with the American River SRMA. Shifting the corridor north from MP 27 to MP 31 so that existing infrastructure is the southern boundary would avoid the California NHT but would change the jurisdiction from USFS- to BLM-administered lands.

At the time of the review, the existing corridor location (Figure 3.5-4) with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing an east-west preferred pathway for interstate energy transport, connecting the Sacramento and San Francisco metro areas with energy resources and customers in the state of Nevada and other western states. The recommended minor revisions would minimize impacts on the California NHT to the greatest extent possible while maintaining a preferred route for potential future energy development collocated with existing (i.e., one 69- and two 115-kV transmission lines) and planned infrastructure (i.e., a 500-kV transmission line and a Great Basin Energy 450-kV transmission line).

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Consider potential impacts on the Pacific Crest NST.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 6-15, specific issues that would be addressed through recommended IOP revisions or additions include:

- The corridor intersects or follows the California NHT and intersects the Pacific Crest NST. The Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.
- The corridor crosses large wetland and meadow complexes containing jurisdictional wetlands and sensitive habitats. An IOP could help to minimize habitat impacts.
- The corridor intersects an MTR – Slow-speed Route. Adherence to the existing IOP regarding coordination with DoD would be required. The Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 6-15 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 7-8 (Stateline Corridor)

Agency Jurisdictions

Bureau of Land Management
Applegate Field Office
Klamath Falls

California County

Modoc County

Oregon County

Klamath County

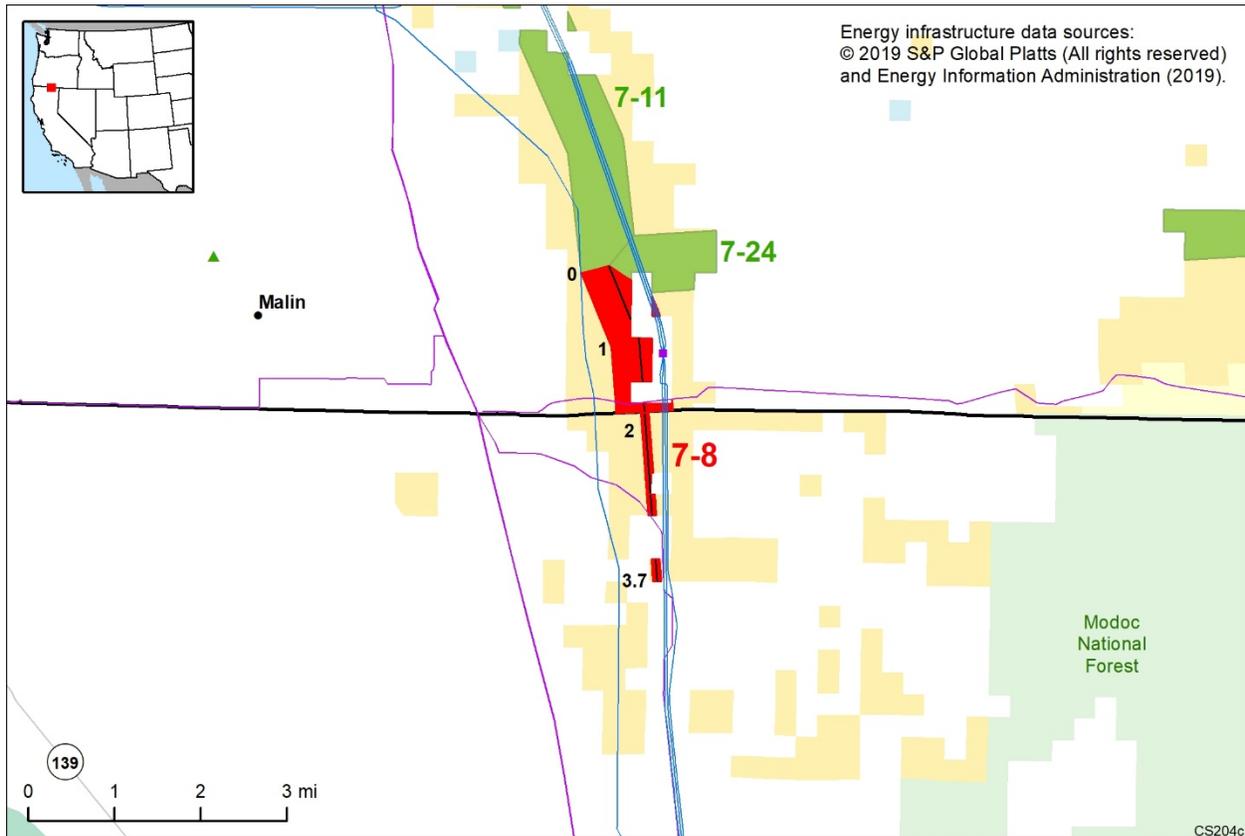


Figure 3.5-5. Corridor 7-8 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Alturas RMP (2008)
Southwestern Oregon ROD/RMP (2016)
NVCA GRSG ARMPA (2015)

Corridor width: 3,500 ft in OR and 500 ft in CA.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Modifications Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
 - From MP 2 to MP 4, shift the corridor to the east side of the three transmission lines to collocate with existing infrastructure on federal lands.
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

At the time of the review, the existing corridor location (Figure 3.5-5) with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by creating an interstate pathway between Oregon and California, providing a link to other Section 368 energy corridors (Corridor 7-11 to the north, Corridor 7-24 to the east (recommended for deletion), and Corridors 8-104 and 3-8 to the south). The recommended minor revisions would maintain a preferred route for potential future energy development collocated with existing infrastructure.

Additional Stakeholder Input

No specific input was received during the Regions 4, 5, and 6 stakeholder workshops and no specific input was received on the Regions 4, 5, and 6 Report.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 7-8, specific issues that would be addressed through recommended IOP revisions or additions include:

- The California NST is less than one tenth of a mile from the corridor to the south. The Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.
- The corridor intersects SUA. Adherence to the existing IOP regarding coordination with DoD would be required. The Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 7-8 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 7-11 (Klamath Falls to Bend Corridor)

Agency Jurisdictions

Bureau of Land Management

Deschutes Field Office
 Klamath Falls Field Office
 Lakeview Field Office
 Prineville Field Office

Forest Service

Deschutes National Forest
 Fremont-Winema National Forest

Oregon Counties

Deschutes County
 Klamath County
 Lake County

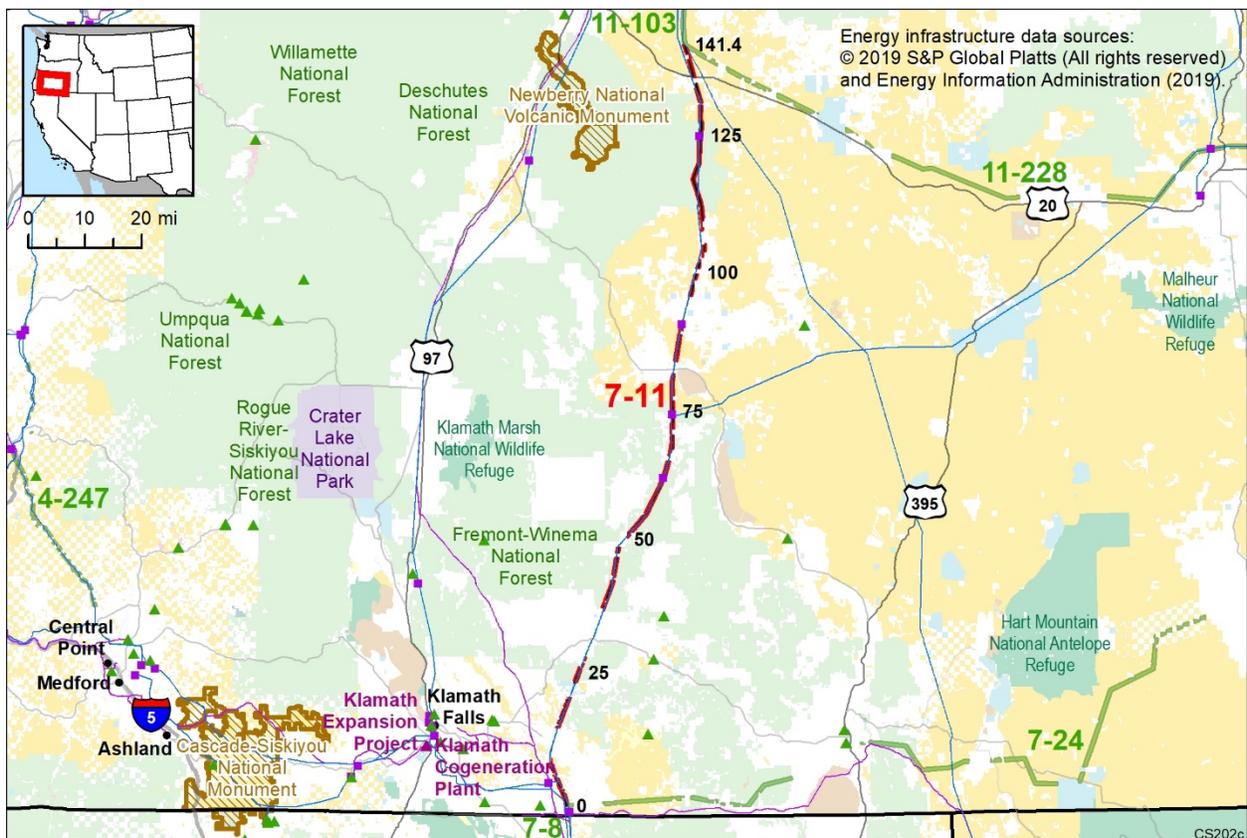


Figure 3.5-6. Corridor 7-11 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Lakeview ROD/RMP (2003)
 Southwestern Oregon ROD/RMP (2016)
 Deschutes National Forest LRMP (1990)

Fremont National Forest LMP (1989)
Oregon GRSG ARMPA (2015).

Corridor width: 3,500 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
 - From MP 101 to MP 120, shift the corridor to align with existing infrastructure.
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).
 - Consider a change in the VQO class (MP 45 to MP 48, MP 57 to MP 59, and MP 61).
- Implement minor adjustments to avoid environmentally sensitive areas.
 - From MP 77 to MP 81, shift the corridor to the east (so that the existing transmission lines are located at the western corridor boundary) to decrease but not eliminate the VRM Class II intersection and avoid lands with wilderness characteristics. Alternately, a change in the VRM class could be considered.
 - Consider minor adjustments to avoid lands with wilderness characteristics.
 - From MP 123 to MP 125, shift the corridor west to still collocate with the existing transmission line and avoid the GRSG PHMA.

At the time of the review, the existing corridor location (Figure 3.5-6) with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a link to other Section 368 energy corridors (Corridor 7-8 and Corridor 7-24 [recommended for deletion] to the south and Corridors 11-103 and 11-228 to the north), creating an interstate pathway for electrical and pipeline transmission between California and Oregon across BLM- and USFS-administered lands. There is interest in solar, wind, and geothermal development in the area. The recommended minor revisions would minimize impacts on lands with wilderness characteristics and GRSG PHMA while maintaining a preferred route for potential future energy development collocated with existing infrastructure for its entire length. Concerns within the corridor include sensitive soils, big game migration corridors and winter range, habitat for the Pumice Moonwort, Bald Eagle territory, caves, visual resources, and GRSG habitat.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Corridor crosses BLM Lands with Wilderness Characteristics, elk and mule deer migration corridors and winter range, and passes GRSG PHMA and GHMA. Consider modifications to avoid conflicts.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 7-11, specific issues that would be addressed through recommended IOP revisions or additions include:

- Lands with undetermined status for wilderness characteristics intersect and are adjacent to the corridor. The Agencies could consider an IOP to provide guidance on the review process for applications within corridors with incomplete inventories. The recommended IOP would assist with avoiding, minimizing, and/or mitigating impacts on lands with wilderness characteristics.
- The corridor traverses GRS habitat, big game winter range, Golden Eagle nesting areas, a deer migration corridor, sensitive plant species habitat, and other areas of ecological importance. The Agencies could consider an IOP to help minimize impacts on wildlife migration corridors and habitat.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 7-11 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 7-24 (Southwest Oregon Connector Corridor)

Agency Jurisdictions

Bureau of Land Management

Andrews Field Office
 Klamath Falls Field Office
 Lakeview Field Office
 Vale Jordan Field Office

Forest Service

Fremont-Winema National Forest

Oregon Counties

Klamath County
 Lake County
 Malheur County

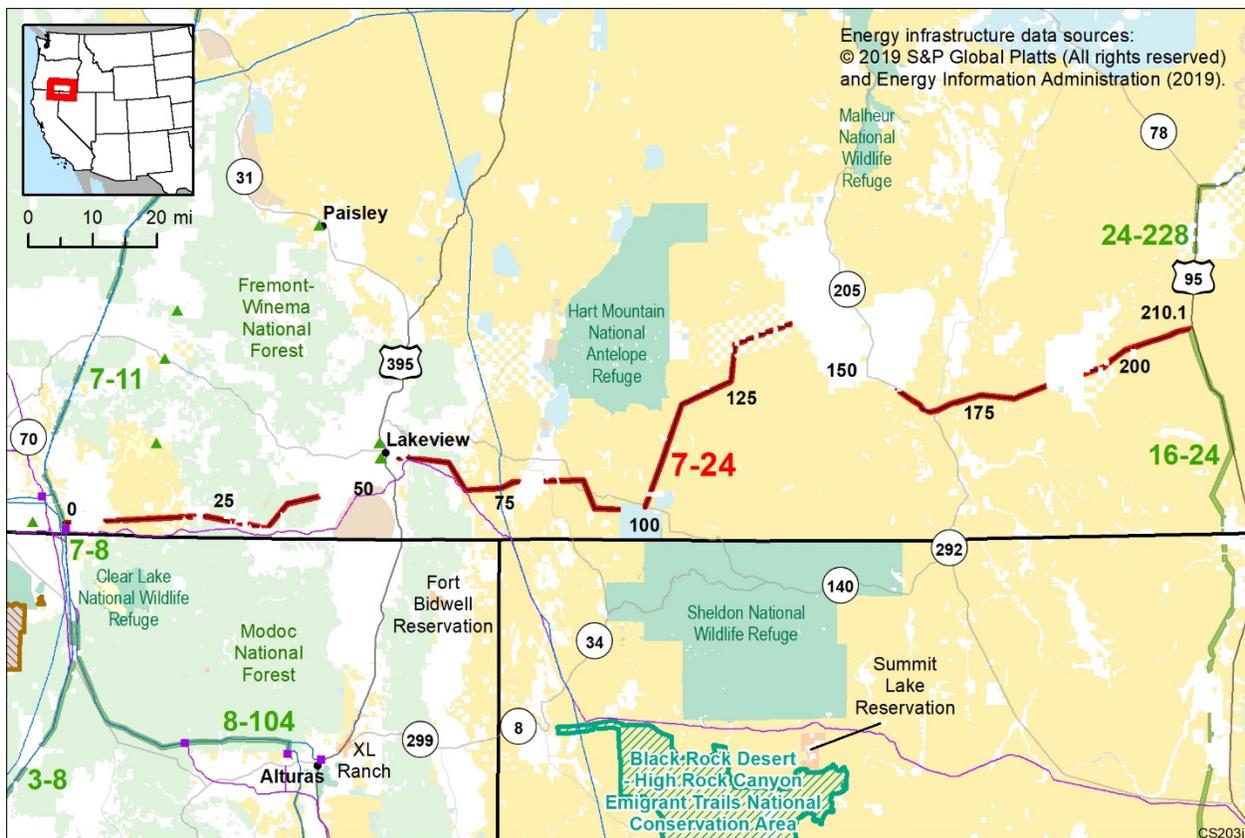


Figure 3.5-7. Corridor 7-24 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Andrews Management Unit RMP (2005)
 Lakeview RMP (2003)
 Southeastern Oregon RMP (2002)
 Southwestern Oregon ROD/RMP (2016)

Winema National Forest LMP (1990)
Oregon GRSG ARMPA (2015).

Corridor width: 3,500 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Enhancements Summary and Rationale

- Delete Corridor 7-24.

While the corridor provides a link to other Section 368 energy corridors (Corridor 7-8 to the west and Corridors 16-24 and 24-228 to the east) (Figure 3.5-7), there is no demand for an east-west corridor in the area. There is no existing infrastructure within the corridor, there are many environmental and other concerns (listed below), and the corridor was identified as a corridor of concern in the Settlement Agreement regarding three citizen-proposed wilderness areas, GRSG habitat, Pygmy Rabbit habitat, Steens Mountain Cooperative Management Area, and proposed Sheldon Mountain NWR. There could also be constraints due to terrain, making future development within the corridor unlikely.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Concerns include lands with wilderness characteristics, visual resources, undisturbed areas, Steens Mountain Wilderness, Alvord Desert Wilderness Study Area (WSA), the Steens Mountain geothermal withdrawal area, pygmy rabbit, and cultural resources.
- The corridor crosses GRSG GHMA, PHMA, and the only two SFAs in the country.
- Connectivity, access, and private land issues (e.g., to the east of Steens Mountain Wilderness)
- Support recommended revision to delete the corridor.
- Bisects the ecologically and culturally vital region between Hart Mountain National Antelope Refuge and the Sheldon National Wildlife Refuge. Removing the corridor is consistent with the State of Oregon's Greater Sage-grouse Conservation Strategy (Oregon Administrative Rules 635-140-0000 through -0025).

These concerns should be considered during any land use planning revisions that would affect the corridor.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 7-24 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 8-104 (Tule Lake to Alturas Corridor)

Agency Jurisdictions

Bureau of Land Management
Applegate Field Office

Forest Service
Modoc National Forest

California Counties

Lassen County

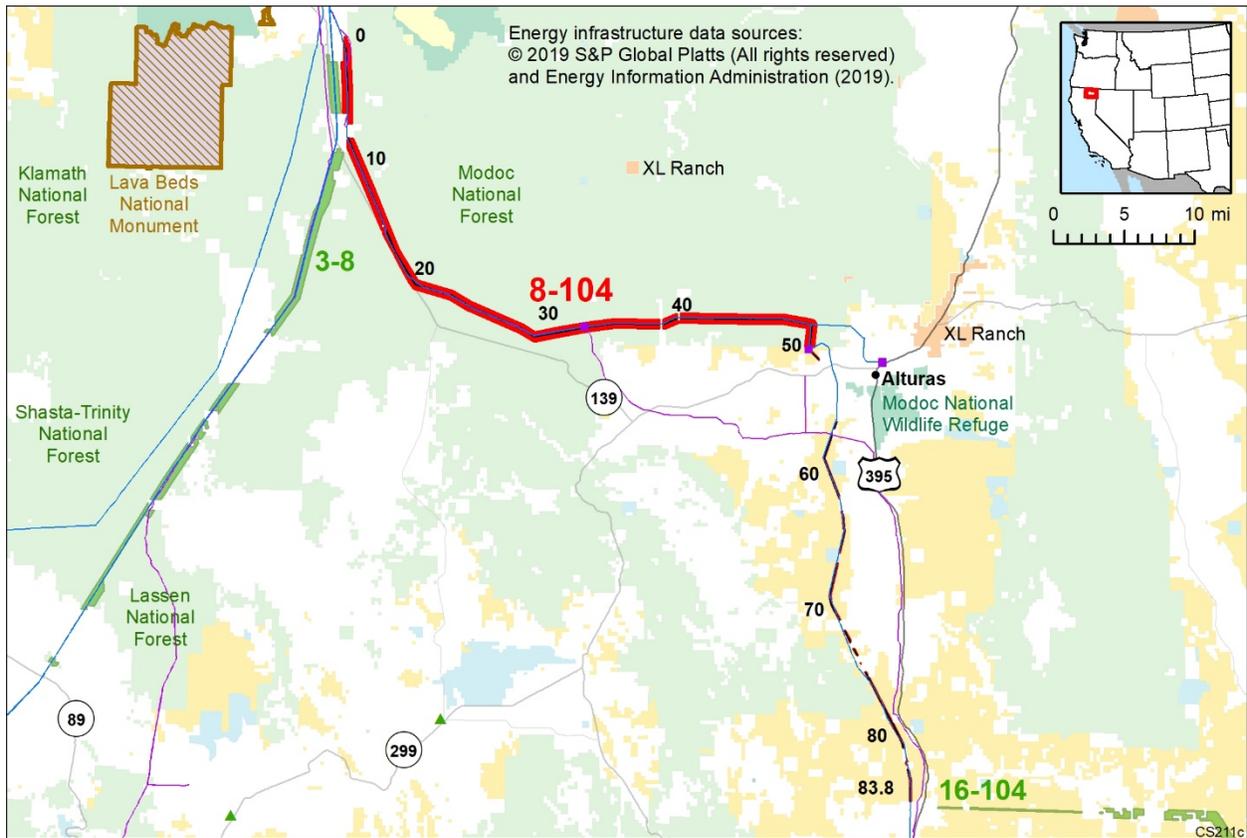


Figure 3.5-8. Corridor 8-104 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

- Alturas RMP (2008)
- Modoc National Forest LMP (1991)
- NVCA GRSG ARMPA (2015)

Corridor width: 500 ft in Lassen County and 3,500 ft in Modoc County.
Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Modifications Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
 - From MP 70 to MP 75, where the corridor is not collocated with existing infrastructure, shift the corridor less than 0.5 mile west to collocate with an existing 345-kV transmission line on BLM-administered land.
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).
- Implement minor adjustments to avoid environmentally sensitive areas.
 - From MP 13 to MP 18, shift the corridor slightly east so that the existing transmission line is the western boundary of the corridor to further minimize impacts on both the Four Trails Feasibility Study Trail and the Emigrant Trail National Scenic Byway while maintaining the corridor width in the Modoc National Forest. This shift would also further avoid the Damon Butte inventoried roadless area that is adjacent to the corridor from MP 14 to MP 18.
 - VRM Class II areas and the corridor intersect. Areas with VRM Class II designation may not be compatible with future overhead transmission line development; however, the corridor is collocated with an existing transmission line. Consider a change in the VRM class.

At the time of the review, the existing corridor location (Figure 3.5-8) with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a pathway for energy transport across the Modoc National Forest. The corridor connects multiple Section 368 energy corridors (Corridor 7-8 to the north and Corridor 3-8 to the southwest), creating a continuous corridor network across BLM- and USFS-administered lands in northern California. The recommended minor revisions would minimize impacts on the Damon Butte inventoried roadless area, the Four Trails Feasibility Study Trail, and the Emigrant Trail National Scenic Byway to the greatest extent possible while maintaining a preferred route for potential future energy development collocated with existing infrastructure.

Additional Stakeholder Input

No specific input was received during the Regions 4, 5, and 6 stakeholder workshops and no specific input was received on the Regions 4, 5, and 6 Report.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 8-104, specific issues that would be addressed through recommended IOP revisions or additions include:

- Four Trails Feasibility Trail and the corridor intersect. The Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.

- MTR-VR, Slow-speed Route, and SUA intersect the corridor. Adherence to the existing IOP regarding coordination with DoD would be required. The Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 8-104 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 10-246 (Dalles-Portland Corridor)

Agency Jurisdictions

Bureau of Land Management
Cascades Field Office

Forest Service

Mt. Hood National Forest

Oregon Counties

Clackamas County
Hood River County



Figure 3.5-9. Corridor 10-246 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Northwestern and Coastal Oregon RMP (2016)
Mt. Hood National Forest LMP (1990)

Corridor width: 1,320 ft and 3,500 ft on BLM-administered and 1,320 ft on USFS-administered lands.
Designated use: electric transmission only.

Recommended Corridor Modifications Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).
- Implement minor adjustments to avoid environmentally sensitive areas.
 - From MP 21 to MP 23, shift the corridor slightly to the north so that the existing transmission line is the southern border of the corridor to further avoid the Sandy River WSR and Coho Salmon critical habitat (corridor would still be located within the avoidance area).
 - Consider a change in the VRM class where the corridor intersects VRM Class II areas (MP 25 to MP 34). Areas with VRM Class II designation may not be compatible with future overhead transmission line development; however, the corridor is collocated with existing transmission lines.
 - Consider a change in the VQO designation or shift some segments of the corridor to minimize where the corridor intersects VQO area (MP 12 to MP 14 and MP 17 to MP 22).

At the time of the review, the existing corridor location (Figure 3.5-9) with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a pathway for electricity transmission through Mt. Hood National Forest to Portland, Oregon. The corridor provides a viable link between energy supply and areas of high demand from Columbia River hydroelectric generation to Portland. Electric-only and reduced width restrictions on some portions of this corridor are to protect fragile soils and community watershed values and are consistent with the existing plan. The recommended minor revisions would minimize impacts on the Sandy River WSR, Coho Salmon critical habitat, and visual resources to the greatest extent possible while maintaining a preferred route for potential future energy development collocated with existing infrastructure (i.e., 230- and 500-kV transmission lines).

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Corridor intersects the Sandy River WSR segment and is located within the Bull Run watershed which is the primary drinking water supply for the City of Portland.
- Consider changing width of entire corridor to 3,500 ft (versus 1,320 ft currently in some locations) to consolidate development and decrease impacts.
- Consider potential impacts on the Pacific Crest NST.

These concerns should be considered during any land use planning revisions that would affect the corridor.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 10-246, specific issues that would be addressed through recommended IOP revisions or additions include:

- The Pacific Crest NST and the Oregon Trail NHT intersect the corridor. The Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.
- The Lake inventoried roadless area is adjacent to the corridor. The Agencies could consider a coordination IOP related to inventoried roadless areas to help minimize conflicts with the Roadless Rule.
- The Agencies could consider an IOP for habitat connectivity so that projects within Section 368 energy corridors are sited and designed in a manner that minimizes impacts on habitat connectivity.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 10-246 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 11-103 (Prineville Corridor)

Agency Jurisdictions

Bureau of Land Management
Deschutes Field Office

Oregon Counties

Crook County
Deschutes County

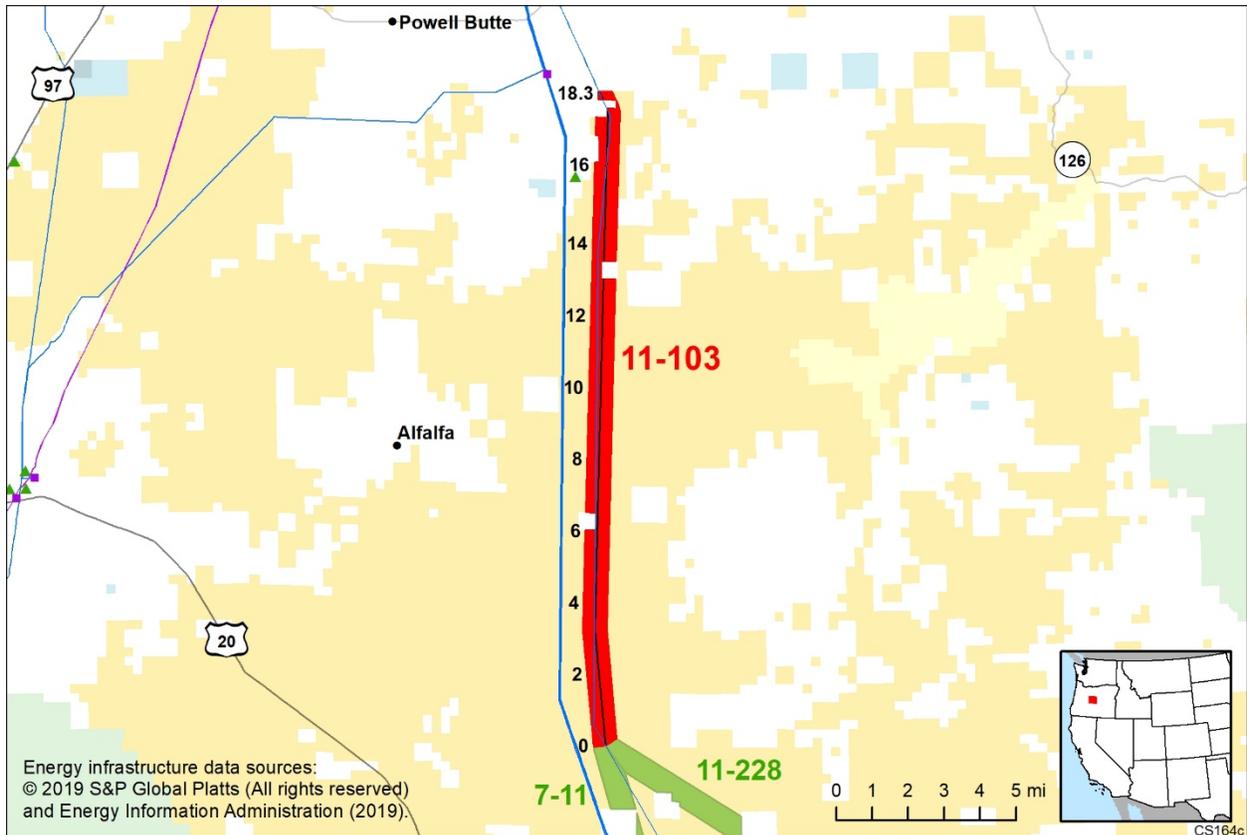


Figure 3.5-10. Corridor 11-103 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Upper Deschutes RMP (2005)

Oregon GRSG ARMPA (2015)

Corridor width: 3,500 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Modifications Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).
- Implement minor adjustments to avoid environmentally sensitive areas.
 - From MP 0 to MP 1, shift the corridor west to avoid GRSG GHMA area.
 - From MP 14 to MP 15, shift the corridor west to avoid VRM Class II area, consider a change in the VRM class, or restrict new infrastructure to underground-only to alleviate some visual concerns.

At the time of the review, the existing corridor location (Figure 3.5-10) with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a link to Corridor 7-11 to the south and Corridor 11-228 to the east, contributing to a continuous interstate corridor network across BLM-administered lands south into California and east across Oregon into Idaho. The recommended minor revisions would minimize impacts on GRSG GHMA and visual resources to the greatest extent possible while maintaining a preferred route for potential future energy development collocated with existing infrastructure (i.e., 1000-kV transmission line).

Additional Stakeholder Input

No specific input was received during the Regions 4, 5, and 6 stakeholder workshops and no specific input was received on the Regions 4, 5, and 6 Report.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 11-103, no recommended IOP revisions or additions have been identified.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 11-103 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 11-228 (Bend to Boise Corridor)

Agency Jurisdictions

Bureau of Land Management

- Central Oregon Field Office
- Deschutes Field Office
- Malheur Field Office
- Owyhee Field Office
- Three Rivers Field Office

Idaho County

- Owyhee County

Oregon Counties

- Crook County
- Deschutes County
- Harney County
- Lake County
- Malheur County

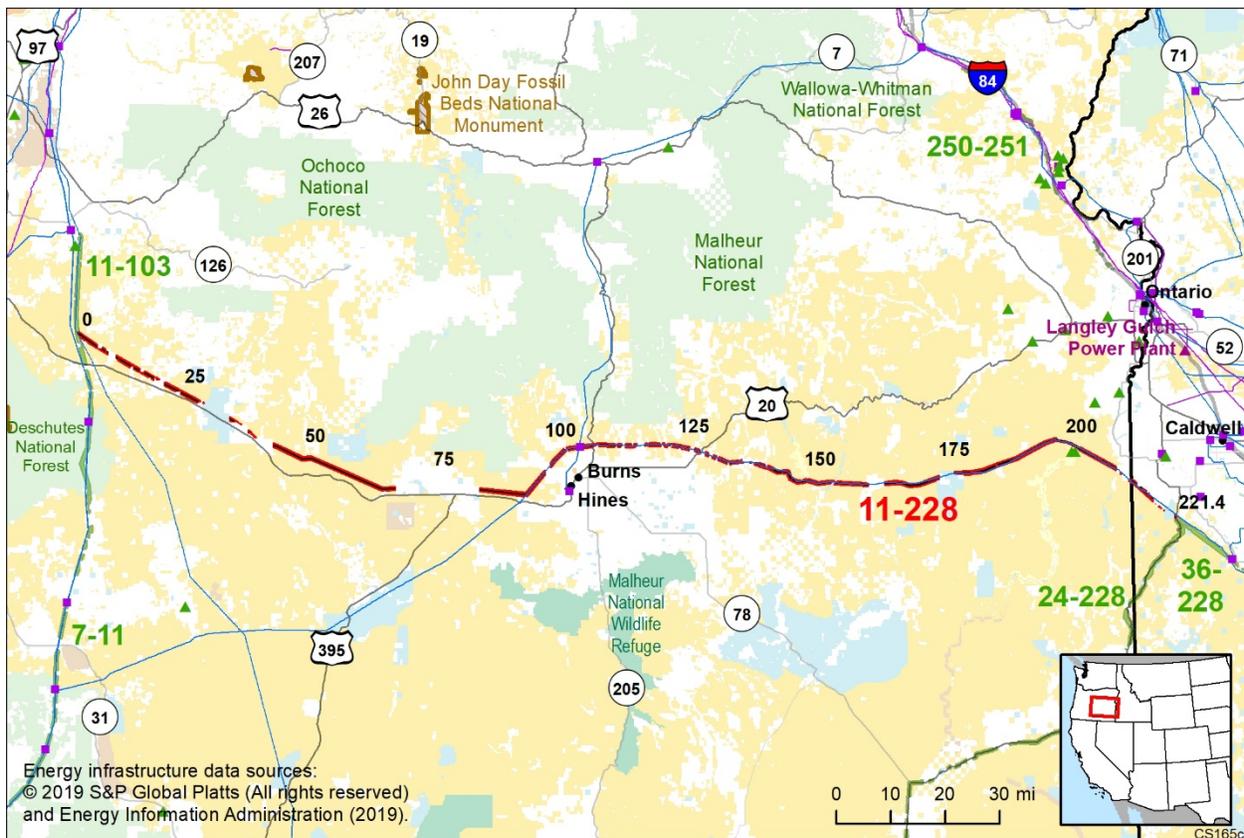


Figure 3.5-11. Corridor 11-228 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

- Brothers/LaPine RMP (1989)
- Owyhee RMP (1999)
- Southeastern Oregon RMP (2002)

Three Rivers RMP/ROD (1992)
Upper Deschutes RMP (2005)
IDMT GRSG ARMPA (2015)
Oregon GRSG ARMPA (2015)

Corridor width: variable width ranging from 1,500 ft to 3,500 ft.
Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
 - From MP 0 to MP 4 shift the corridor along existing transmission line.
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).
- Implement minor adjustments to avoid environmentally sensitive areas.
 - From MP 61 to MP 65, MP 149 to MP 151, MP 162 to MP 171, and MP 177 to MP 188 shift the corridor south; from MP 192 to MP 194 shift the corridor north to avoid lands with wilderness characteristics.
 - Consider a change in the VRM class where the corridor crosses VRM Class II (MP 32 to MP 42, MP 148 to MP 154, MP 196 to MP 200).

At the time of the review, the existing corridor location (Figure 3.5-11) with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a link to other Section 368 energy corridors (Corridors 7-11 and 11-103 to the west and Corridor 24-228 and Corridor 36-228 [recommended for deletion] to the east), creating a continuous corridor network across BLM-administered lands from eastern Oregon into Idaho. The recommended minor revisions would minimize impacts on lands with wilderness characteristics and visual resources to the greatest extent possible while maintaining a preferred route for potential future energy development collocated with existing infrastructure (i.e., 115-kV transmission line from MP 0 to MP 90 and a 500-kV transmission line from MP 90 to MP 220). The recently authorized Boardman (Longhorn) to Hemingway Transmission Line Project, a 500-kV planned transmission line, follows and runs adjacent to the corridor from MP 207 to MP 221. To minimize impacts on GRSG, limit new roads, include strategic siting of substations and facilities and require timing restrictions during construction.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Consider avoidance and minimization measures to reduce impacts on GRSG habitat.
- Any proposed development within the corridor would require compliance with State of Oregon statutes and rules.
- Consider potential impacts on GRSG and lands with wilderness characteristics.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 11-228, specific issues that would be addressed through recommended IOP revisions or additions include:

- Lands with undetermined status for wilderness characteristics intersect the corridor. The Agencies could consider an IOP to provide guidance on the review process for applications within corridors with incomplete inventories. The recommended IOP would assist with avoiding, minimizing, and/or mitigating impacts on lands with wilderness characteristics.
- The Four Trails Feasibility Study Trail and the corridor intersect. The Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.
- Wildlife species connectivity has been identified within the corridor. The Agencies could consider an IOP for habitat connectivity so that projects are sited and designed in a manner that minimizes impacts on habitat connectivity.
- MTR-VR, IR, and SUA intersect the corridor. Adherence to the existing IOP regarding coordination with DoD would be required. The Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 11-228 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 15-17 (Reno Connector Corridor)

Agency Jurisdictions

Bureau of Land Management
Humboldt River Field Office
Sierra front Field Office

Nevada Counties

Storey County
Washoe County

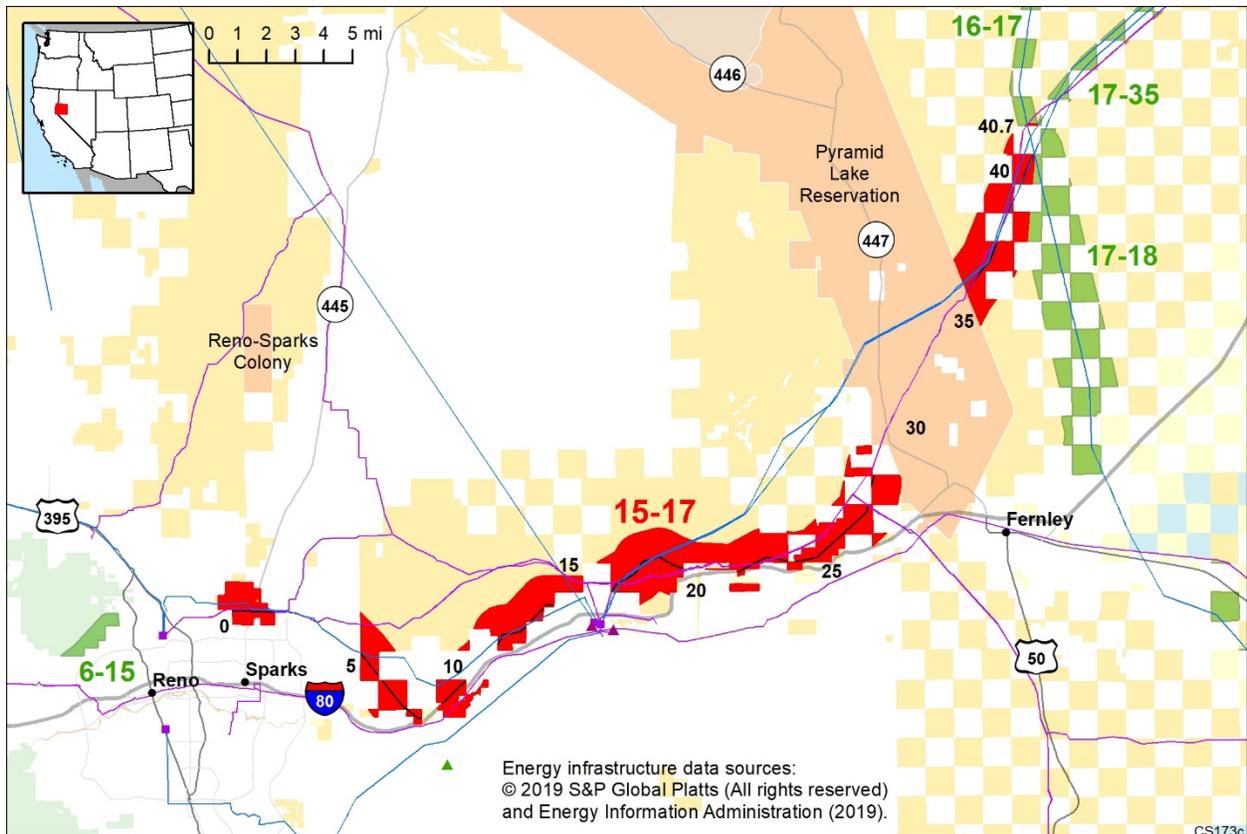


Figure 3.5-12. Corridor 15-17 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Carson City Field Office Consolidated RMP (2001)
Winnemucca District Planning Area RMP (2015)
NVCA GRSG ARMPA (2015)

Corridor width: 10,560 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

At the time of the review, the existing corridor location (Figure 3.5-12) with the above changes is considered to be the best balance in meeting the siting principles. There is interest in solar energy in the area. Currently, there is one proposed PV solar project (Dodge Flat Solar) near Wadsworth, and Apple is proposing to construct a large PV solar field on private land near Tracy that does not use public lands. The corridor crosses GRSG GHMA and PHMA, ROW avoidance areas that may not be compatible with the corridor's purpose as a preferred location for infrastructure. However, the corridor is collocated with several existing transmission lines and pipelines. The corridor promotes efficient use of the landscape by providing a link to other Section 368 energy corridors (Corridor 6-15 to the west and Corridors 16-17 and 17-18 to the east), creating an interstate pathway for electrical and pipeline transmission from California across northwestern Nevada. The corridor crosses Pyramid Lake Paiute Reservation and any project proponent would have to work with the Tribe to obtain a tribal resolution consenting to the grant of a ROW by the BIA. The BIA cannot grant ROWs without tribal consent.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- The south end of the corridor crosses Pyramid Lake Paiute Reservation lands. There is an existing natural gas pipeline collocated with the corridor in this location.
- The Agencies should engage with local jurisdictions and the Pyramid Lake Paiute Tribe early in the process during future land use planning or for a proposed project within the corridor.
- The corridor was an alternative in the Nevada Department of Transportation Study for the proposed Interstate 11 corridor for collocated utilities and highway facilities.

These concerns should be considered during any land use planning revisions that would affect the corridor.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 15-17, specific issues that would be addressed through recommended IOP revisions or additions include:

- The California NHT and the corridor intersect. The Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.
- MTR-VR and the corridor intersect. Adherence to the existing IOP regarding coordination with DoD would be required. The Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 15-17 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 15-104 (Honey Lake Corridor)

Agency Jurisdictions

Bureau of Land Management

Applegate Field Office
Eagle Lake Field Office
Sierra Front Filed Office

Forest Service

Humboldt-Toiyabe National Forest

California Counties

Lassen County
Sierra County

Nevada County

Washoe County

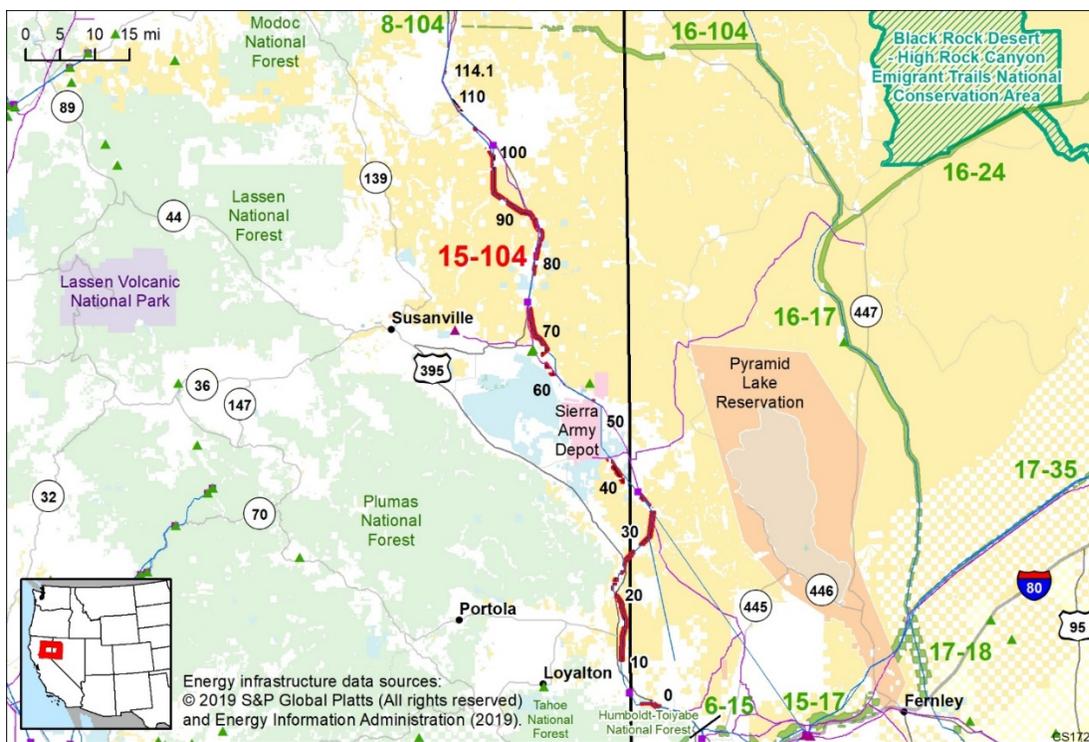


Figure 3.5-13. Corridor 15-104 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

- Alturas RMP (2008)
- Carson City Field Office Consolidated RMP (2001)
- Eagle Lake ROD (2008)
- Toiyabe National Forest LMP (1986)
- NVCA GRSG ARMPA (2015)

Corridor width: 500 ft in Applegate FO, 3,500 ft in remainder.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Modifications Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).
- Implement minor adjustments to avoid environmentally sensitive areas.
 - At MP 10 and MP 26, shift the corridor east of the existing transmission line to avoid critical habitat for Webber's Ivesia.
 - From MP 40 to MP 44, shift the corridor northeast to more closely follow existing transmission and decrease intersections with the Fort Sage SRMA (OHV Area).
 - From MP 71 to MP 73, consider a change in the VRM Class II area within the corridor.

At the time of the review, the existing corridor location (Figure 3.5-13) with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a link to multiple Section 368 energy corridors, creating a continuous corridor network across BLM- and USFS-administered lands between Reno, Nevada, and California, an important pathway for transmitting renewable energy. There is an application for a gen-tie transmission line to connect the proposed Fish Springs Solar Project (a PV solar project that would be constructed on private lands) to the existing transmission line within the corridor. The proposed Bordertown to California 120-kV transmission line would be located at the substation at MP 5 and would utilize approximately 0.4 miles of the corridor. Future development within the corridor could be limited between MP 107 and MP 114 because of the reduced corridor width. The recommended minor revisions would minimize impacts on the Fort Sage SRMA and Webber's Ivesia critical habitat to the greatest extent possible while maintaining a preferred route for potential future energy development collocated with existing infrastructure (i.e., 345-kV transmission line).

Additional Stakeholder Input

No specific input was received during the Regions 4, 5, and 6 stakeholder workshops and no specific input was received on the Regions 4, 5, and 6 Report.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 15-104, specific issues that would be addressed through recommended IOP revisions or additions include:

- The California NHT and the corridor intersect. The Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.
- The corridor crosses a large area where big game migration occurs. The Agencies could consider an IOP that minimizes impacts on habitat connectivity.

- MTR-VR and Slow-speed Route intersect the corridor. Adherence to the existing IOP regarding coordination with DoD would be required. The Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 15-104 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 16-17 (Pyramid Lake Corridor)

Agency Jurisdictions

Bureau of Land Management
Black Rock Field Office
Humboldt Field Office

Nevada Counties

Churchill County
Pershing County
Washoe County

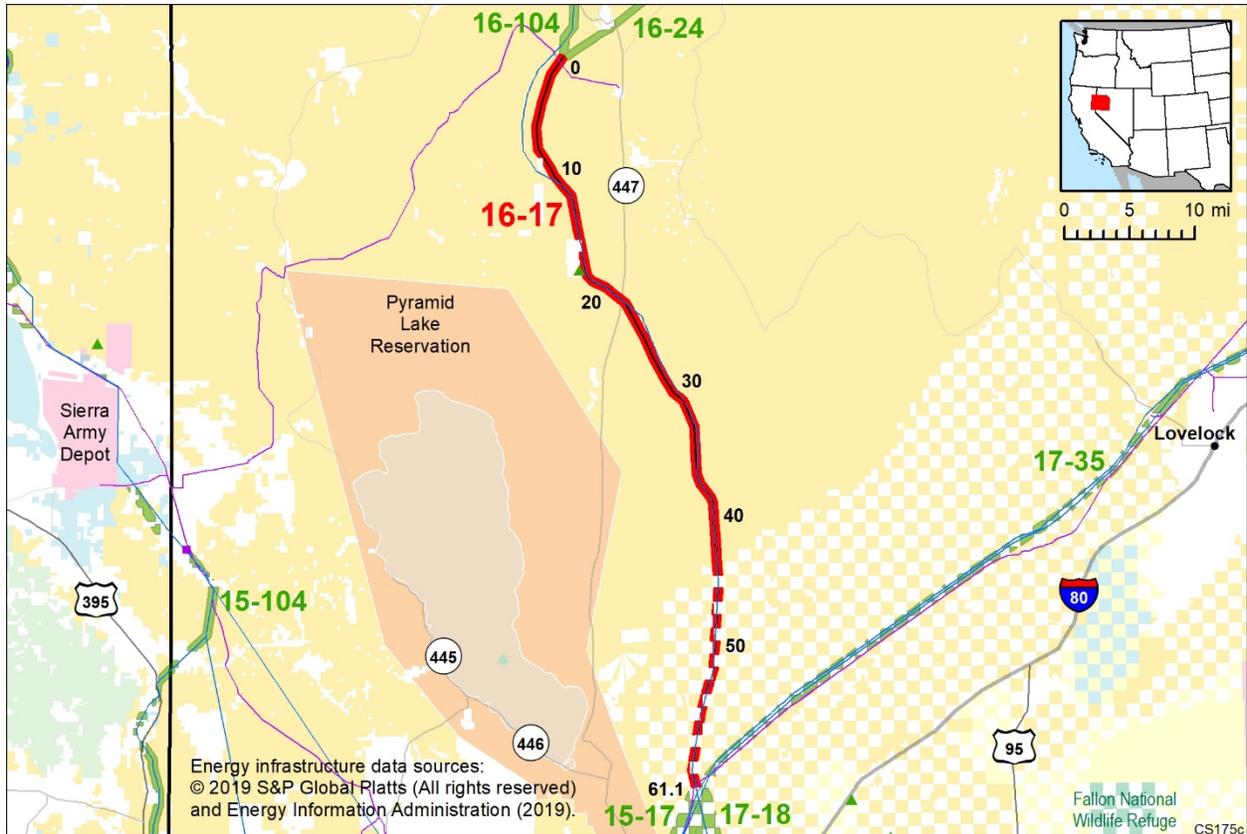


Figure 3.5-14. Corridor 16-17 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Winnemucca District Planning Area RMP (2015)
NVCA GRSG ARMPA (2015)

Corridor width: 3,500 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).
- Implement minor adjustments to avoid environmentally sensitive areas.
 - From MP 22 to MP 30, shift the corridor to the west to minimize potential impacts on the Mount Limbo WSA and VRM Class I area.

At the time of the review, the existing corridor location (Figure 3.5-14) with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a link to other Section 368 energy corridors (Corridors 15-17 and 17-18 to the south, Corridor 16-104 [recommended for deletion] and Corridor 16-24 to the north, and Corridor 17-35 to the east), creating an interstate pathway for electrical and pipeline transmission through western Nevada into Oregon. The existing geothermal plant at MP 18 may expand, and a small power line may be added to export energy from the geothermal plant to an existing substation. The recommended minor revision would minimize impacts on the WSA and visual resources to the greatest extent possible while maintaining a preferred route for potential future energy development collocated with existing infrastructure (i.e., 1,000-kV transmission line).

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- The corridor was an alternative in the Nevada Department of Transportation Study for the proposed Interstate 11 corridor for collocated utilities and highway facilities.
- GRSG concerns for future development within the corridor can be avoided by staying in the valley.

These concerns should be considered during any land use planning revisions that would affect the corridor.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 16-17, specific issues that would be addressed through recommended IOP revisions or additions include:

- MTR-IR and VR intersect the corridor. Adherence to the existing IOP regarding coordination with DoD would be required. The Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 16-17 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 16-24 (Black Rock Desert to Oregon Corridor)

Agency Jurisdictions

Bureau of Land Management

Black Rock Field Office
 Humboldt Field Office
 Vale Jordan Field Office

Nevada Counties

Humboldt County
 Pershing County
 Washoe County

Oregon County

Malheur County

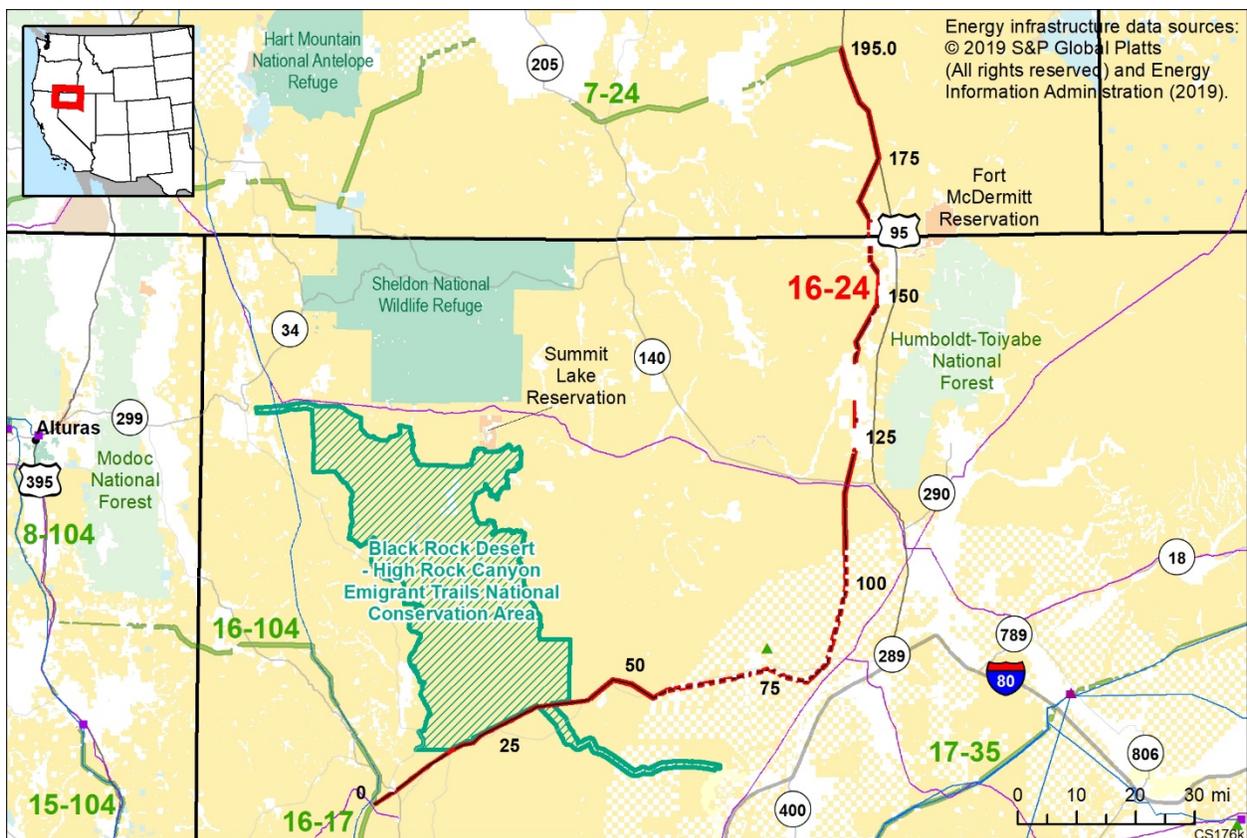


Figure 3.5-15a. Corridor 16-24 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Black Rock Desert-High Rock Canyon Emigrant Trails NCA and Associated Wilderness, and Other Contiguous Lands in Nevada ROD and RMP (2004)
 Southeastern Oregon RMP (2002)
 Winnemucca District Planning Area RMP (2015)
 NVCA GRSG ARMPA (2015)

Oregon GRSG ARMPA (2015)

Corridor width: 2,640 ft from MP 0 to MP 41.8, remainder 3,500 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Enhancements Summary and Rationale

- Extend corridor north to connect to Corridor 24-228 along highway. This recommended corridor extension would overlap the Boden Hills WSA and the Alvord Desert WSA; however, this pathway is along a major shipping route on Highway 95 and an airport runway is located adjacent to the WSA as well (Figure 3.5-15h and i). Route corridor extension to avoid FAA land and airfield.
- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
 - From MP 0 to MP 12, shift the corridor along existing transmission line. Although this route would no longer connect directly to Corridor 16-17 and Corridor 16-104 (recommended for deletion), a new connection could be established from MP 0.5 of Corridor 16-17 along the existing pipeline route. If this route is implemented, the town of Empire should be avoided (Figure 3.5-15b and c).
 - From MP 44 to MP 56, MP 115 to MP 130, and MP 154 to MP 160, shift the corridor along the existing transmission line (Figure 3.5-15d, e, f, g).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).
- Implement minor adjustments to avoid resource and jurisdictional concerns.
 - Micro-site corridor at the land use planning level to avoid GRSG leks.
 - Additional corridor revisions to avoid large checkerboard area between MP 56 and MP 105 could be considered at the project-specific level, in coordination with local government and landowners.

At the time of the review, the existing corridor location (Figure 3.5-15a) with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a link to other Section 368 energy corridors (Corridors 16-17 and 16-104 to the west and Corridors 7-24 and 24-228 to the north), creating an interstate pathway for electrical and pipeline transmission from Nevada into Oregon. The Agencies are proposing to remove Corridor 7-24 and Corridor 16-104, but the corridor could connect to the north through Corridor 24-228. The BLM is in the beginning stages of potential geothermal project re-activation (Star Peak) and project development (North Valley and Baltazor) which would need tie-in connections to existing transmission lines. The corridor provides grid reliability to facilitate electrical transmission for renewable energy development. The recommended minor revisions would minimize potential environmental impacts by aligning with existing infrastructure, thus minimizing disturbed area on the landscape.

The recommended corridor extension would facilitate necessary connectivity parallel to the north-south highway for future energy infrastructure. For the orderly administration of public lands, the corridor

should be placed parallel to the highway even though it overlaps GIS polygons for two WSAs. The review recognizes the designation of the WSAs, but also a contiguous pathway for the existing highway transportation and potentially for energy transmission. If the WSAs were to be designated as Wilderness Areas, they would best be designated with boundaries that exclude the highway and facilitate these energy and transportation needs.

The corridor was identified as a corridor of concern in the Settlement Agreement regarding wilderness, NCA, NHP, and WSAs. While the corridor crosses an NCA and NRHP site and is adjacent to a WSA, the recommended revisions would shift the corridor along the existing transmission line and would avoid the NRHP site. Future siting along existing infrastructure in the corridor is expected to be preferred over crossing undisturbed lands.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- The Silver State Sand Dunes is one of the largest active sand dune complexes in the western United States. It supports rare plants and insects and is categorized by The Nature Conservancy as a Great Basin Portfolio Site. Development along BLM land near the sand dunes could be difficult because of stability issues, disruption of wind and sand dispersal patterns, and potential impacts on species from infrastructure building.
- The corridor crosses and runs parallel to the California NHT between MP 18 and MP 25 and crosses the NHT again at MP 34. Changing the route to follow existing transmission line between MP 25 and MP 42 is not recommended because it would result in the corridor running parallel to the NHT for a longer distance.
- Consider wildlife impacts (Pronghorn Antelope).
- Consider visual impacts on the Black Rock Desert/High Rock Canyon NCA.
- Corridor crosses an SFA, and bisects priority sage-grouse habitat that provides critical habitat connectivity for GRSG populations in Malheur and Harney counties. SFAs are designated as exclusion areas for wind and solar energy development, and avoidance areas for ROW location under the Oregon ARMPA.
- The High Croft Mine is located near MP 42 on private land. Agencies should engage with local government and landowners early in the process during future land use planning or for a proposed project where the corridor crosses checkerboard jurisdiction.
- Corridor crosses pygmy rabbit habitat, BLM Lands with Wilderness Characteristics and citizen-proposed wilderness areas, and BLM identified Climate Change Consideration Area, Restoration Opportunity Area and High Density Breeding Area. The recommended northern extension crosses WSAs as well as BLM Lands with Wilderness Characteristics.
- Need for corridor is unclear.
- Delete corridor because of SFA, PHMAs, WSAs and ROW avoidance areas.
- The corridor crosses the Lassen-Applegate trail and could have visual impacts on the historic water tower in Gerlach.

- The recommended revision does not address conflicts within the corridor and conflicts with the Selenite Mountains WSA at MP 4 and the southern edge of the NCA.

These concerns should be considered during any land use planning revisions that would affect the corridor.

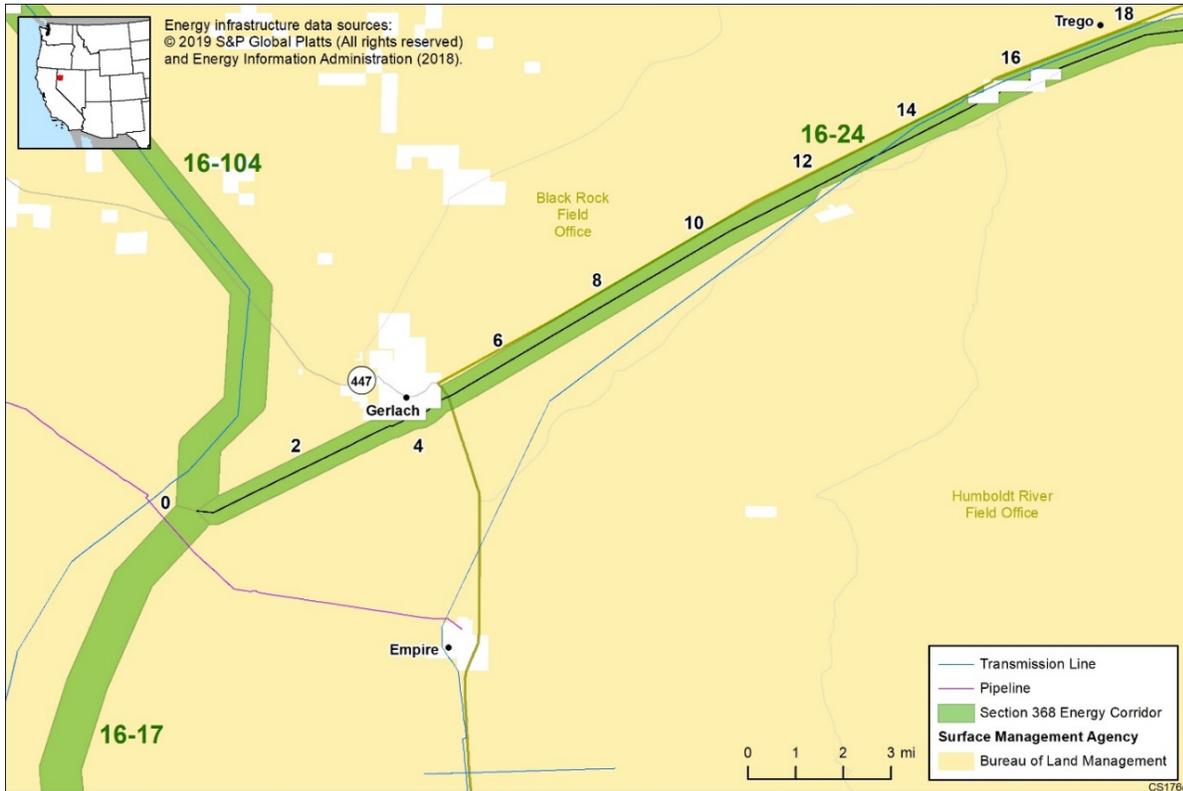


Figure 3.5-15b. Corridor 16-24, as designated (MP 0 to MP 12)

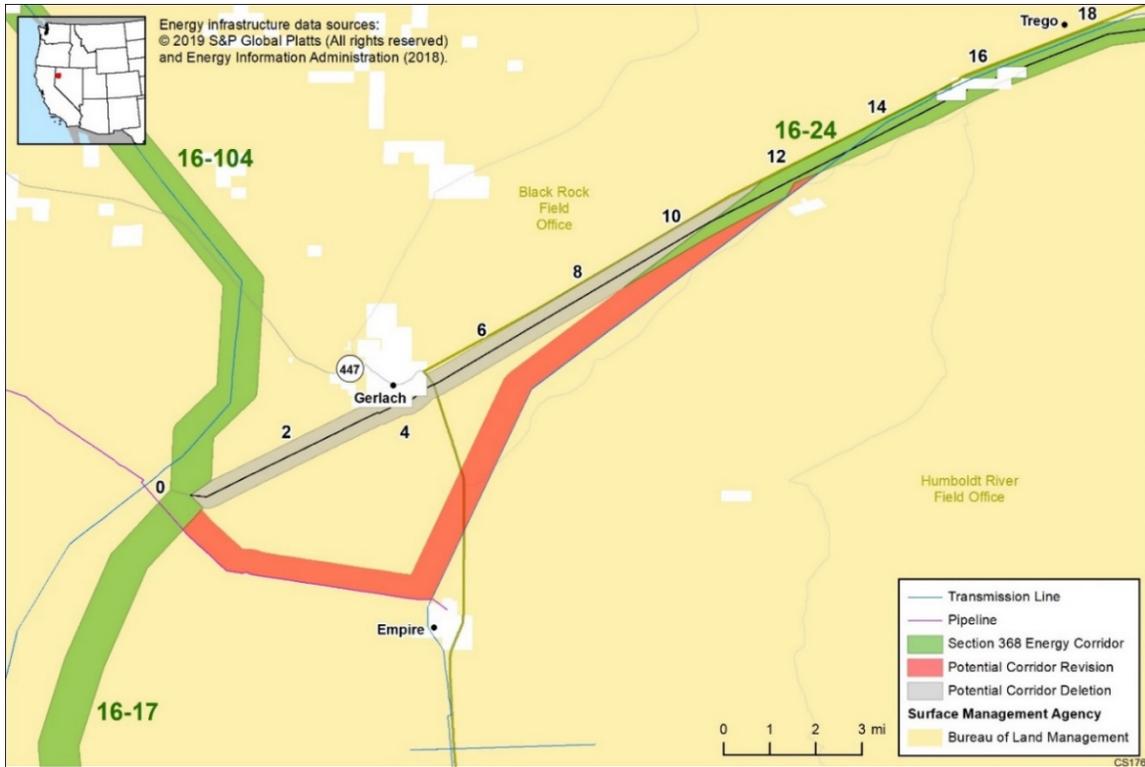


Figure 3.5-15c. Recommended Revision to Corridor 16-24 (MP 0 to MP 12)

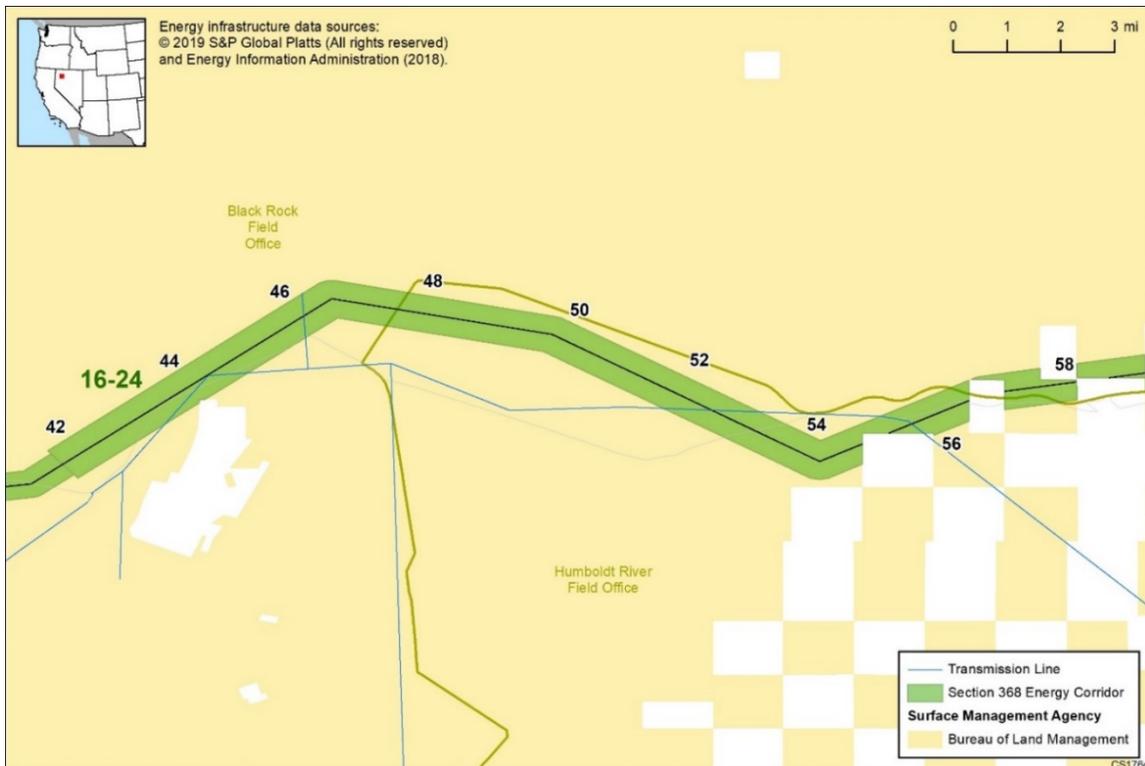


Figure 3.5-15d. Corridor 16-24, as designated (MP 44 to MP 56)

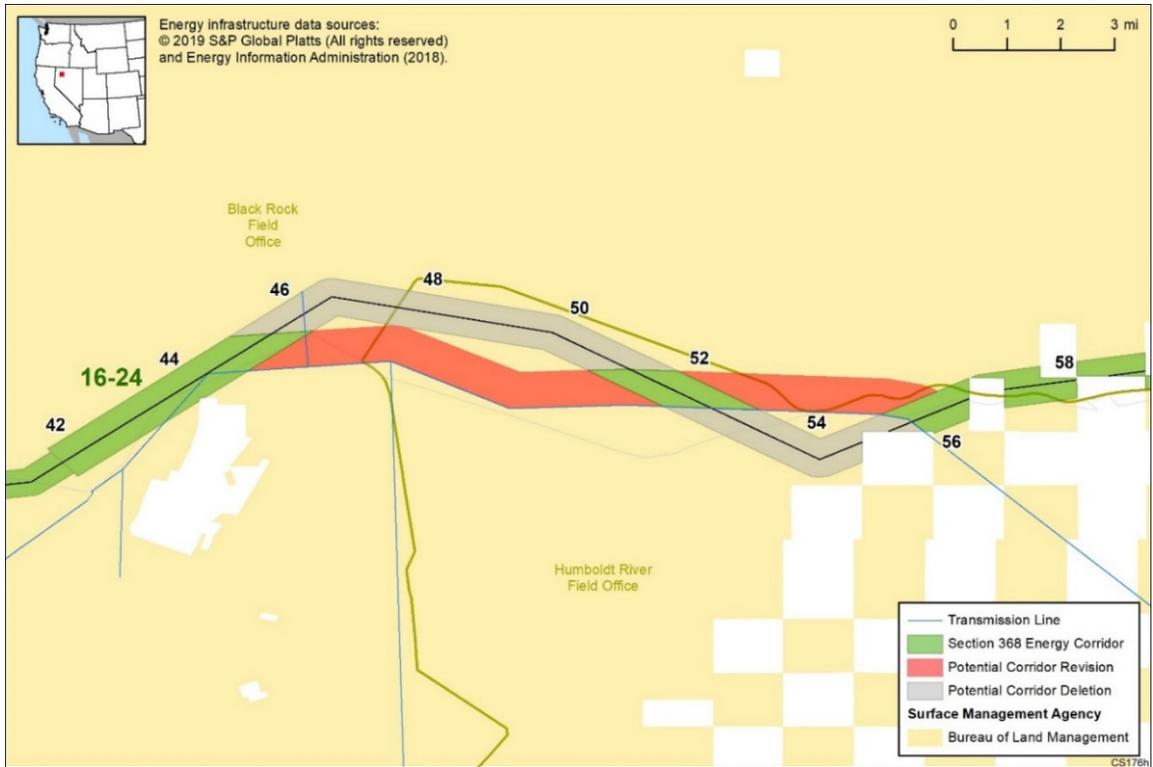


Figure 3.5-15e. Recommended Revision to Corridor 16-24 (MP 44 to MP 56)

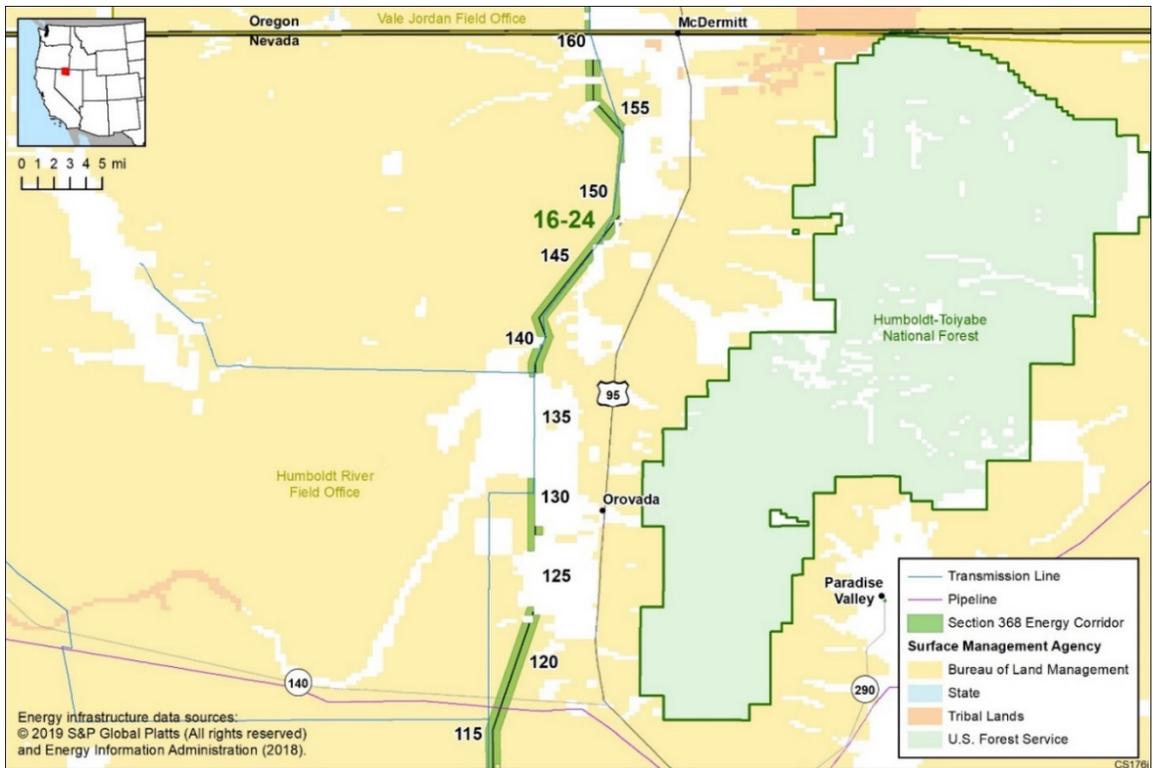


Figure 3.5-15f. Corridor 16-24, as designated (MP 115 to MP 160)

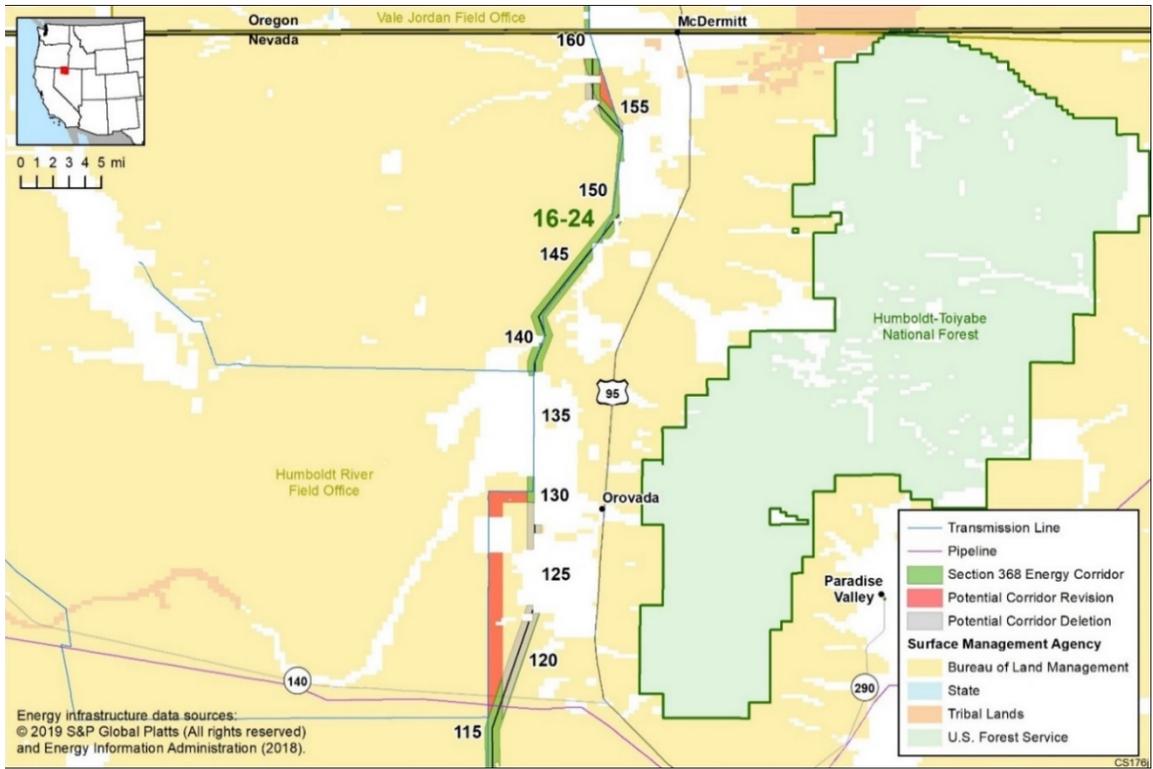


Figure 3.5-15g. Recommended Revision to Corridor 16-24 (MP 115 to MP 160)

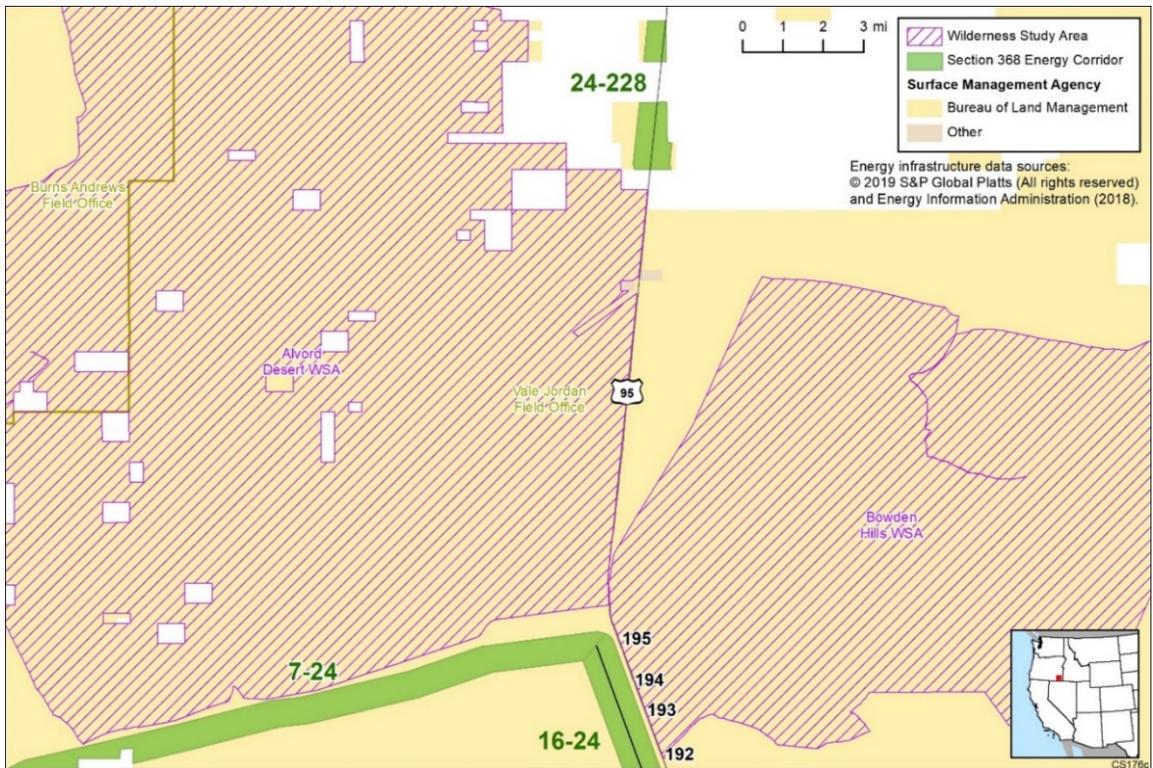


Figure 3.5-15h. Corridor 16-24, as designated (MP 195)

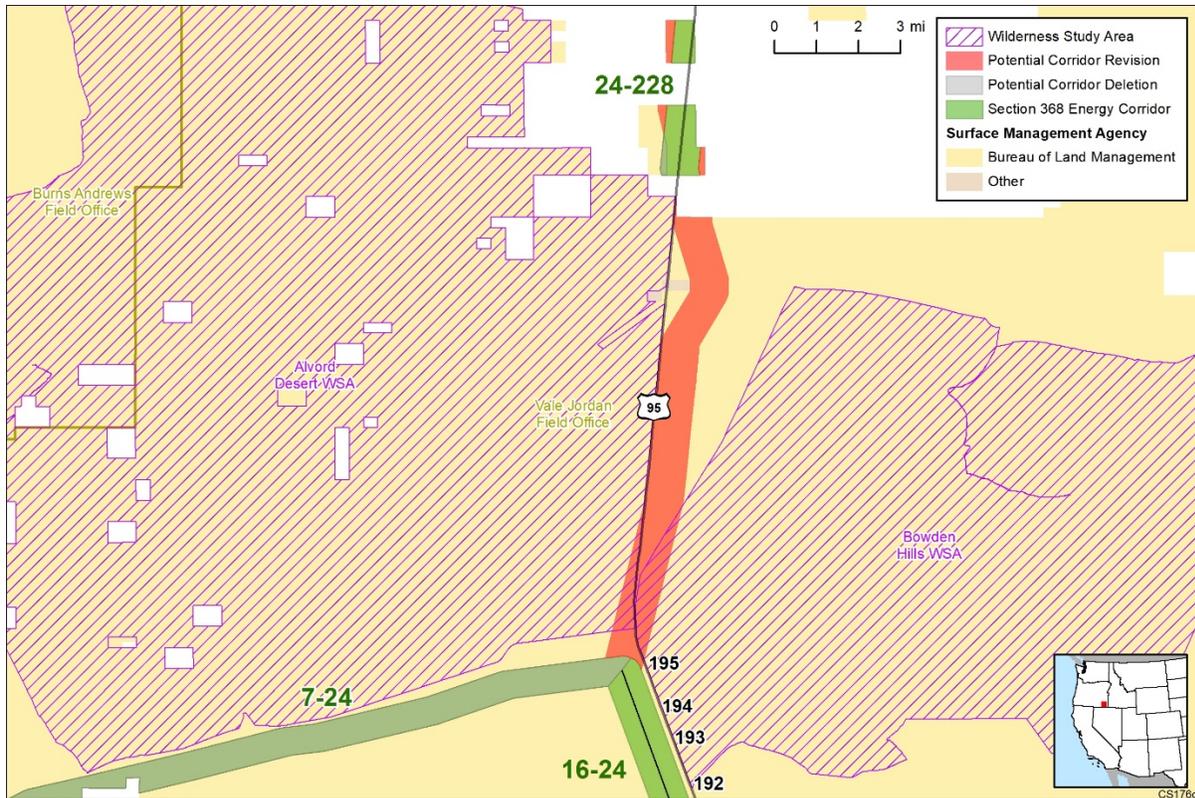


Figure 3.5-15i. Recommended Revision to Corridor 16-24 (MP 195)

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 16-24, specific issues that would be addressed through recommended IOP revisions or additions include:

- The California NHT and the Four Trails Feasibility Study Trail intersect the corridor. The Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.
- Lands with undetermined status for wilderness characteristics intersect and are adjacent to the corridor. The Agencies could consider a new IOP to assist with avoiding and/or minimizing impacts on developing energy infrastructure on lands with wilderness characteristics.
- Wildlife species connectivity has been identified within the corridor. The Agencies could consider an IOP that minimizes impacts on habitat connectivity.
- MTRs (Low-speed Route, VR, and IR) and SUA intersect the corridor. Adherence to the existing IOP regarding coordination with DoD would be required. The Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 16-24 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 16-104 (Empire to Madeline Corridor)

Agency Jurisdictions

Bureau of Land Management
Applegate Field Office
Black Rock Field Office

California County

Lassen County

Nevada County

Washoe County

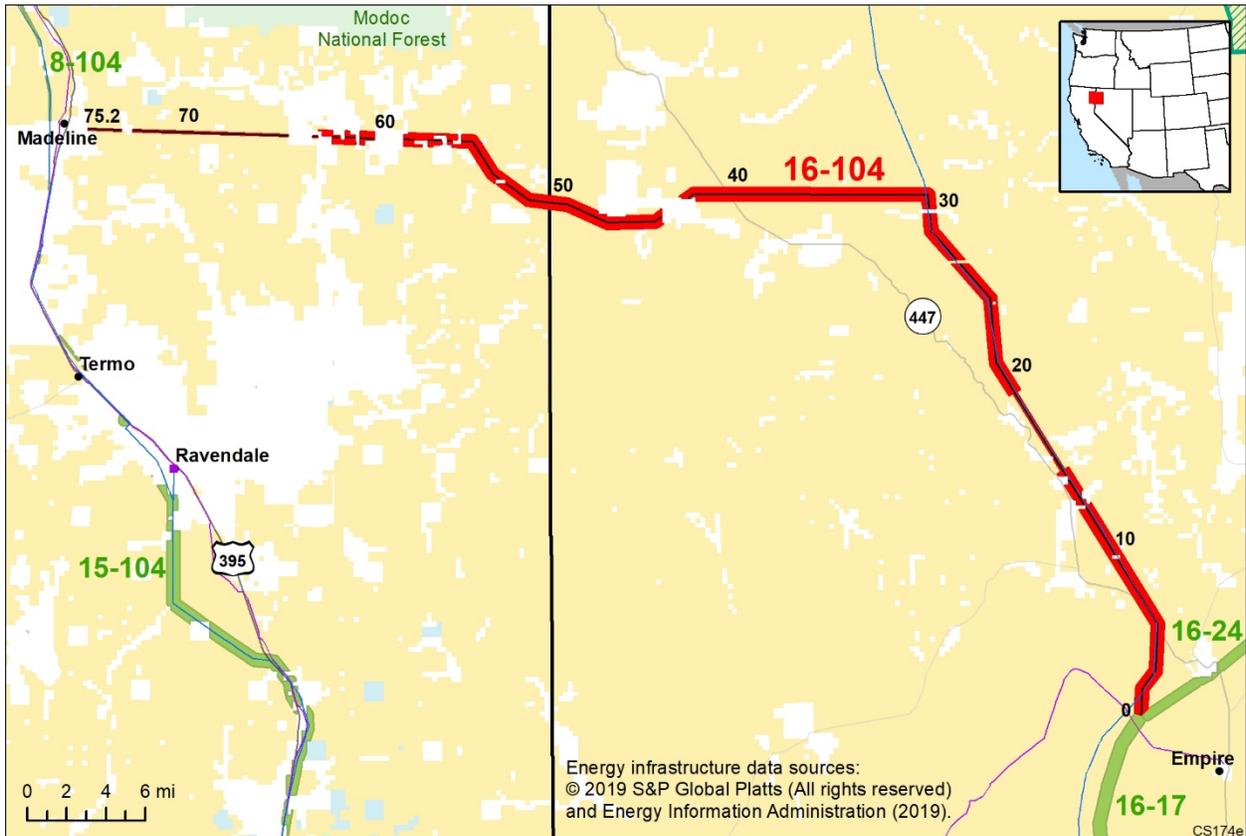


Figure 3.5-16a. Corridor 16-104 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

- Alturas RMP (2008)
- ROD Surprise RMP (2008)
- Winnemucca District Planning Area RMP (2015)
- NVCA GRSG ARMPA (2015)

Corridor width: variable widths of 500 ft, 1,000 ft, and 3,500 ft.
Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Enhancements Summary and Rationale

- Delete Corridor 16-104.

GRSG PHMA and GHMA (ROW avoidance areas) intersect the corridor where there is no existing infrastructure (MP 31 to MP 75) (Figure 3.5-16) and there are other corridors in the area that can meet future energy needs. In addition, the corridor was identified in the Settlement Agreement as a corridor of concern for wilderness areas. The Poodle Mountain WSA is within 1.5 miles of the corridor west of MP 13 to MP 21. In this location, the corridor is narrowed to 500 ft, potentially limiting future development within the corridor.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- The corridor follows 1000-kV DC line for half of its length; the rest of the corridor (MP 31 to MP 75) contains no existing infrastructure. GRSG lek sites and habitat are present throughout the corridor (MP 11 to MP 31 and MP 43 to MP 75 cross nearly continuous GRSG PHMA or GHMA). Both litigation and GRSG mitigation requirements would likely prevent future infrastructure within the corridor.
- There may not be a need for energy along this route.
- Support recommended corridor deletion.

These concerns should be considered during any land use planning revisions that would affect the corridor.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 16-104 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 17-18 (Pyramid to Yerington Corridor)

Agency Jurisdictions

Bureau of Land Management

Humboldt River Field Office
 Sierra Front Field Office
 Stillwater Field Office

Nevada Counties

Churchill County
 Lyon County
 Washoe County

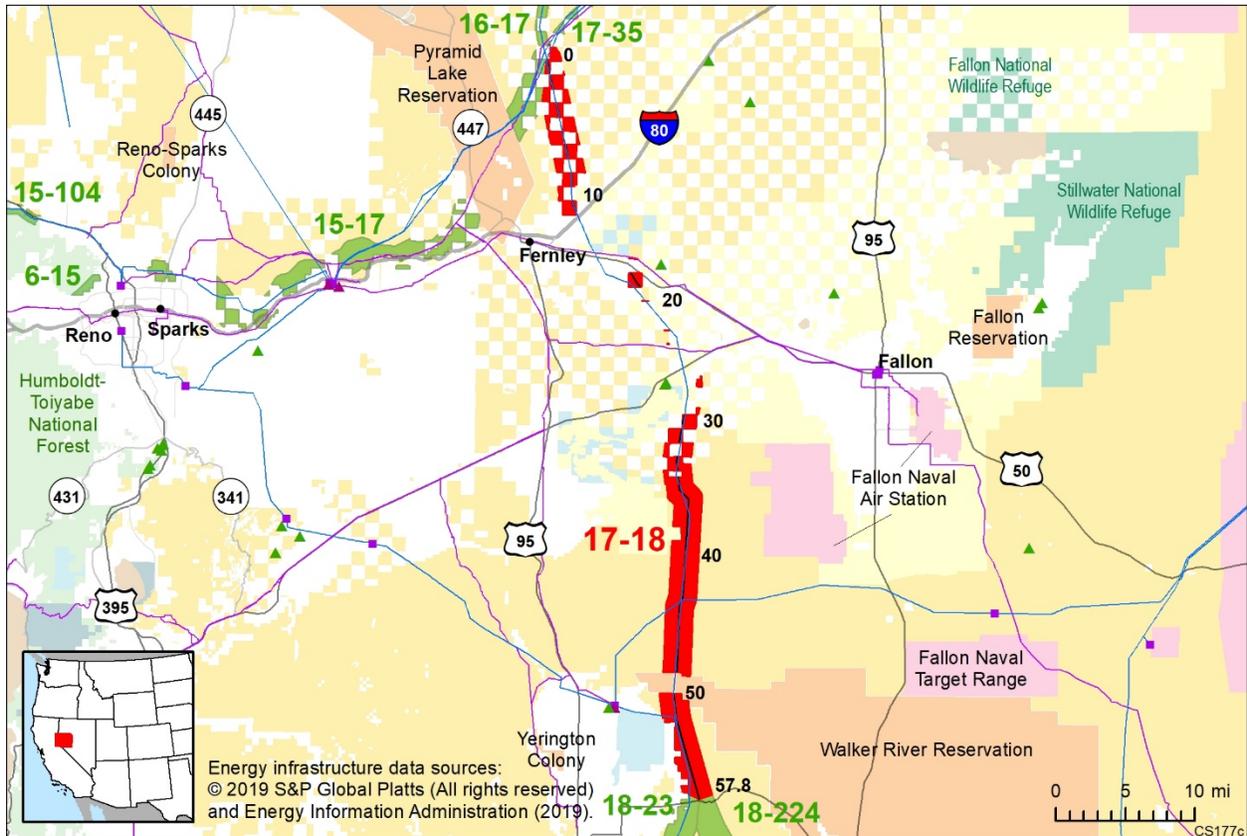


Figure 3.5-17a. Corridor 17-18 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

- Carson City Consolidated RMP (2001)
- Winnemucca District Planning Area RMP (2015)
- NVCA GRSG ARMPA (2015)
- ROD and LUPA for the NVCA GRSG Bi-State DPS in the Carson City District and Tonopah Field Office (2016)

Corridor width: 10,560 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Modifications Summary and Rationale

- Consider shifting the corridor west from MP 32 to MP 43 to avoid the Fallon Naval Air Station Bombing Range expansion (Figure 3.5-17b and c).
- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).
- Implement minor adjustments to avoid jurisdictional concerns.
 - From MP 43 to MP 51, shift the corridor to the west along the existing 230-kV transmission line to avoid the Walker River Reservation.

At the time of the review, the existing corridor location (Figure 3.5-17a) with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a link to other Section 368 energy corridors (Corridor 16-17 to the north and Corridors 18-23 and 18-224 to the south), creating a continuous corridor network across BLM-administered lands to the north into California and Oregon and to the south into Las Vegas, Nevada. There is an existing geothermal plant at Wabuska, which may expand in the future. The corridor is occupied by a Los Angeles Department of Water and Power transmission line, so future energy needs in southern California and Nevada could be served by this corridor. The recommended revision would avoid the Walker River Reservation and the Fallon Naval Air Station Bombing Range expansion to the greatest extent possible while maintaining a preferred route for potential future energy development collocated with existing infrastructure (i.e., 1,000-kV transmission line).

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Consult with Nevada Department of Wildlife and USFWS to ensure that development within the riparian corridor will not adversely affect yellow-billed cuckoos or their habitat.

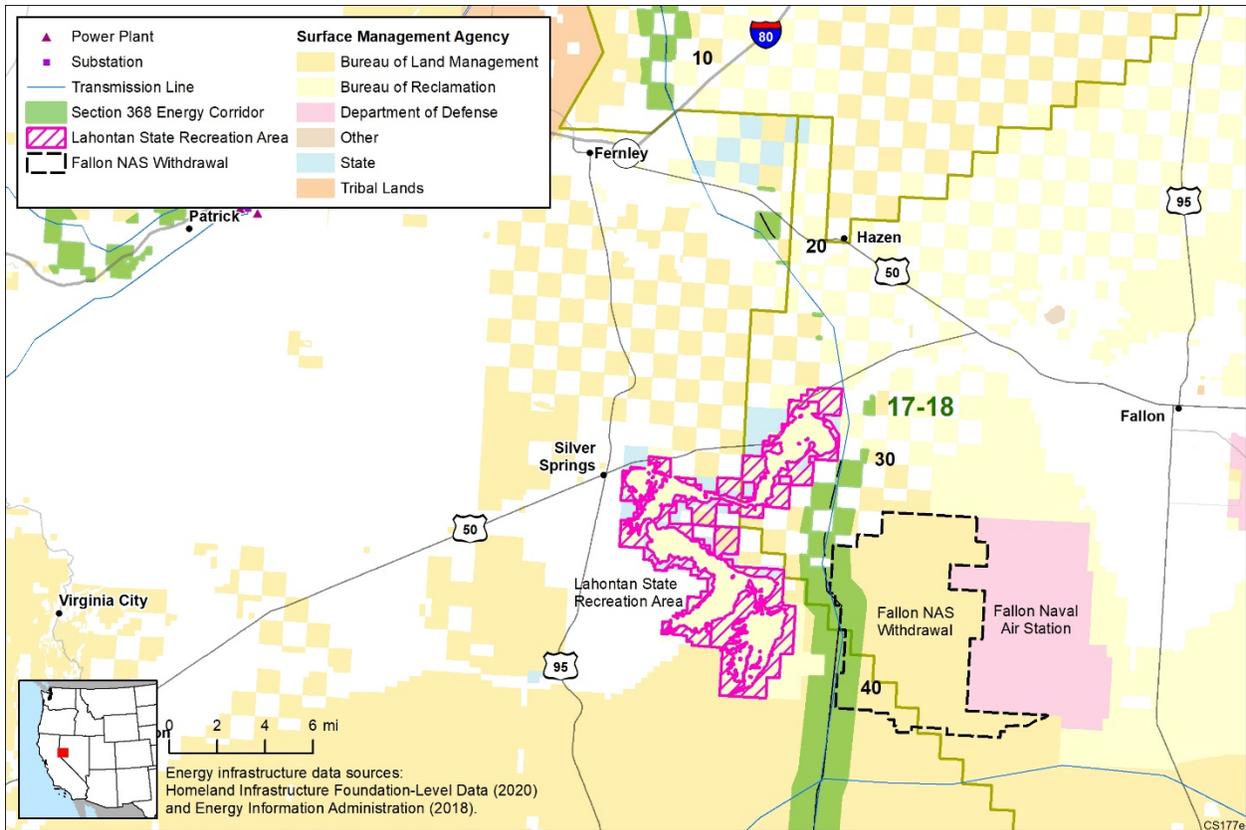


Figure 3.5-17b. Corridor 17-18, as designated

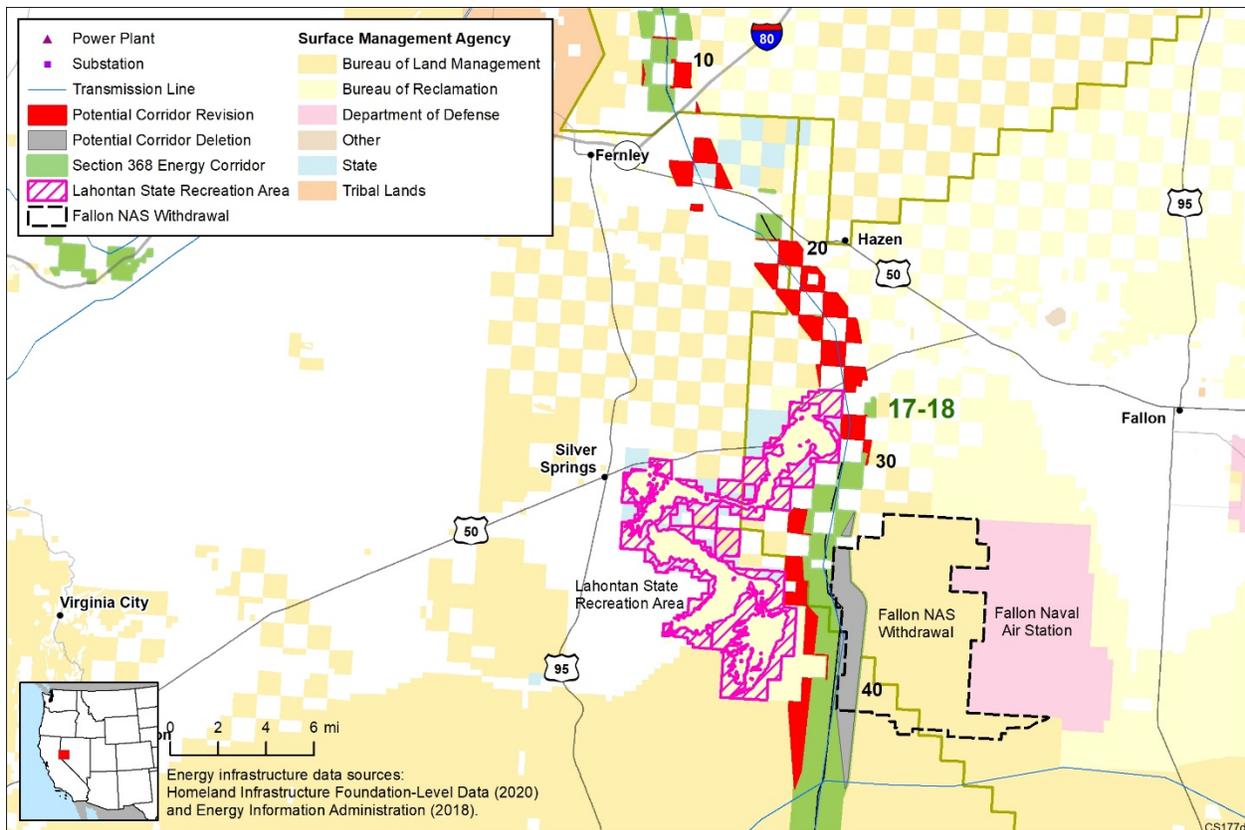


Figure 3.5-17c. Recommended Revision to Corridor 17-18

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 17-18, specific issues that would be addressed through recommended IOP revisions or additions include:

- The Pony Express NHT and the Four Trails Feasibility Study Trail intersect the corridor. The Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.
- MTR-VR, Slow-speed Route, and SUA intersect the corridor. Adherence to the existing IOP regarding coordination with DoD would be required. The Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.

Corridor Abstract

Comprehensive background information and the Agency’s review and analysis of the existing corridor can be located in Corridor Abstract 17-18 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 17-35 (Pyramid Lake to US 93)

Agency Jurisdictions

Bureau of Land Management

Humboldt Field Office
 Tuscarora Field Office
 Wells Field Office

Forest Service

Humboldt-Toiyabe National Forest

Nevada Counties

Churchill County
 Humboldt County
 Pershing County
 Washoe County
 Elko County
 Eureka County
 Lander County

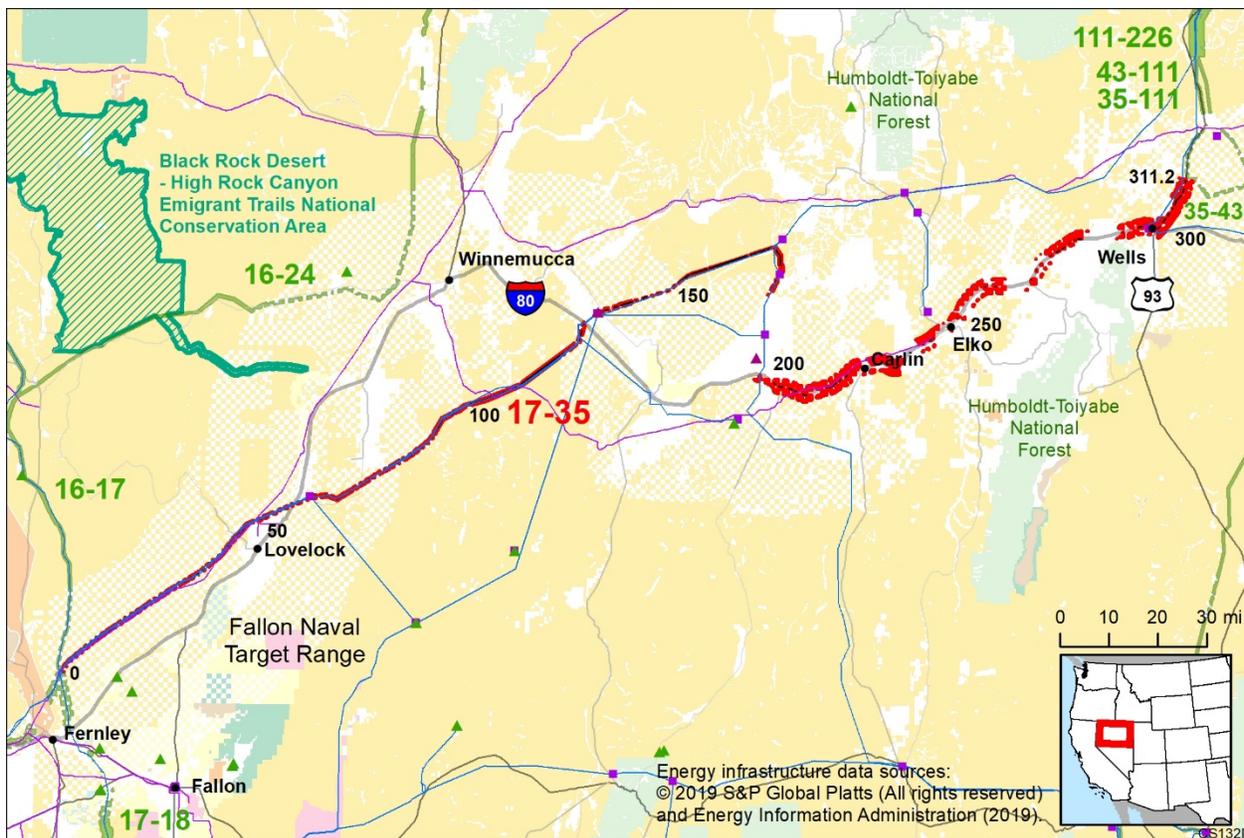


Figure 3.5-18a Corridor 17-35 and nearby electric transmission lines and pipelines (subject corridor in red).

Land and Resource Management Plans

Elko RMP (1987)
 Wells RMP (1985)
 Humboldt National Forest LMP (1986)
 Winnemucca District Planning Area RMP (2015)
 NVCA GRSG ARMPA (2015)

Corridor width: variable width ranging from 1,000 ft to 15,850 ft.
Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Modifications Summary and Rationale

- Add a corridor braid at MP 136 to collocate with the existing 345-kV transmission line until it joins with the recommended corridor revision described below to minimize impacts on PHMA (Figure 3.5-18b and c).
- Add a corridor braid along the existing 120-kV transmission line from MP 175 to MP 251 and retain a portion of the designated corridor as underground-only (Figures 3.5-18d and e).
- Implement minor adjustments to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).
- Implement minor adjustments to avoid sensitive areas.
 - Consider potential adjustments to the corridor to avoid terrain concerns.

At the time of the review, the existing corridor location (Figure 3.5-18a) with the above changes is considered to be the best balance in meeting the siting principles. The recommended corridor revision would maximize utility and minimize impacts by collocating along existing infrastructure and avoiding GRSG PHMAs, the town of Elko, Elko Band Colony tribal lands, and portions of the California NHT (including the Hastings Cutoff Trail). The recommended corridor revision would promote efficient use of the landscape because it is an important east-west transmission linkage in northern Nevada that serves multiple states. The corridor also promotes efficient use of the landscape by providing a link to other Section 368 energy corridors (Corridor 16-17 to the west and Corridors 35-43 and 43-111 to the east), creating a pathway for electrical and pipeline transmission within northeastern Nevada. There is growing interest and demand for renewable energy generation in northeastern Nevada. As such, demand for major electrical transmission would increase if renewable (geothermal, wind, solar) energy develops in the area, providing an opportunity for the corridor to accommodate transmission tied to renewable energy development. Currently, there is a planned solar energy project on private land in Battle Mountain. The State of Nevada's interest is for the agencies to properly plan and maintain viable energy corridors to transmit energy to demand centers such as Arizona, California, and Utah.

The corridor was identified as a corridor of concern in the Settlement Agreement for access to coal and impacts on GRSG habitat. The corridor crosses GHMA and PHMA, ROW avoidance areas that may not be compatible with the corridor's purpose as a preferred location for infrastructure. However, the corridor is collocated with two existing transmission lines and the recommended corridor braids provide secondary routes that minimizes impacts on PHMA. The NVCA GRSG ARMPA narrowed corridor to no more than 3,500 ft. within PHMAs and GHMA, minimizing potential impacts. Retaining a portion of the designated corridor as underground-only also minimizes impacts on PHMA.

Additional Stakeholder Input

No specific input was received during the Regions 4, 5, and 6 stakeholder workshops and no specific input was received on the Regions 2 and 3 Report or the Regions 4, 5, and 6 Report.

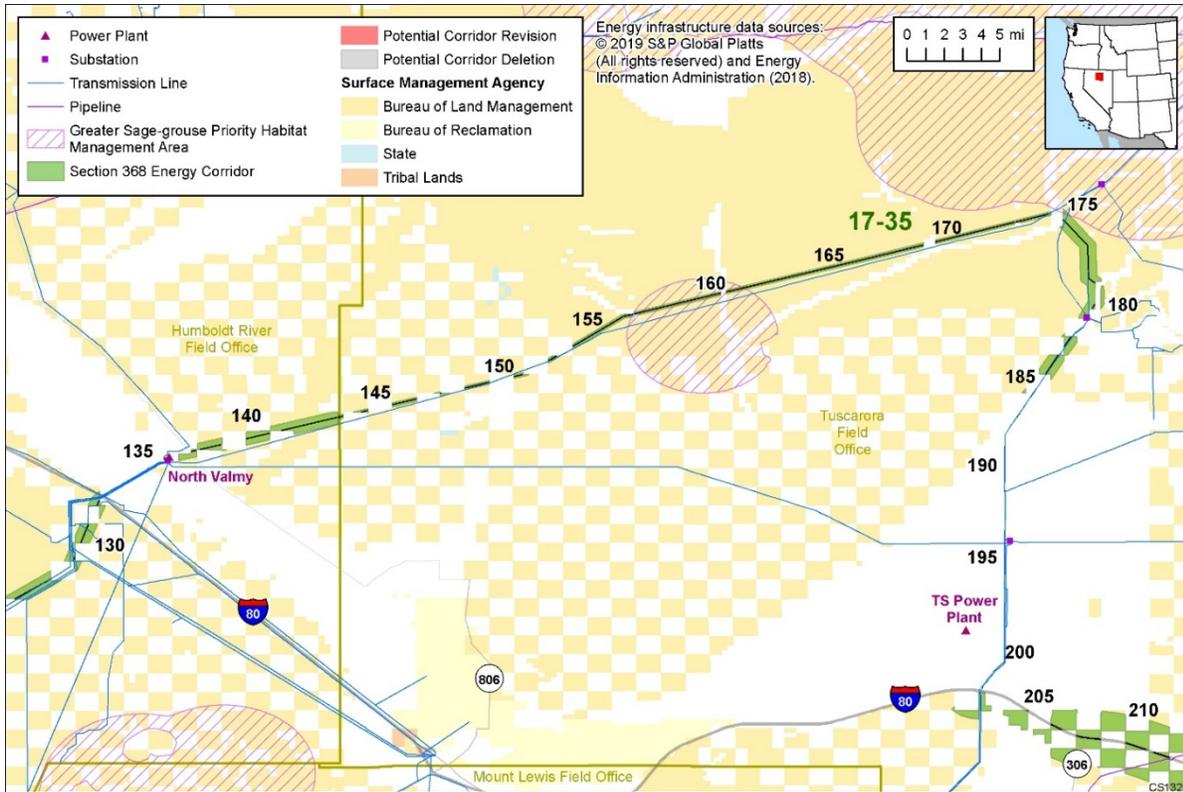


Figure 3.5-18b. Corridor 17-35, as designated

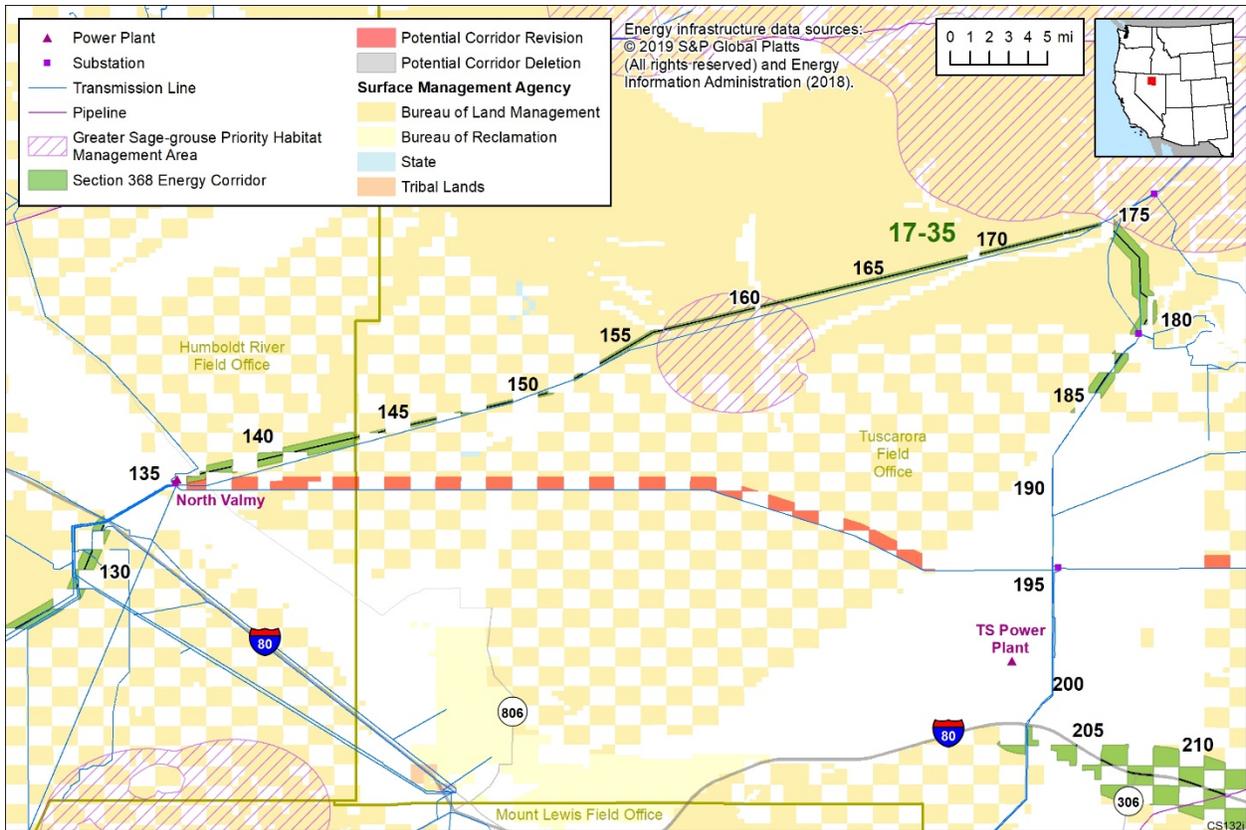


Figure 3.5-18c. Recommended Revision to Corridor 17-35

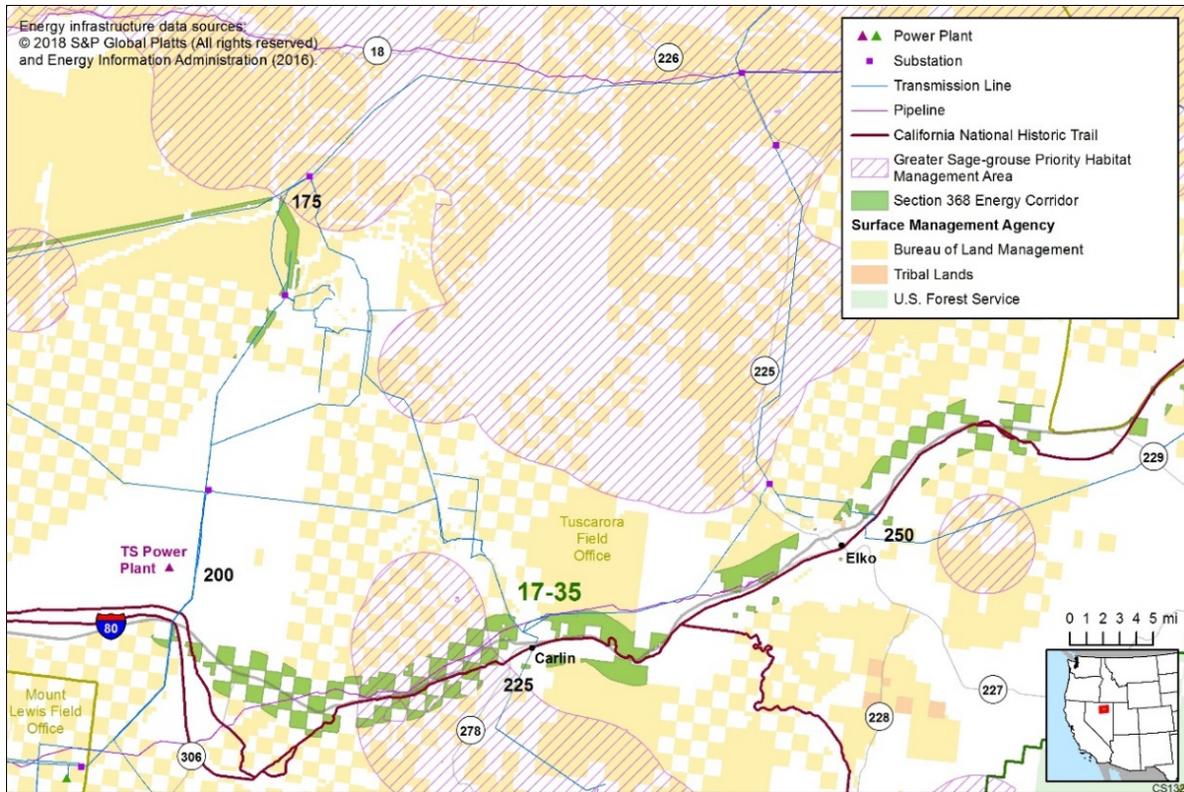


Figure 3.5-18d. Corridor 17-35, as designated.

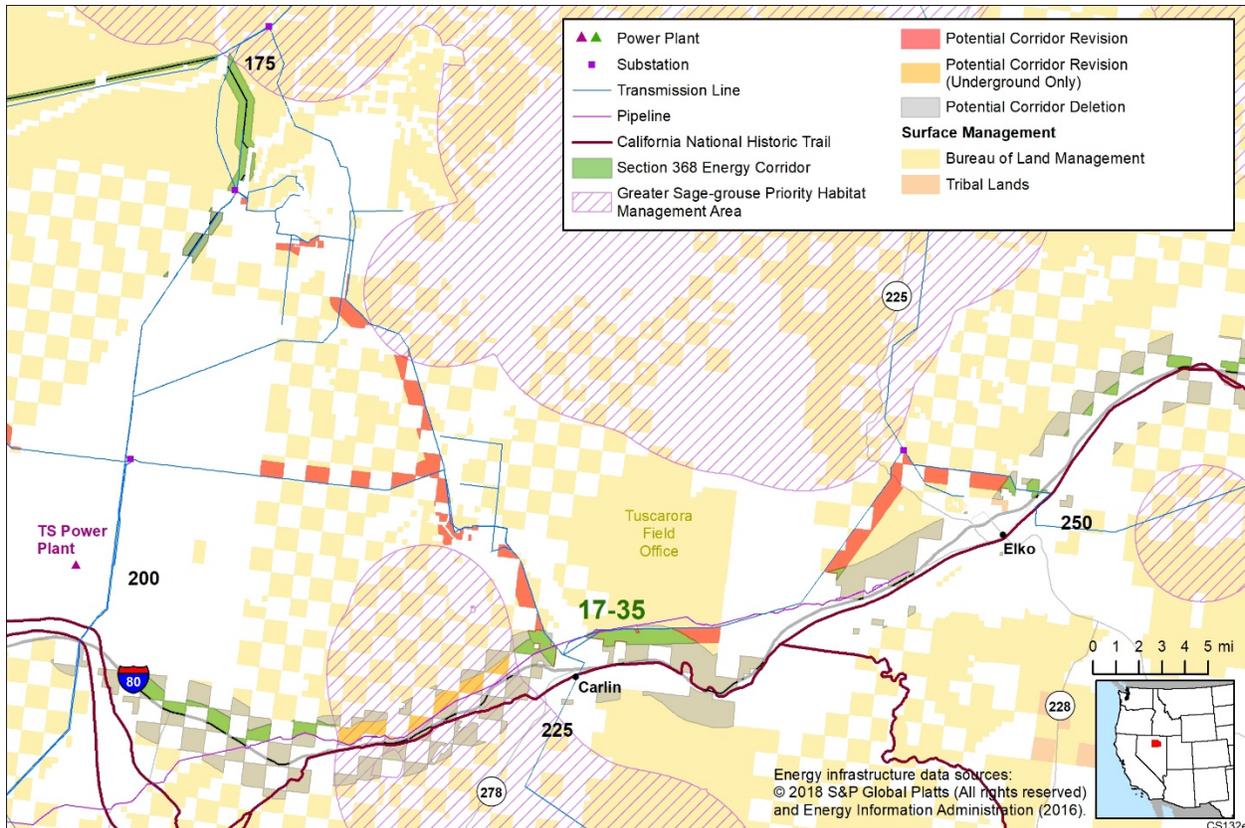


Figure 3.5-18e. Recommended Revision to Corridor 17-35.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 17-35, specific issues that would be addressed through recommended IOP revisions or additions include:

- The California NHT and the Four Trails Feasibility Study Trail intersect the corridor. The Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.
- VRM Class II areas are located along the California NHT, which also follows I-80 and the designated corridor. The recommended corridor revision would avoid following the California NHT in portions of the corridor but the Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.
- Mule Deer migration corridors and crucial winter habitat, as well as crucial winter habitat for Pronghorn Antelope, have been identified within the corridor. The Agencies could consider an IOP to help minimize impacts on migration corridors and/or habitats for both species.
- MTR-IR intersects the corridor. Adherence to the existing IOP regarding coordination with DoD would be required. The Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.

Corridor Abstract

Comprehensive background information and the Agencies' review and analysis of the existing corridor can be located in Corridor Abstract 17-35 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 18-23 (Yerington to Ridgecrest Corridor)

Agency Jurisdictions

Bureau of Land Management

Bishop Field Office
 Ridgecrest Field Office
 Sierra Front Field Office
 Stillwater Field Office

Forest Service

Humboldt-Toiyabe National Forest
 Inyo National Forest

California Counties

Inyo County
 Mono County

Nevada Counties

Lyon County
 Mineral County

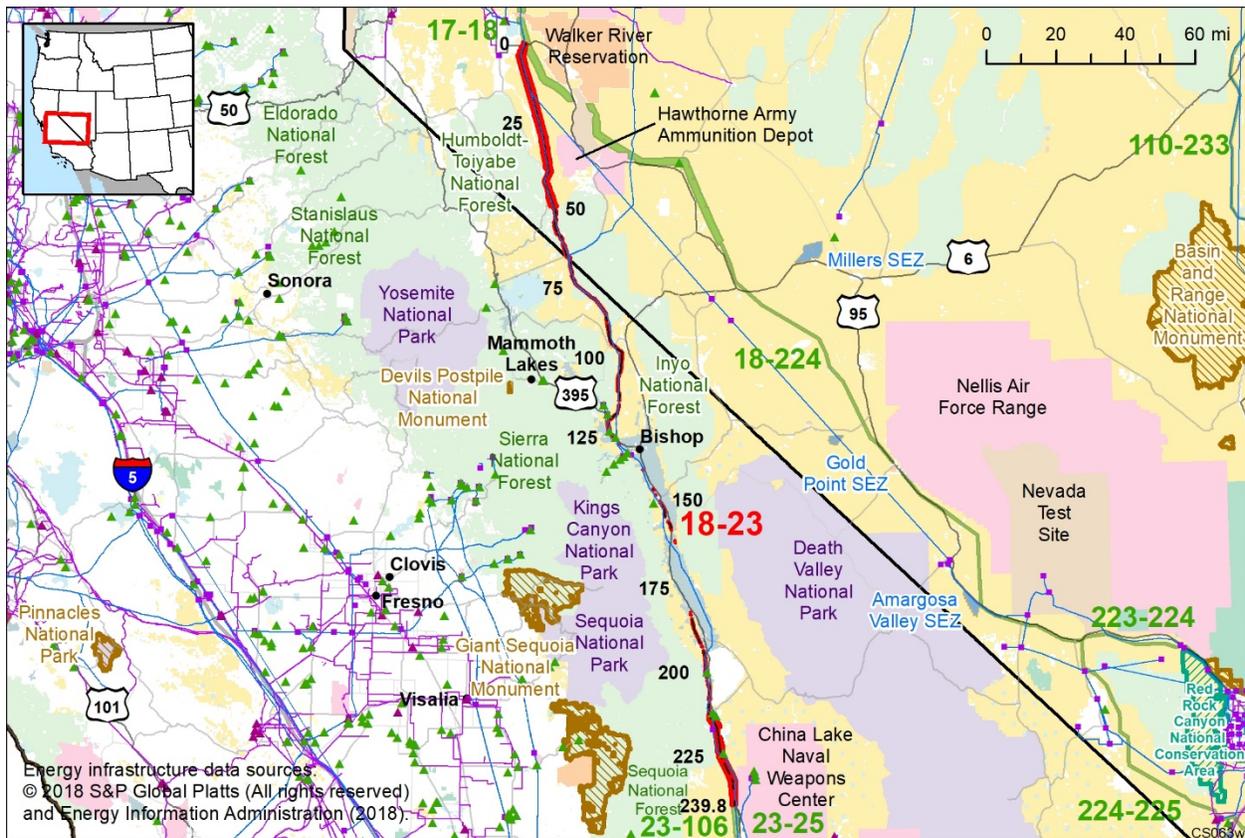


Figure 3.5-19a Corridor 18-23 and nearby electric transmission lines and pipelines (subject corridor in red).

Land and Resource Management Plans

Bishop RMP (1993)

CA Desert Conservation Plan (1999), as modified by the Northern & Eastern Mojave RMP (2002) and the DRECP (2016)

Carson City Field Office Consolidated RMP (2001)

Inyo National Forest LMP (1988)

Toiyabe National Forest LMP (1986)

NVCA GRSG ARMPA (2015)

ROD and LUPA for the NVCA GRSG Bi-State DPS in the Carson City District and Tonopah Field Office (2016)

Corridor width: 1,320 ft in Bishop FO (except variable widths from MP 110 to MP 116) and Inyo FO; 10,560 ft in Ridgecrest, Sierra, and Stillwater FOs; and variable widths in Humboldt-Toiyabe NF.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Enhancements Summary and Rationale

- Shift the corridor where it deviates from the existing infrastructure to follow the 1000 kV DC line and narrow corridor to 250 ft width along the entire corridor. Limit future development within the corridor to the existing ROW footprint (Figure 3.5-19b, c, d, e, f, and g).
- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

The corridor is located in an area of high biological, recreational, visual and cultural value (Figure 3.5-19a). The corridor crosses habitat for the Bi-state population of GRSG and the corridor is narrowed in places to avoid WSAs on either side of the corridor. Stakeholders suggested deleting the corridor or provided suggestions for recommended revisions. However, most of the corridor follows an existing 1000 kV DC transmission line that serves as a crucial north-south energy transmission pathway, bringing hydropower from Oregon into areas of high demand in Los Angeles, California. The recommended corridor revision would re-align the corridor along the DC transmission line where it deviates from the existing line in order to preserve the energy pathway and to minimize impacts by collocating corridors with existing infrastructure and limiting development to the existing ROW. The recommended revision along the DC transmission line would also avoid the Alabama Hills NSA which was designated in the John D. Dingell, Jr. Conservation, Management, and Recreation Act (March 12, 2019) (Figure 3.5-19f and g). Restricting development to the existing ROW footprint in an environmentally sensitive area would limit future impacts while maintaining corridor utility.

The corridor was designated as a corridor of concern in the Settlement Agreement regarding ACECs, inventoried roadless areas, WSAs, CA Boxer Wilderness, proposed Wilderness, GRSG habitat, and redundancy with Corridor 18-224. While the corridor crosses specially designated areas and GRSG habitat, future siting along existing infrastructure in the corridor is expected to be preferred over crossing undisturbed lands.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Consider bi-state population of GRSG (MP 33 to MP 103). The best (but fragmented) habitat near Bodie Hills/Mono Lake is located very near the corridor. Consult with Nevada Department of Wildlife and USFWS to mitigate potential impacts.
- Other concerns related to GRSG include lek locations (suggested 2.8 km buffer); impact transmission lines on perching by GRSG predators (need BMPs for height, anti-perching); potential impacts on future development within Mono County if the GRSG is listed as an ESA species; concern that additional transmission lines would harm GRSG population.
- Consider Wildlife (Bighorn Sheep).
- Consider migratory bird flyway through Owens Valley and Rose Valley; the corridor should be moved out of areas that are designated for habitat restoration and species recovery.
- Consider lands with wilderness characteristics.
- Consider special status species (Desert Tortoise between MP 222 and MP 239, Desert Tortoise habitat and Mohave Ground Squirrel along east side of Owens Lake).
- Consider cultural resources/petroglyphs and tribal concerns.
- Consider recreation and visual impacts on Alabama Hills NSA.
- Consider inventoried roadless areas.
- Consider corridor location in relation to renewable energy low conflict zones.
- Consider other existing infrastructure in the area for energy corridors.
- Renewable energy in Nevada is critical to serve California demand, but no transmission connection between north of Las Vegas to California.
- There are existing substations in the Bishop area – need to get transmission to and from Bishop.
- Consider economic impacts.
- Delete corridor due to resource conflicts including tourism, biological, cultural, and recreational resources between MP 66 and MP 240 in California, and potential impacts on lands in Nevada. Coordinate with the state of California and Los Angeles Department of Water and Power to resolve conflicts and identify alternate routes.
- Consider visual impacts on recreation at Walker River State Recreation Area (WRSRA) between MP 12 and MP 50.
- Maintain a width no greater than 1,320 ft for entire corridor to reduce impacts on wildlife and recreation.
- Shift corridor to align with existing infrastructure.
- Consider restricting development to underground only.

- There is marginal capacity for new generation. Southern California Edison's Ivanpah-Control Project proposes to rebuild the 115 kV lines in this corridor and the project is currently under review by the California Public Utility Commission and the BLM.
- Collocate corridor with the existing transmission line, do not be widen corridor, and adjust corridor to avoid wilderness, WSAs, ACECs and critical habitat.
- Power cannot be transmitted from western Nevada to Bishop and through the Owens Valley without significant impacts on environmental, cultural, and scenic values.
- Development of SEZs in western Nevada and related energy projects should connect to Corridor 18-224 which is in closer proximity than Bishop.
- Consider impacts on recreation, cultural and scenic values at Walker River State Recreation Area (WRSRA); consult with WRSRA to analyze potential impacts on park operations.
- Consider impacts on areas recommended for wilderness designation (Adobe Hills, Huntoon and South Huntoon) and portions of the Excelsior inventoried roadless area. The Inyo National Forest Land Management Plan directs that recommended wilderness areas be managed as wilderness and it identifies inventoried roadless areas as Designated Areas. Additional analysis should be included in the final Report and as any part of future NEPA analyses.
- Consider impacts on Golden Trout Wilderness (MP 208 to MP 211).
- Do not widen corridor to conflict with WSAs on the Volcanic Tablelands; support collocation but not widening the corridor.
- Consult with the Bishop Paiute Tribe and other Tribes whose ancestral territories include the Volcanic Tablelands.
- Consider potential impacts on Fish Slough ACEC, Mohave Ground Squirrel ACEC and California Desert National Conservation Lands, Sierra Canyons ACEC, Rose Springs ACEC, Fossil Falls ACEC, and scenic highways.
- Additional transmission through Inyo County is in conflict with Inyo County's Renewable Energy General Plan Amendment (REGPA) limits on transmission.
- Request additional opportunities to promote local public participation, coordination and collaboration with federal and state agencies.
- Minimize vegetation removal and clearing to lessen habitat fragmentation between WSAs (MP 110 and MP 116).
- Consider potential impacts on the Pacific Crest NST.
- Mono County requires new transmission lines to be installed underground unless certain conditions apply and must minimize visual impacts on the natural environment, among other mitigation requirements.
- Consider increased potential for wildfires.
- If electricity from the east (Corridor 18-224) ties into Corridor 18-23 it would likely require more capacity than the Inyo County Renewable Energy General Plan Amendment allows.

- Adhere to the Inyo County Renewable Energy General Plan Amendment policies addressing additional transmission since it reflects Inyo County citizens' preferences.
- Support recommended revision to shift the corridor to the east from MP 86 to MP 216 to avoid Alabama Hills National Scenic Area.

These concerns should be considered during any land use planning revisions that would affect the corridor.

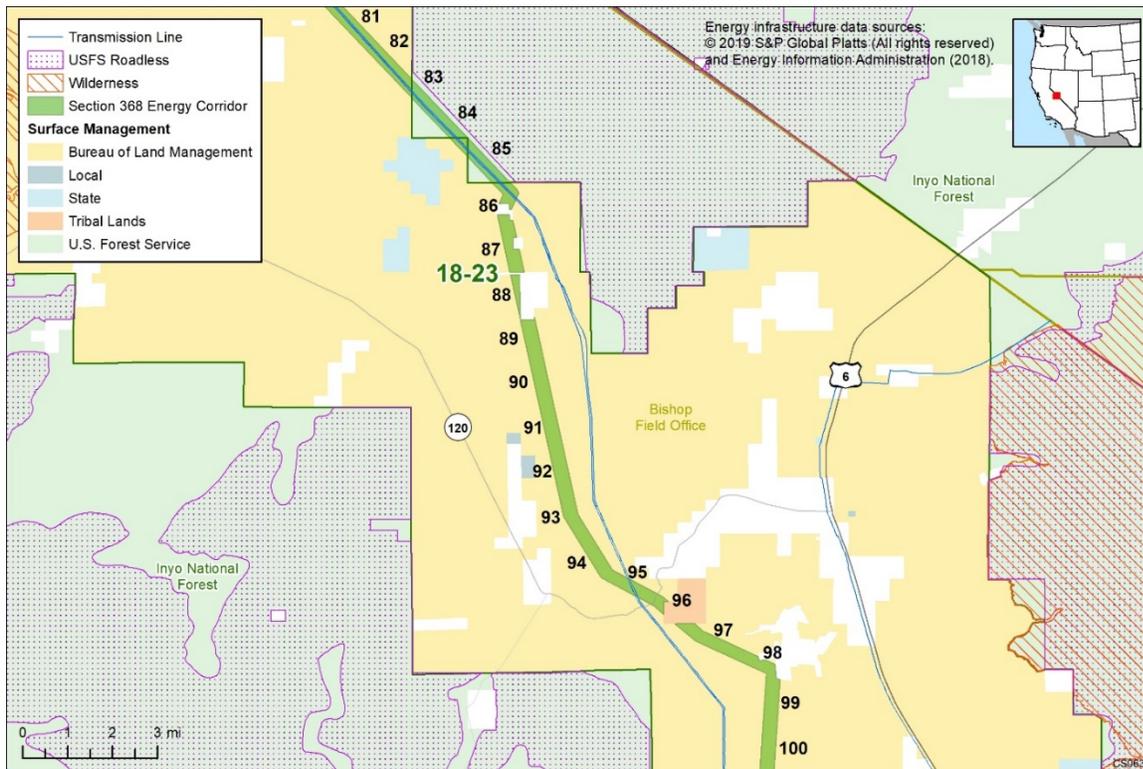


Figure 3.5-19b. Corridor 18-23 (MP 86 to MP 100), as designated

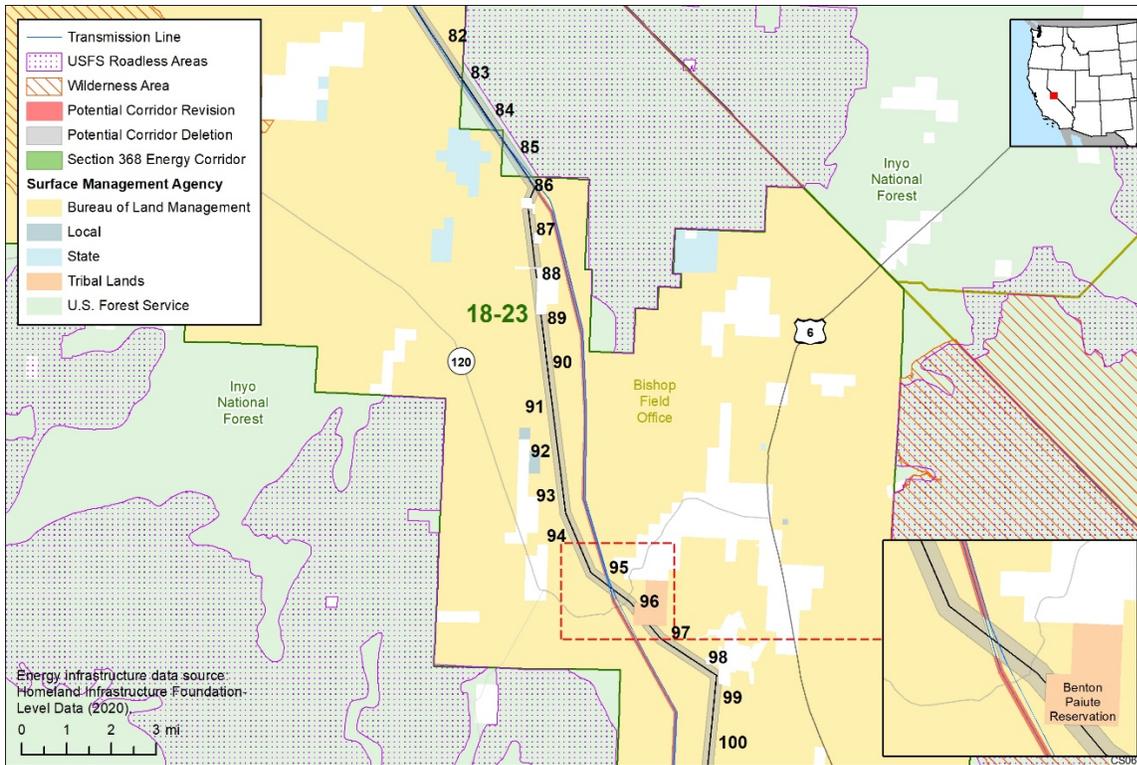


Figure 3.5-19c. Recommended Revision to Corridor 18-23 (MP 86 to MP 100)

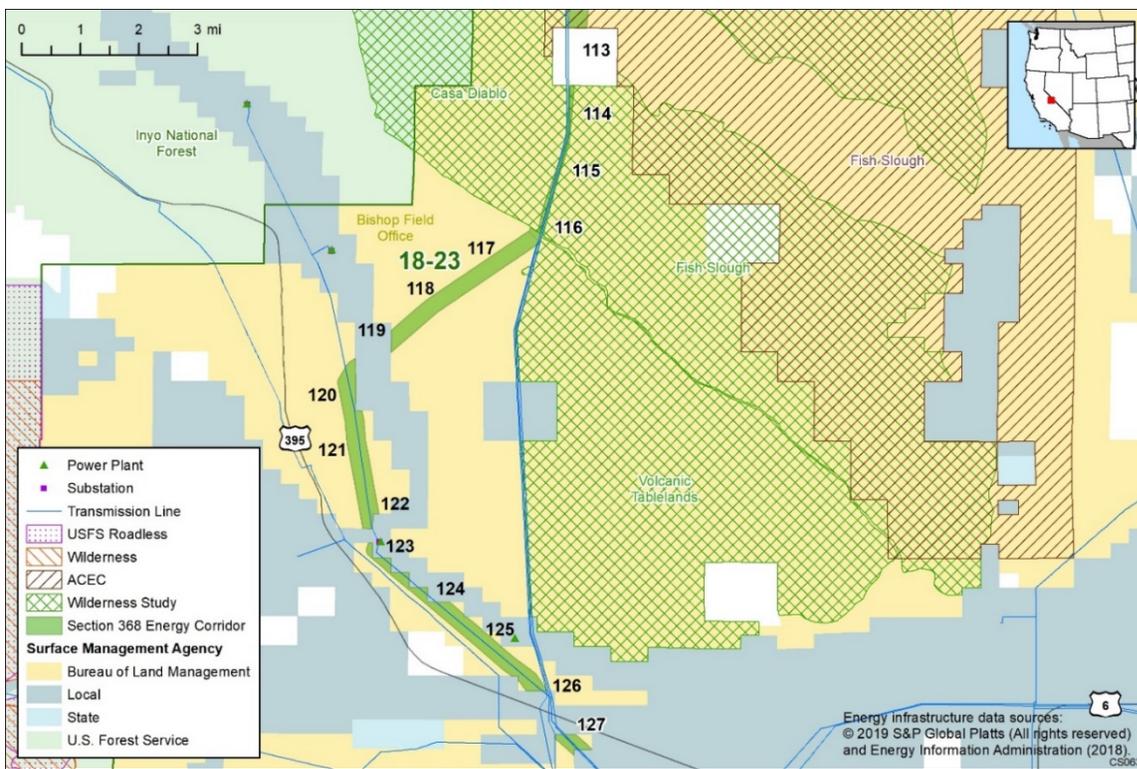


Figure 3.5-19d. Corridor 18-23 (MP 113 to MP 127), as designated

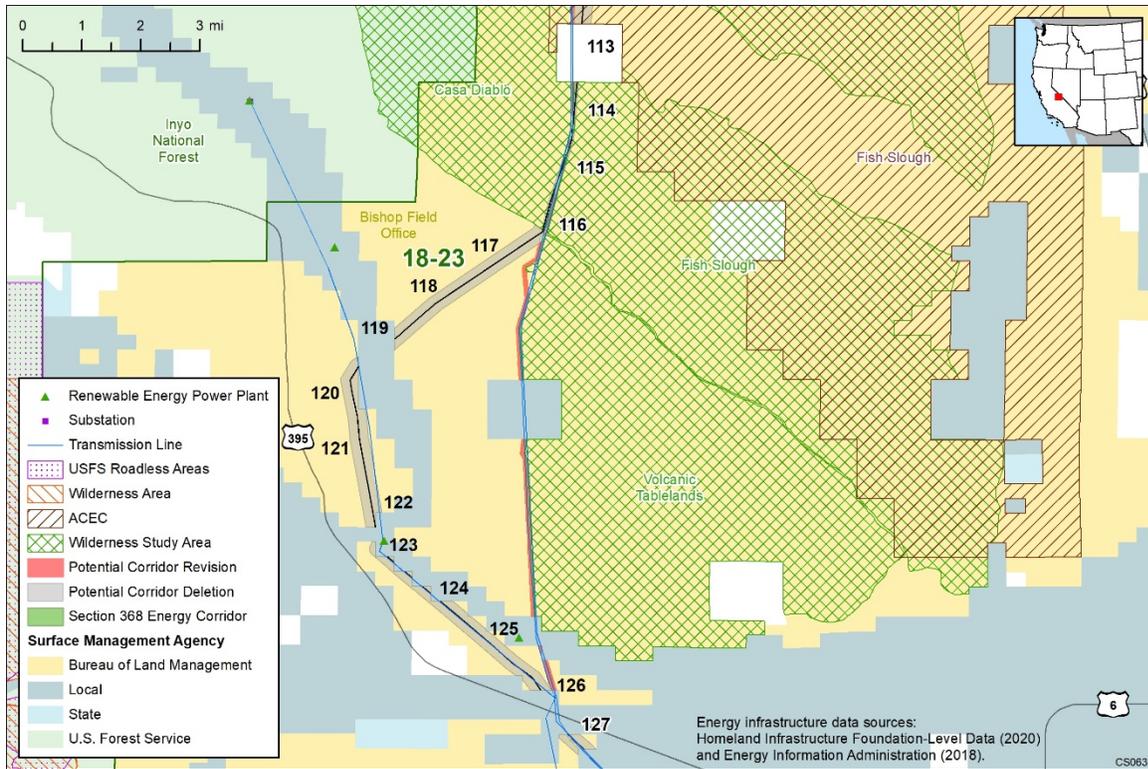


Figure 3.5-19e. Recommended Revision to Corridor 18-23 (MP 113 to MP 127)

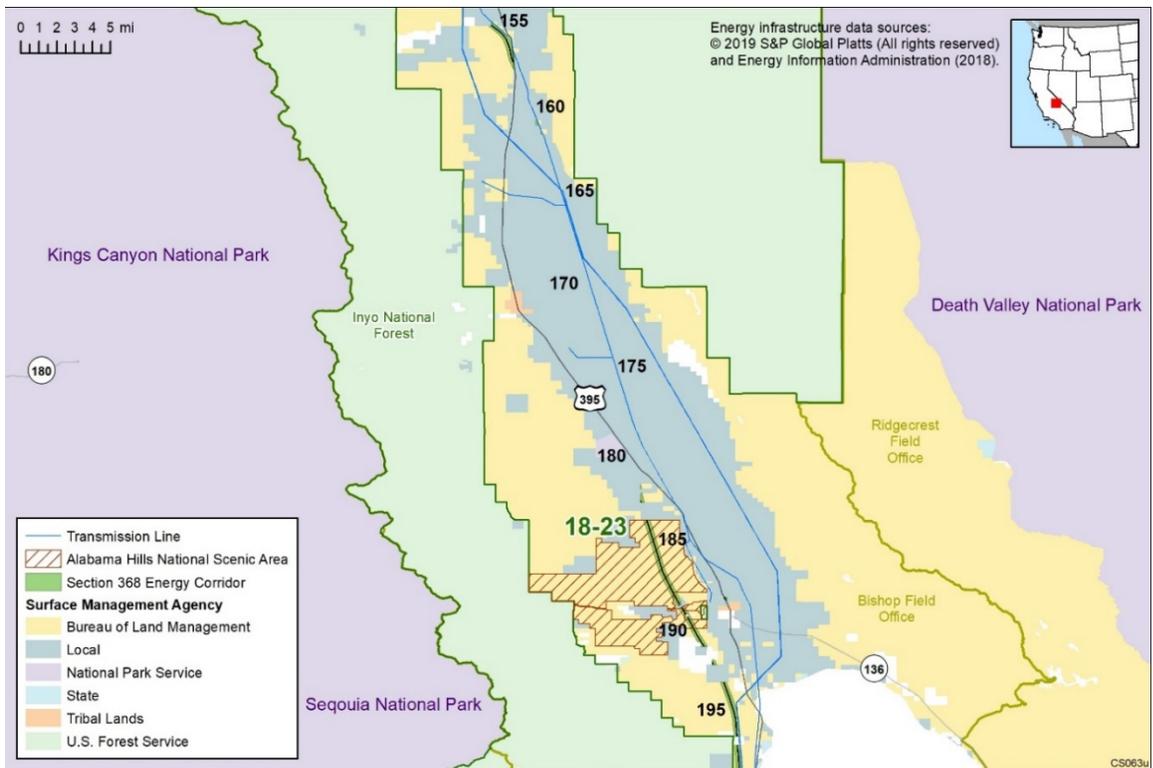


Figure 3.5-19f. Corridor 18-23 (MP 155 to MP 195), as designated

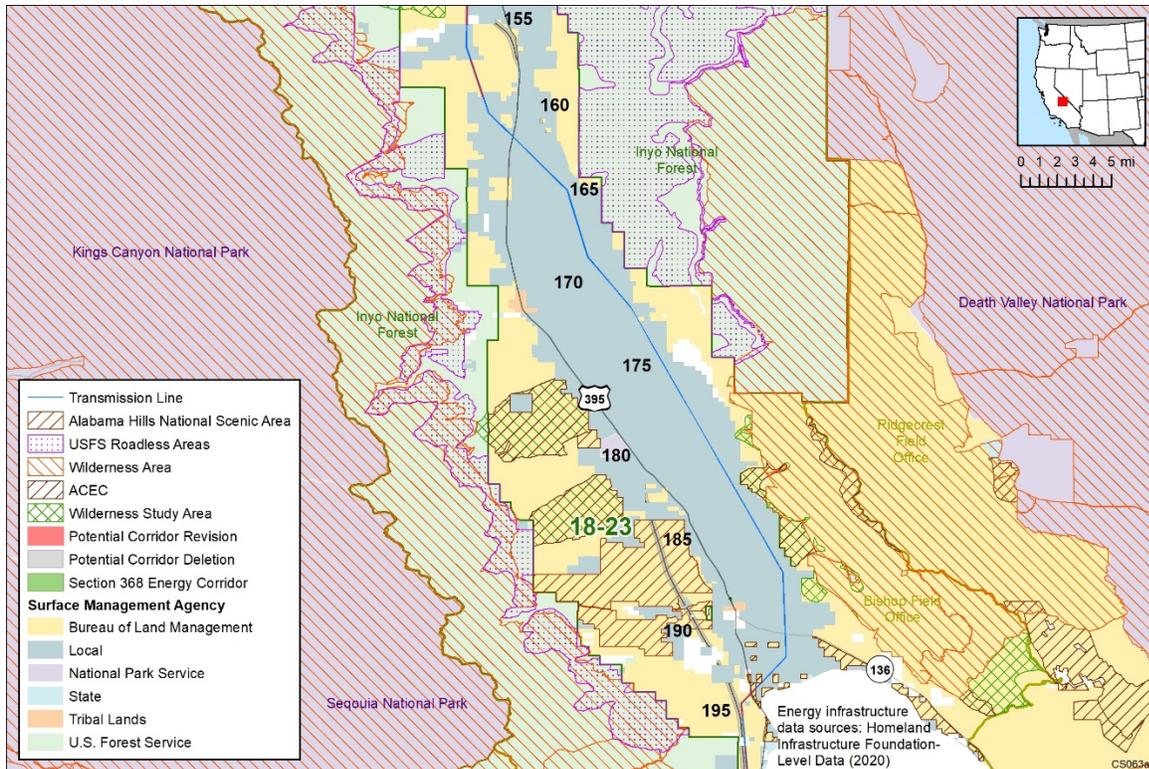


Figure 3.5-19g. Recommended Revision to Corridor 18-23 (MP 155 to MP 195)

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 18-23, specific issues that would be addressed through recommended IOP revisions or additions include:

- The Four Trails Feasibility Study Trail and the corridor intersect. The Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.
- The corridor is adjacent to the Mt. Hicks, Larking Lake, Long Valley, Excelsior, Deep Wells, and South Sierra inventoried roadless areas. The Agencies could consider a coordination IOP related to inventoried roadless areas to help minimize conflicts with the Roadless Rule.
- Desert Tortoise and other wildlife species connectivity areas and habitat have been identified within the corridor. The Agencies could consider an IOP for habitat connectivity so that projects within Section 368 energy corridors are sited and designed in a manner that minimizes impacts on habitat connectivity.
- The Agencies could consider an IOP to provide guidance on the review process for applications within corridors with incomplete inventories. The recommended IOP would assist with avoiding, minimizing, and/or mitigating impacts on lands with wilderness characteristics.
- MTR-IR and Slow-speed Route intersect the corridor. Adherence to existing IOP regarding coordination with DoD would be required. The Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 18-23 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 18-224 (Carson City to Las Vegas Corridor)

Agency Jurisdictions

Bureau of Land Management

Pahrump Field Office
 Sierra Front Field Office
 Stillwater Field Office
 Tonopah Field Office

Nevada Counties

Esmeralda County
 Lyon County
 Mineral County
 Nye County

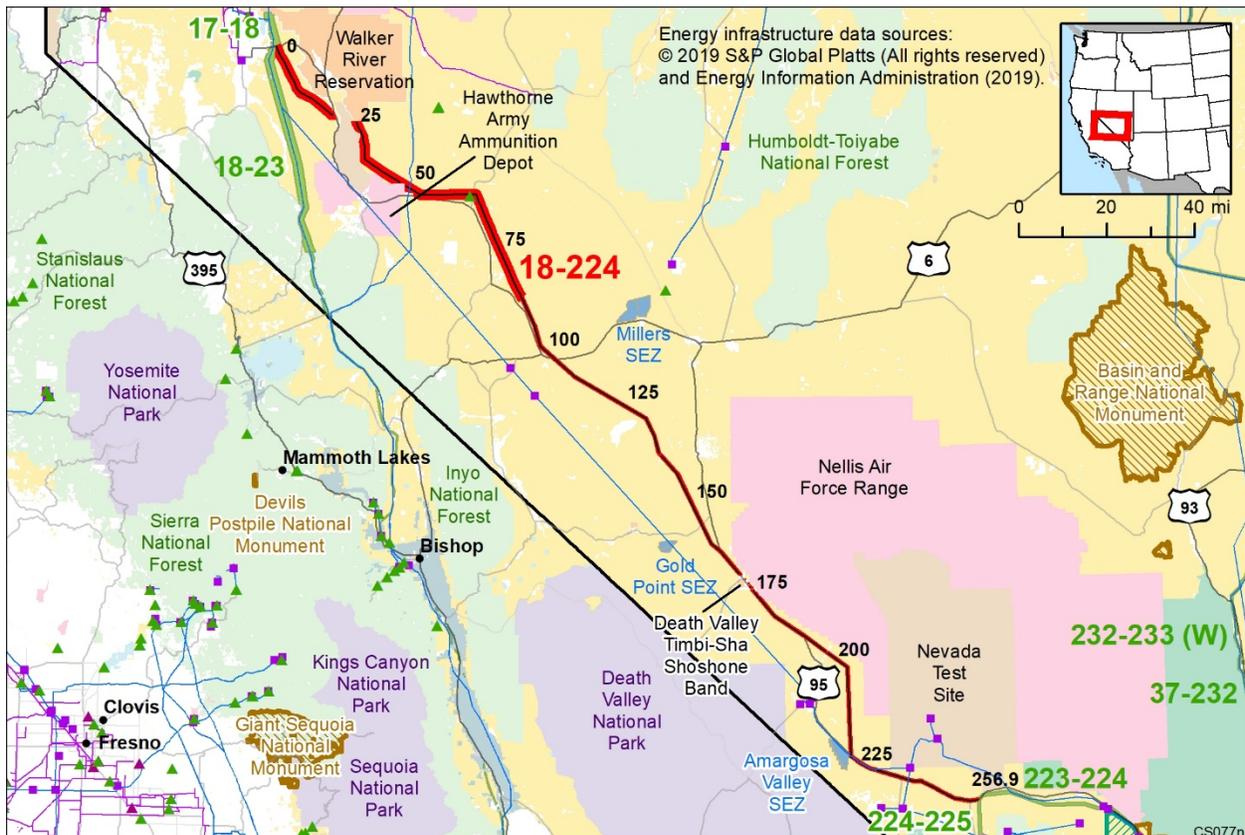


Figure 3.5-20a. Corridor 18-224 and nearby electric transmission lines and pipelines (subject corridor in red).

Land and Resource Management Plans

Carson City Field Office Consolidated RMP (2001)
 Las Vegas RMP (1998)
 Tonopah RMP (1997)
 NVCA GRSG ARMPA (2015)

Corridor width: 3,500 ft in Tonopah and Pahrump FOs, remainder 10,560 ft.
 Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Enhancements Summary and Rationale

- Consider shifting the corridor east at MP 106, follow Highway 95 past Tonopah and Goldfield, rejoining corridor at MP 165 to provide access to Millers SEZ, or, alternatively, consider shifting corridor east at MP 85 along existing transmission line to Highway 95 and south past Tonopah and Goldfield to provide access to Millers SEZ. (Figure 3-5.20b and c).
- During land use planning, the Agencies should consider proposing the Greenlink West transmission line routes and Highway 11 project route for a preferred pathway along potential future infrastructure (Figure 3-5.20d and e)
- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).
- Implement minor adjustments to avoid environmentally sensitive areas and jurisdictional concerns.
 - Consider shifts in the corridor or a change in the VRM class where it crosses VRM Class II areas.
 - From MP 46 to MP 48, shift the corridor northeast so that existing infrastructure would be the southern boundary instead of the centerline to eliminate a pinch point along the Hawthorne Army Ammunition Depot.
 - During land use planning, the Agencies should engage with local government to determine if corridor should be shifted to avoid Amargosa Valley, Nevada (MP 237 to MP 239).
 - During land use planning the Agencies should consider shifting the corridor to avoid the Nevada Test and Training Range expansion.
 - Consider potential adjustments to the corridor to avoid terrain and soil concerns.

At the time of the review, the existing corridor location (Figure 3.5-20a) with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a link to other Section 368 energy corridors (Corridor 17-28 to the north and Corridors 223-224 and 224-225 to the south), creating an interstate pathway for electrical and pipeline transmission from Carson City to the Nevada Test and Training Range as well as to Las Vegas, Nevada. The recommended revisions would collocate with existing infrastructure and provide access to the Millers SEZ facilitating solar energy development. If any infrastructure (proposed Greenlink West transmission line or Highway 11) is approved and constructed in the future, the route would become a preferred route for energy transport and the agencies should consider revising the corridor along the approved route. Additional revisions during land use planning could be identified to minimize impacts on visual resources, avoid a pinch point along the Hawthorne Army Ammunition Depot, the Nevada Test and Training Range expansion, tribal lands, and the town of Beatty. The recommended revision would also avoid Desert Tortoise connectivity habitat if carefully sited. The recommended revision should maintain adequate distance from Death Valley National Park and follow a route that minimizes terrain issues. There is significant solar energy potential in the area: there is a solar power plant within the corridor; the Amargosa Valley SEZ is adjacent to the corridor; Gold Point SEZ and Miller SEZ are within

15 miles of the corridor; there are variance areas near Tonopah; and the Soda Springs Valley east of Hawthorne has potential for solar energy development. There is one existing solar project that the CCDO approved in 2015. Additional transmission capacity would be required to build new solar projects. The corridor crosses the Walker River Reservation and any project proponent would have to work with the Tribe to obtain a tribal resolution consenting to the grant of a ROW by the BIA. The BIA cannot grant ROWs without tribal consent.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- The Agencies should engage with Tribes to address the corridor gap across tribal lands (Walker River Reservation and Timbi-Sha Shoshone Reservation).
- Coordinate with Nevada Department of Transportation regarding Highway 11 and the potential for collocation with utilities and highways to consolidate the environmental impacts on a single corridor.
- Potential encroachment issues where the Nevada Test and Training Range is expanding to the highway.
- There are two SEZs in the area (Millers SEZ is about 19 miles east of MP 95 and Gold Point SEZ is about 7 miles west of MP 162), as well as geothermal energy potential, but there is a lack of transmission to get renewable energy to load centers.
- Delete corridor due to wildlife, groundwater, visual resources, property values, quality of live and cumulative impacts.
- Environmental concerns include potential impacts on GRSB, Desert Tortoise, Amargosa Toad, and Oasis Valley Speckled Dace, Lahontan cut-throat trout, Western Joshua Tree raptors, Gila monster, Las Vegas bear poppy, burrowing owl, the rare Parish's club-cholla, Amargosa River species, waterbirds, bighorn sheep at Walker Lake, water quality concerns, erosion, pronghorn migration and connectivity, visual impacts, wild horses, Eastern Death Valley National Park, residential properties, wildfire risk, invasive plant species, special status plant species, and Old Spanish National Historic Trail.
- Corridor should be re-routed to avoid BLM lands with wilderness characteristics inventory units.
- Revise the corridor to turn south at MP 193, following existing disturbances, and then south around west side of Beatty to maintain alignment with Interstate 11. Agencies should work closely together with town of Beatty to ensure the just siting of 18-224 around the town.
- Revise corridor to keep the existing alignment along Hwy 95 from MP 163 to about MP 190, then turn south, connect with the revision recommended in the Regions 4, 5, and 6 report just north of the Bullfrog Hills and follow it southeast to Beatty.
- Delete corridor and upgrade Corridor 18-23 because the energy would be exported to Southern California.
- Potential impacts with increased solar energy development and new transmission lines in the area include the removal of millions of Mojave yuccas and Eastern Joshua trees, the historic quality of the

Old Spanish National Historic Trail, and potential impacts on birds. GridLiance currently owns 165 miles of 230 kV transmission line in southern Nevada and is actively exploring upgrading existing 138 kV lines and building additional 230 kV lines proximate to the corridor.

These concerns should be considered during any land use planning revisions that would affect the corridor.

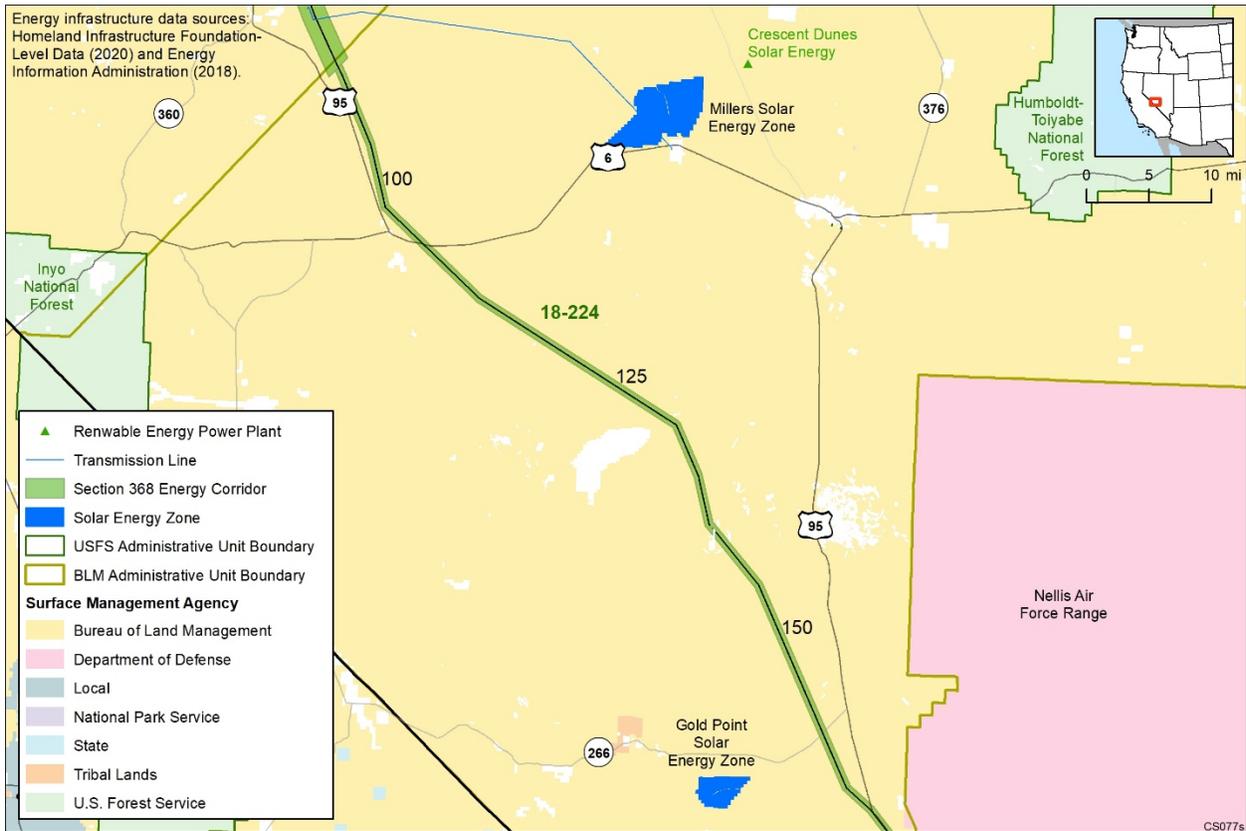


Figure 3.5-20b. Corridor 18-224 (MP 85 to MP 160), as designated

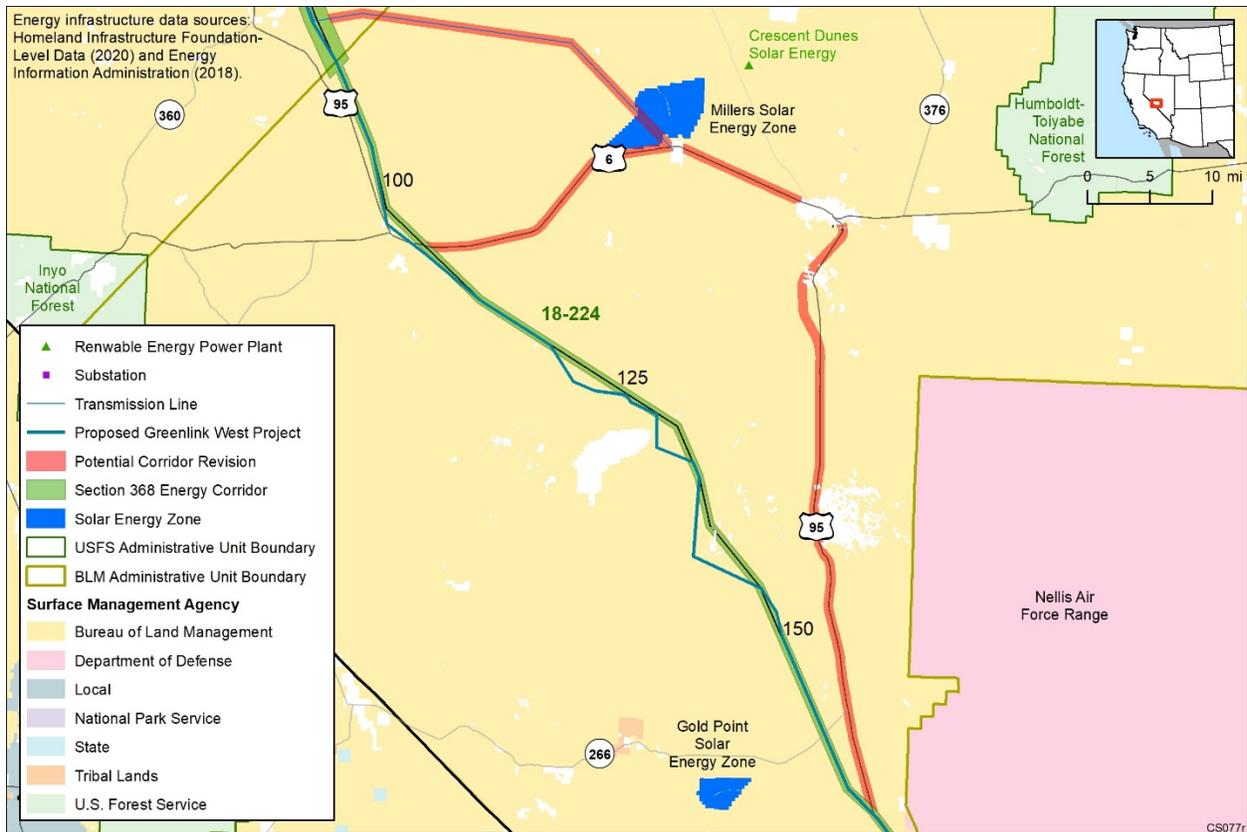


Figure 3.5-20c. Recommended Revision to Corridor 18-224 (MP 85 to MP 160)



Figure 3.5-20d. Recommended Revision to Corridor 18-224

Stakeholders recommended retaining corridor despite potential conflicts with expansion of the Nevada Test and Training Range in the areas of Beatty and north of Las Vegas. Coordination with other agencies is important because the corridor also follows the route for the proposed Interstate 11 and rail line development.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 18-224, specific issues that would be addressed through recommended IOP revisions or additions include:

- The Agencies could consider an IOP to provide guidance on the review process for applications within corridors with incomplete inventories such as lands with wilderness characteristics. The recommended IOP would assist with avoiding, minimizing, and/or mitigating impacts on lands with wilderness characteristics.
- MTR-IR, VR, and Slow-speed Route and SUA intersect the corridor. Adherence to existing IOP regarding coordination with DoD would be required. The Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 18-224 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 23-25 (Little Lake – Adelanto)

Agency Jurisdictions

Bureau of Land Management
California Desert District
Barstow Field Office
Ridgecrest Field Office

California Counties

Inyo County
Kern County
San Bernardino County



Figure 3.5-21a. Corridor 23-25 and nearby electric transmission lines and pipelines (subject corridor in red).

Land and Resource Management Plans

DRECP LUPA (2016)

Corridor width: 10,650 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Enhancements Summary and Rationale

- Re-route the 18-mile segment west of the China Lake Naval Weapons Center about 4 to 5 miles to the west along an existing locally designated corridor to connect to Corridor 23-106 to avoid DoD

lands. The corridor could begin at Corridor 23-106 (MP 14) and follow Highway 395 to connect to Corridor 23-25 at MP 18 (Figure 3.5-21b and c).

- Consider additional BLM-administered lands south of MP 83 for corridor designation in future land use planning.
- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

At the time of the review, the existing corridor location (Figure 3.5-21a) with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a link to Corridor 23-106, which provides a northern route to Corridor 18-23, creating an interstate pathway for electrical and pipeline transmission between Nevada and California. The recommended corridor revision would improve the utility of the corridor by increasing the amount of available BLM-administered lands within the corridor while continuing to provide north–south continuity for energy transport. In addition, the corridor is adjacent to a DFA, providing an opportunity for the corridor to accommodate transmission tied to renewable energy development.

Corridor 23-25 was identified as a corridor of concern in the Settlement Agreement for critical habitat, NCA, and ACECs. The corridor does not intersect an NCA. While the corridor crosses critical habitat and ACECs, future siting along existing infrastructure in the corridor is expected to be preferred over crossing undisturbed critical habitat.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Where the corridor overlaps conservation lands, the corridor should be narrowed to reflect the current development footprint of existing projects within the corridors plus a minimum buffer necessary for safe operation.
- Support for recommended revision because it would be located further from a Desert Tortoise connectivity area.
- Recommended corridor revision would intersect the Sierra Canyons ACEC, Sand Canyon ACEC, and Mojave Ground Squirrels ACEC; CDNCL; and possibly intersect the Eagles Flyway ACEC or El Paso to Golden ACEC.

These concerns should be considered during any land use planning revisions that would affect the corridor. If the corridor were narrowed to the existing footprint, it would be unlikely to support future buildout.

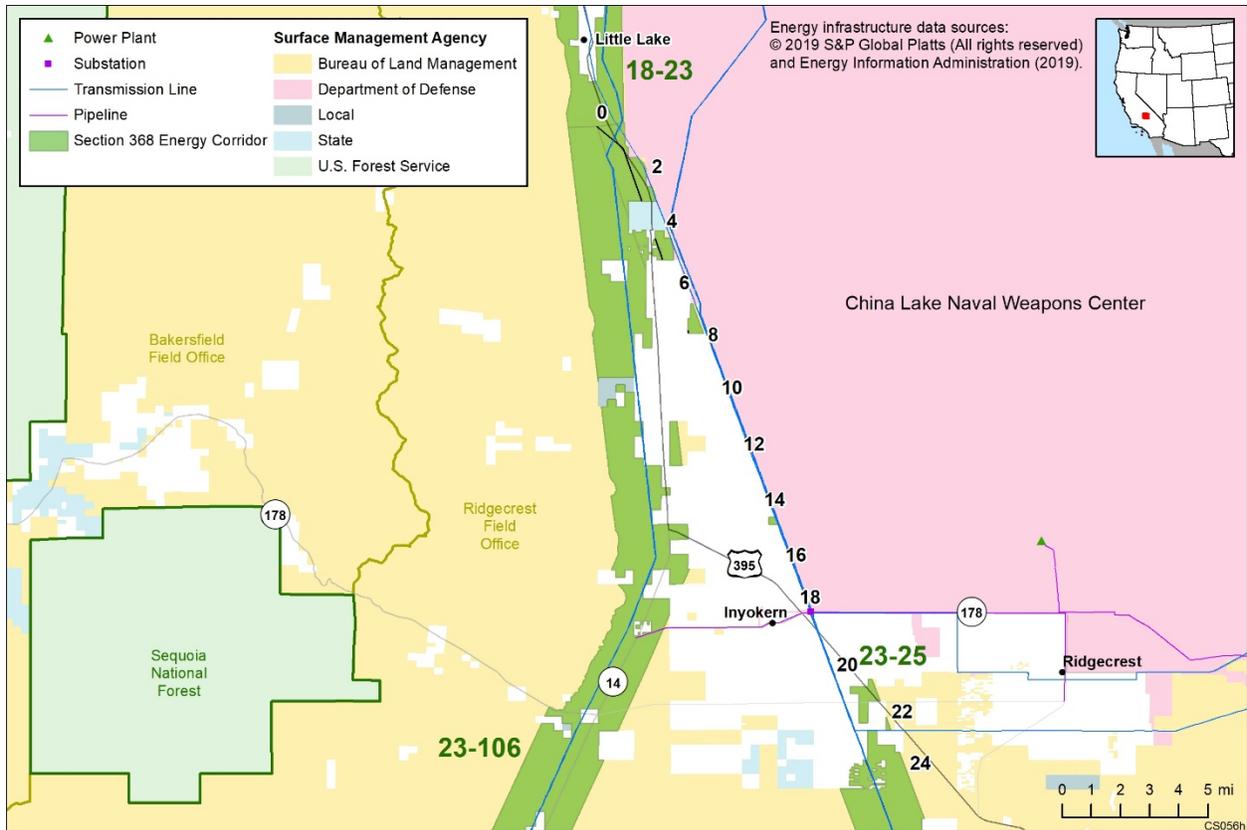


Figure 3.5-21b. Corridor 23-25, as designated

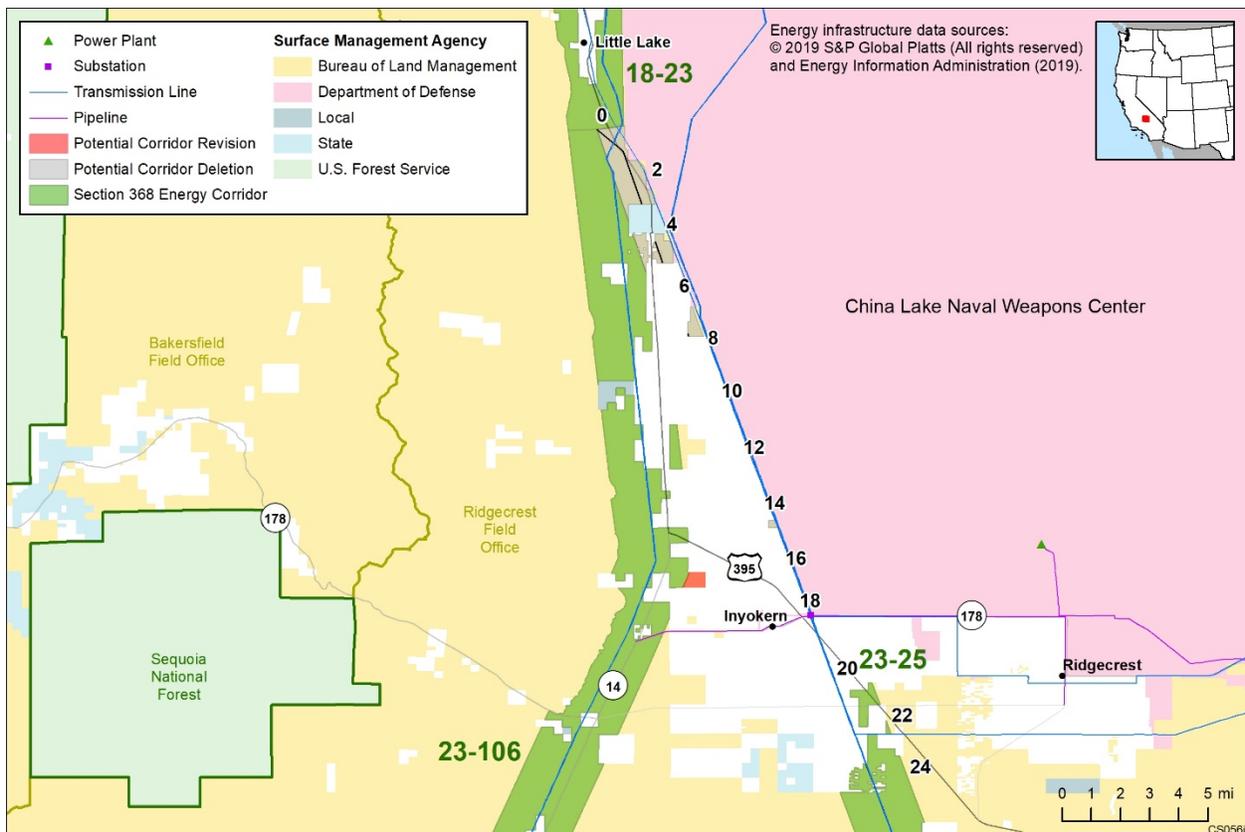


Figure 3.5-21c. Recommended Revision to Corridor 23-25

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 23-25, specific issues that would be addressed through recommended IOP revisions or additions include:

- The Agencies could consider an IOP for habitat connectivity so that projects within Section 368 energy corridors are sited and designed in a manner that minimizes impacts on habitat connectivity.
- MTR-IR, VR, and Slow-speed Route and SUA intersect the corridor. Adherence to existing IOP regarding coordination with DoD would be required. The Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.
- The Agencies could consider a revision to the existing IOP to include early tribal engagement during the conceptual stage of route planning for energy projects to help address tribal concerns.

Corridor Abstract

Comprehensive background information and the Agency’s review and analysis of the existing corridor can be located in Corridor Abstract 23-25 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 23-106 (Little Lake – Mojave)

Agency Jurisdictions

Bureau of Land Management
Ridgecrest Field Office

California Counties

Inyo County
Kern County

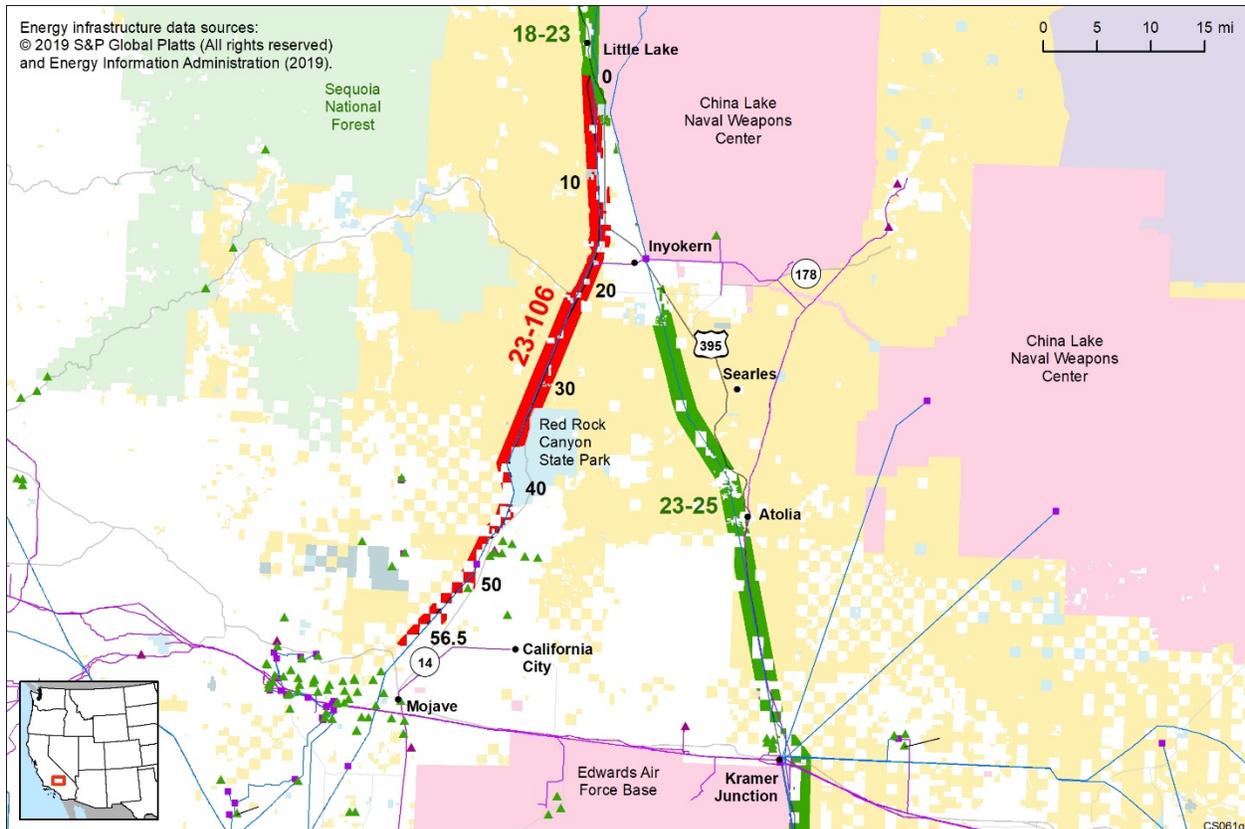


Figure 3.5-22a. Corridor 23-106 and nearby electric transmission lines and pipelines (subject corridor in red).

Land and Resource Management Plans

DRECP LUPA (BLM 2016)

Corridor width: 10,560 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Enhancements Summary and Rationale

- Shift the corridor from MP 30 to MP 44 so that the existing transmission line is the eastern boundary to collocate future development with the existing transmission line and avoid the pinch point created where the corridor abuts the Red Rock Canyon State Park. (Figure 3.5-22b and c).

- The recommended revision for Corridor 23-25 would collocate with Corridor 23-106 between MP 0 to MP 20 to avoid DoD lands (Figures 3.5-22d and e).
- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

At the time of the review, the existing corridor location (Figure 3-5.22a) with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a link to Corridor 18-23, creating an interstate pathway for electrical and pipeline transmission between Nevada and California. The corridor is consistent with a locally designated California Desert District energy corridor, contains multiple transmission lines, and is aligned with State Highway 14 and U.S. Highway 395. The recommended revision would avoid crossing the Red Rock Canyon State Park. Wind energy facilities exist near the corridor, there is potential for future utility-scale solar energy development in the vicinity of the corridor, and there are DFAs located at the northern end of the corridor and adjacent to the southern portion of the corridor. All provide opportunity for the corridor to accommodate transmission tied to renewable energy development. The corridor was identified as a corridor of concern in the Settlement Agreement regarding an NCA and ACEC. The corridor does not intersect an NCA and while it does cross ACECs, future siting along existing infrastructure in the corridor is expected to be preferred over crossing undisturbed lands.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Oppose the corridor's location on this border between two state parks because of the potential visual aesthetics of the area and potential impacts on threatened and endangered species and migrant birds.
- Shift corridor so that the existing transmission line is the eastern boundary of the corridor to avoid the Red Rock Canyon State Park and collocate future development with the existing transmission line.
- Oppose the corridor braid as a recommended revision.
- Where the corridor overlaps conservation lands, the corridor should be narrowed to reflect the current development footprint of existing projects within the corridors plus a minimum buffer necessary for safe operation.
- Consider potential impacts on the Pacific Crest NST.

These concerns should be considered during any land use planning revisions that would affect the corridor. If the corridor were narrowed to the existing footprint, it would be unlikely to support future buildout.

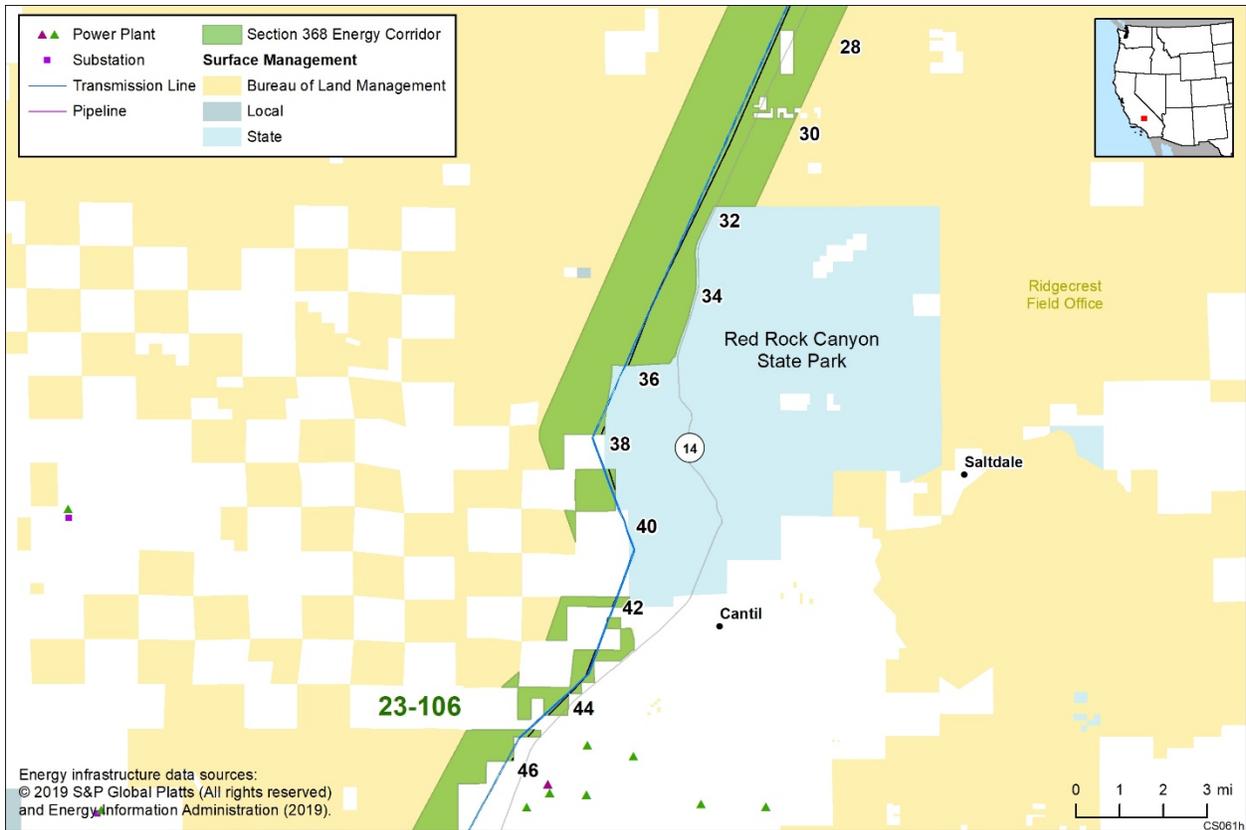


Figure 3.5-22b. Corridor 23-106, as designated

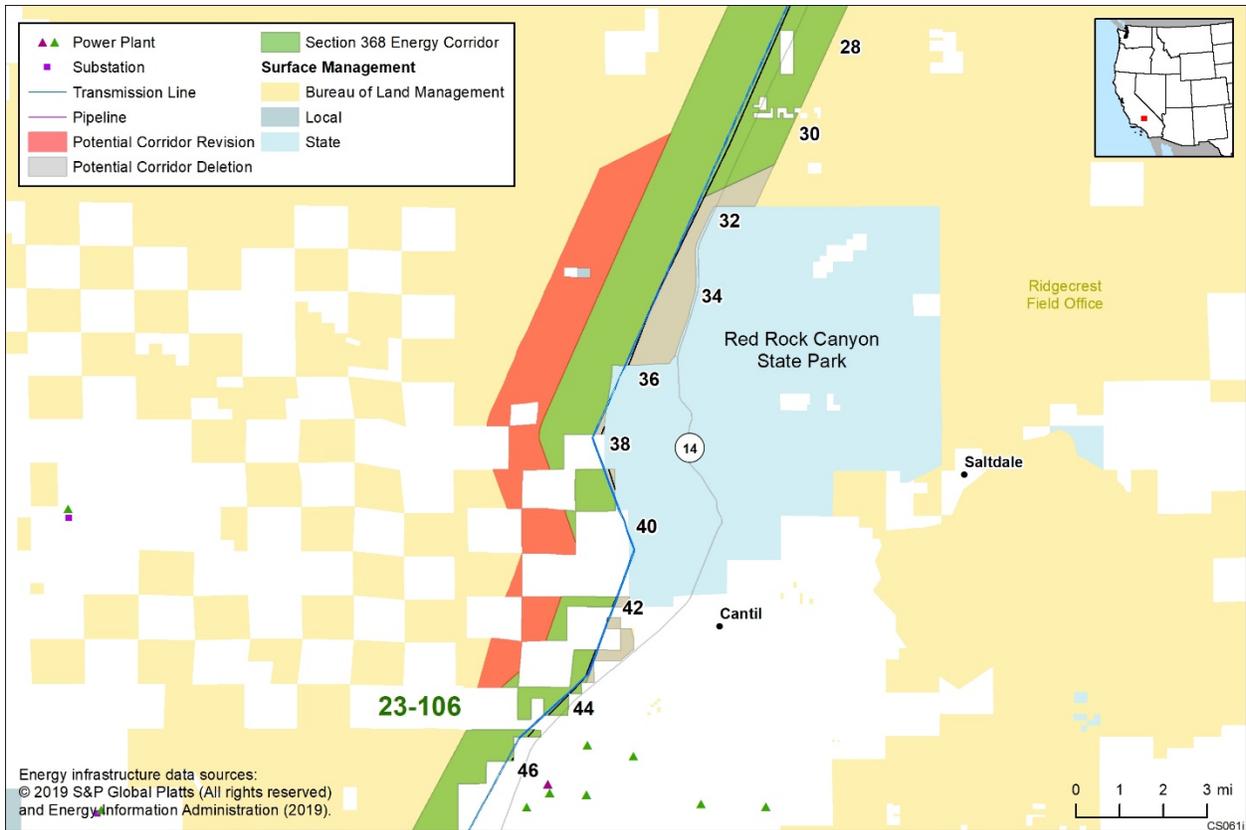


Figure 3.5-22c. Recommended Revision to Corridor 23-106

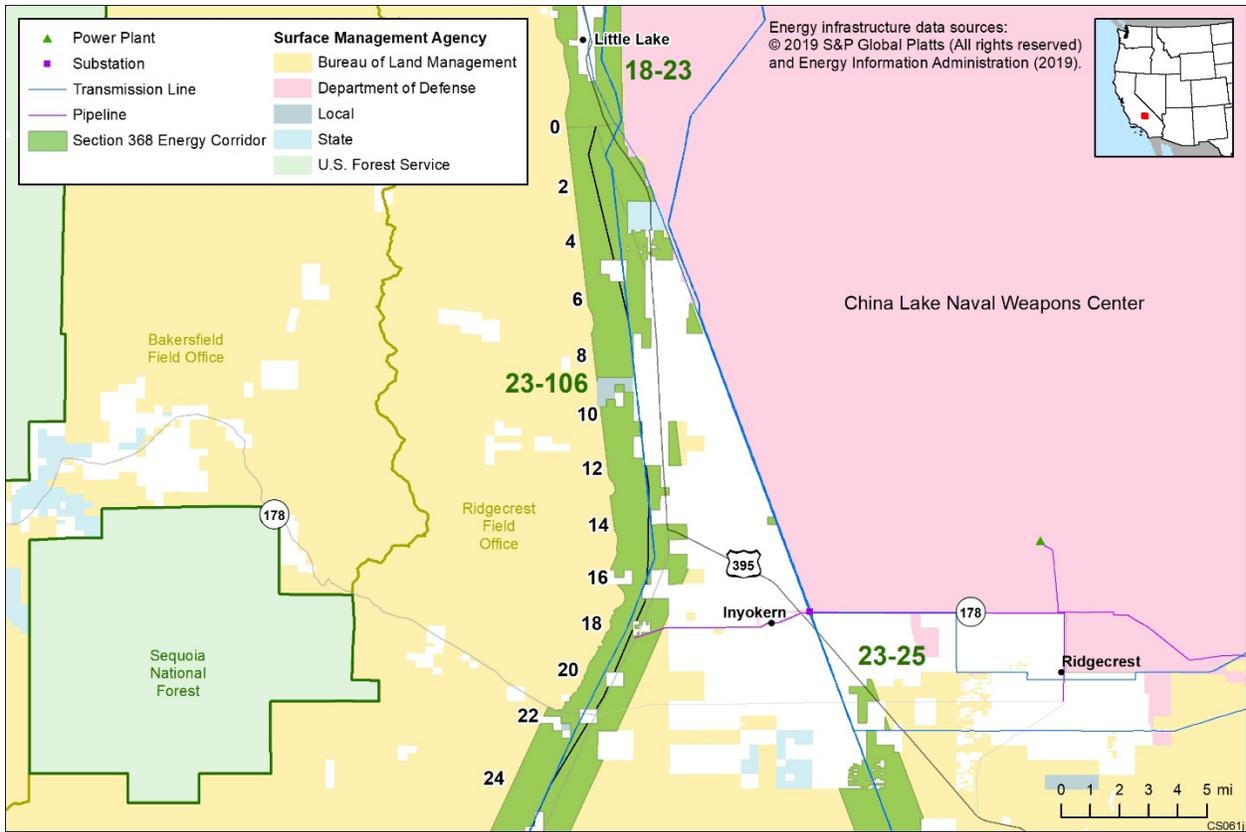


Figure 3.5-22d. Corridor 23-106, as designated

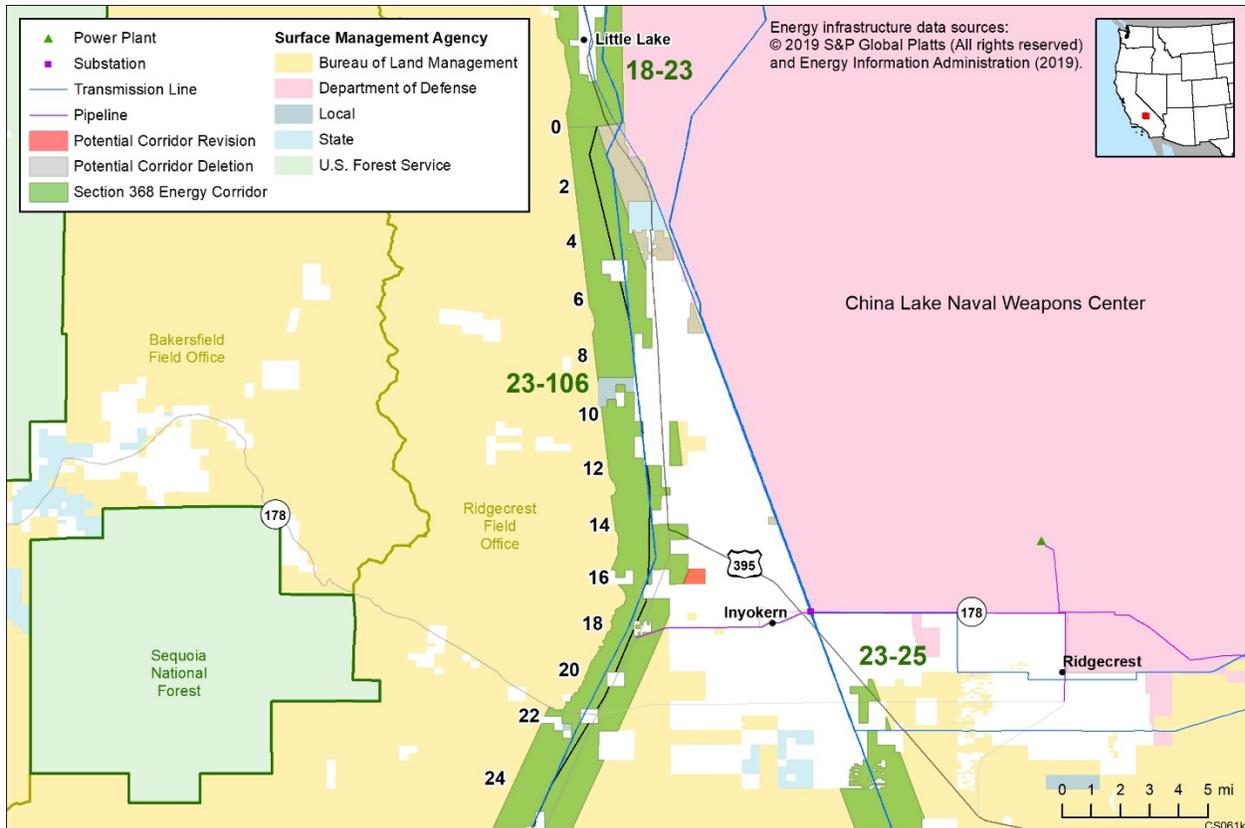


Figure 3.5-22e. Recommended Revision to Corridor 23-106

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 23-106, specific issues that would be addressed through recommended IOP revisions or additions include:

- The Agencies could consider an IOP for habitat connectivity so that projects within Section 368 energy corridors are sited and designed in a manner that minimizes impacts on habitat connectivity.
- MTR-IR, VR, and Slow-speed Route and SUA intersect the corridor. Adherence to existing IOP regarding coordination with DoD would be required. The Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.

Corridor Abstract

Comprehensive background information and the Agency’s review and analysis of the existing corridor can be located in Corridor Abstract 23-106 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 24-228 (Ion Highway to Boise Corridor)

Agency Jurisdictions

Bureau of Land Management
Jordan Field Office
Malheur Field Office
Owyhee Field Office

Idaho County

Owyhee County

Oregon County

Malheur County

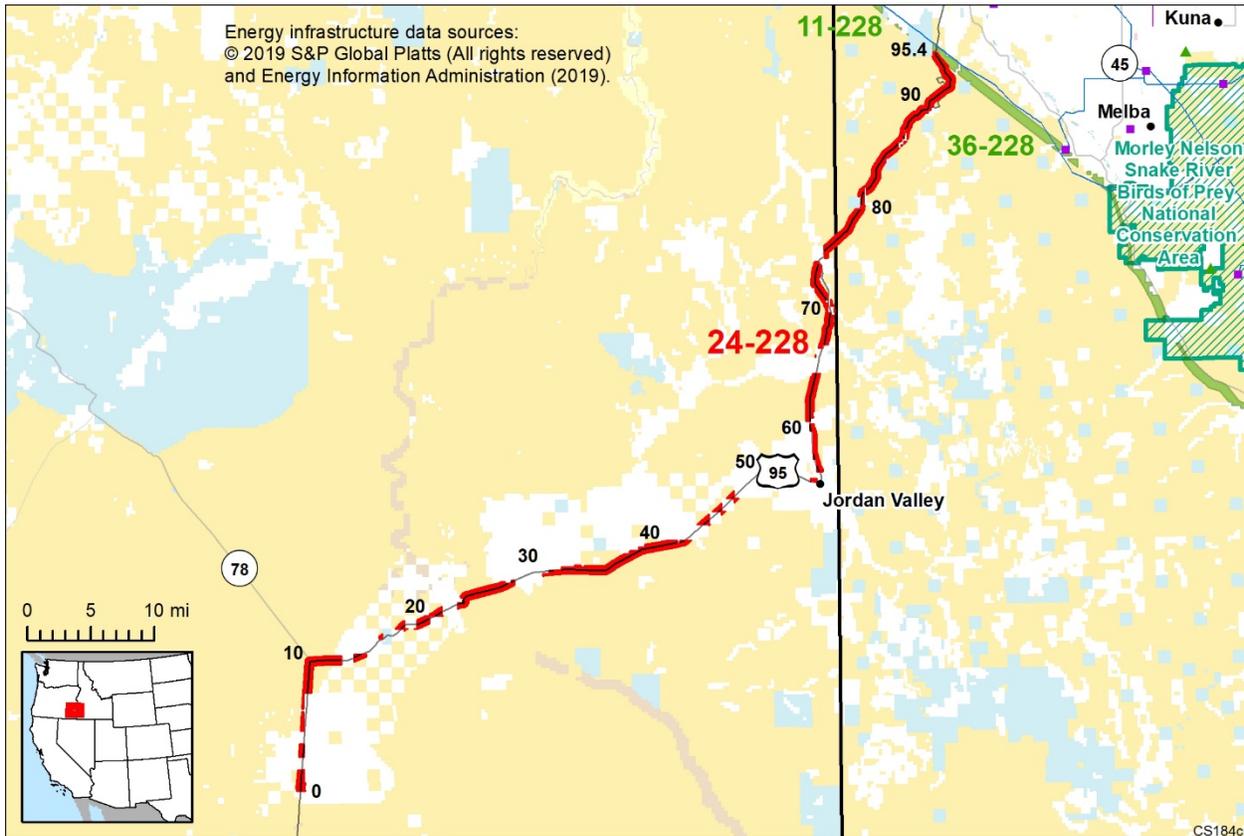


Figure 3.5-23. Corridor 24-228 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Owyhee RMP (1999)
Southeastern Oregon RMP (2002)
ID GRSG ARMPA (2015)

Corridor width: 3,500 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Enhancements Summary and Rationale

- Extend Corridor 16-24 from its northern end (MP 195) to connect with Corridor 24-228. This recommended corridor extension would overlap the Boden Hills WSA and the Alvord Desert WSA; however, this pathway is along a major shipping route on Highway 95 and an airport runway is located adjacent to the WSA as well (*See corridor summary for Corridor 16-24*).
- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).
- Implement minor adjustments to avoid environmentally sensitive areas.
 - From MP 7 to MP 76, small shifts could be made to avoid lands with wilderness characteristics while maintaining corridor along Highway 95.
 - From MP 82 to MP 85, shift the corridor to the edge of the highway or the transmission line to avoid the Blackstock SRMA while maintaining the corridor width on federal lands.
 - From MP 90 to MP 95, shift the corridor west of the Squaw Creek RNA ACEC to avoid both the ACEC, the Squaw Creek Addition SRMA, and the Owyhee Front SRMA while maintaining the corridor width on federal lands.

At the time of the review, the existing corridor location (Figure 3.5-23) with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a pathway for energy transport from Oregon to Boise, Idaho, following Highway 95. The corridor crosses GRSB GHMA and PHMA, ROW avoidance areas that may not be compatible with the corridor's purpose as a preferred location for infrastructure. However, the corridor is collocated with I-95. The recommended minor revisions would minimize impacts on SRMAs and the Squaw Creek RNA ACEC to the greatest extent possible while reducing overlap with specially designated areas.

Although the recommended corridor extension is a recommended revision for Corridor 16-24, it is discussed here since it connects to Corridor 24-228 and would facilitate necessary connectivity parallel to the north-south highway for future energy infrastructure. For the orderly administration of public lands, the corridor should be placed parallel to the highway even though it overlaps GIS polygons for two WSAs. The review recognizes congressional designation of the WSAs, but also a contiguous pathway for the existing highway transportation and potentially for energy transmission. If the WSAs were to be designated as Wilderness Areas, they would best be designated with boundaries that facilitate these energy and transportation needs.

The corridor was identified as a corridor of concern in the Settlement Agreement regarding GRSB habitat and NRHP property. While the corridor contains GRSB habitat, future siting along existing infrastructure in the corridor is expected to be preferred over crossing undisturbed habitat.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Corridor passes through PHMA, GHMA, and the Soldier Creek PAC for sage-grouse. The Soldier Creek PAC sage-grouse population declined by 51% from 2019 to 2020, tripping a hard trigger to revise management under the Oregon ARMPA. The corridor would require significant modifications to avoid GRSG.
- The corridor has a large number of known GRSG leks within a 10-mile buffer.
- Corridor passes through BLM lands with wilderness characteristics and citizen-proposed wilderness areas.
- Energy demand in the area is unclear. Corridor 11-228 may meet potential transmission needs between Oregon and Boise, Idaho and the recommended deletion of Corridor 7-24 may prevent an east-west pathway from Idaho to Oregon.
- The corridor is not collocated with existing transmission would have reduced the incremental impacts on adjacent GRSG habitats.
- Highway 95 would be a more preferable location than the corridor's current location; co-location will reduce (but not eliminate) potential indirect impacts on adjacent GRSG habitats.
- Delete corridor due to significant resource conflicts.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 24-228, specific issues that would be addressed through recommended IOP revisions or additions include:

- Lands with undetermined status for wilderness characteristics intersect and are adjacent to the corridor. The Agencies could consider an IOP to provide guidance on the review process for applications within corridors with incomplete inventories. The recommended IOP would assist with avoiding, minimizing, and/or mitigating impacts on lands with wilderness characteristics.
- Wildlife species connectivity and habitat have been identified within the corridor. The Agencies could consider an IOP for habitat connectivity so that projects within Section 368 energy corridors are sited and designed in a manner that minimizes impacts on habitat connectivity.
- MTR-IR, VR, and SUA intersect the corridor. Adherence to the existing IOP regarding coordination with DoD would be required. The Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 24-228 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 27-41 (Daggett – Bullhead City)

Agency Jurisdictions

Bureau of Land Management
Barstow Field Office
Needles Field Office

California County

San Bernardino County

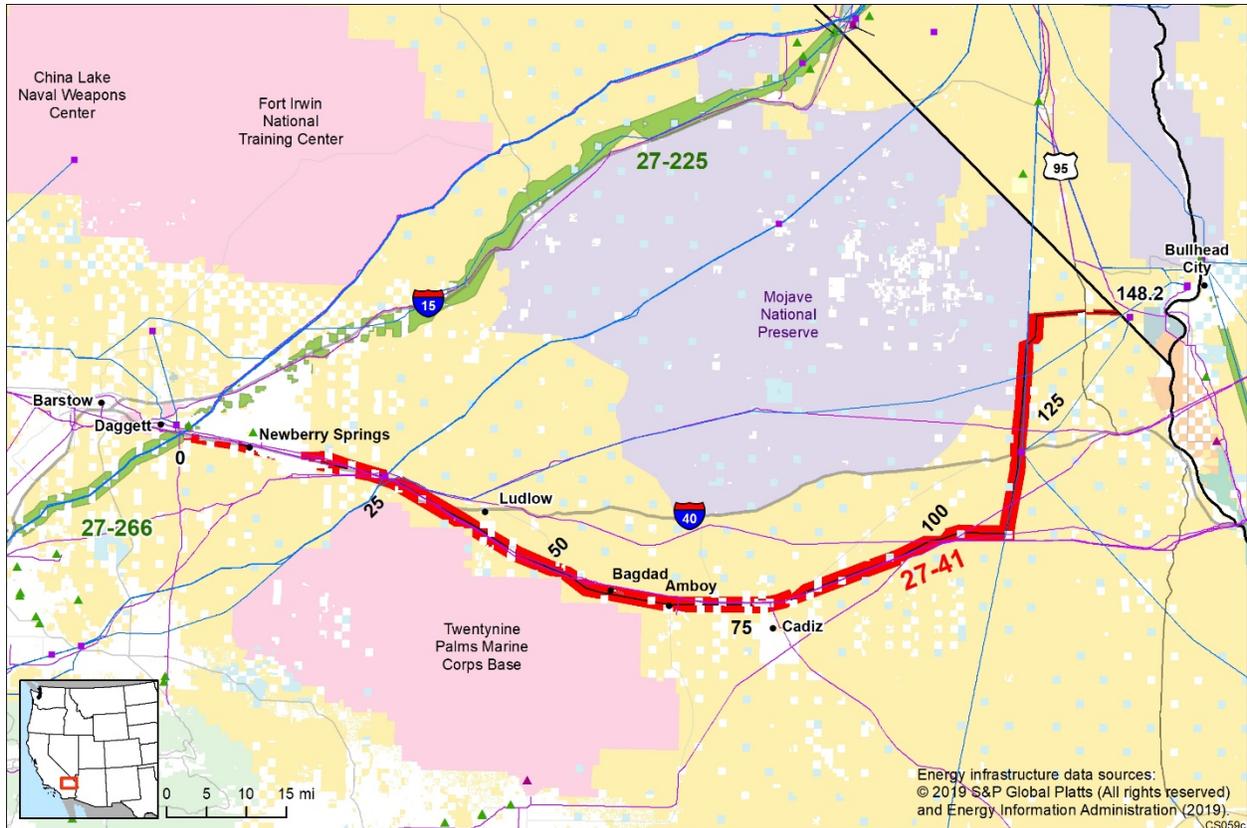


Figure 3.5-24a. Corridor 27-41 and nearby electric transmission lines and pipelines (subject corridor in red).

Land and Resource Management Plans

- DRECP LUPA (2016)
- West Mojave Desert/CDCA Plan Amendment (2006)
- Northern and Eastern Mojave Desert/CDCA Plan Amendment (2002)
- Northern and Eastern Colorado Desert/CDCA Plan Amendment (2002)

Corridor width: 10,560 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Enhancements Summary and Rationale

- Extend the corridor at MP 130 along the existing 500 kV transmission line to the east to facilitate a connection with Corridors 41-46 and 41-47 in Arizona (Figure 3.5-24b and c). To avoid the Dead Mountains Wilderness, the existing transmission line should be the southern boundary of the corridor.
- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

At the time of the review, the existing corridor location (Figure 3.5-24a) with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a link to other Section 368 energy corridors, creating an interstate pathway for electrical and pipeline transmission between Nevada and California. The corridor is consistent with a locally designated California Desert District energy corridor and contains natural gas pipelines, transmission lines, and Interstate 40. Although most of the corridor does not contain existing infrastructure, the corridor avoids WSAs, the Mojave National Preserve, and wilderness in the area. The corridor abruptly stops at the California–Nevada state line, preventing the corridor from connecting to Corridors 41-46 and 41-47. Extending Corridor 27-41 to the east across Nevada could provide a contiguous corridor between states and could help the Agencies achieve the purpose of Section 368 energy corridors to serve the national energy transmission and pipeline system.

The corridor is in the vicinity of current and potential solar energy development: two solar energy power plants are near the western end of the corridor; a portion of the corridor is near the RETI 2.0 Victorville/Barstow TAFE; a portion of the corridor is within and/or adjacent to a DFA; and another portion is about 1.5 miles north of a large DFA block, both of which are designated for all energy development technologies. The DFAs and TAFE provide opportunity for the corridor to accommodate transmission tied to renewable energy development. The Agencies suggest coordination by the BLM and USFS to avoid or restrict siting of nonlinear features such as geothermal and solar energy development within the corridor.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Delete corridor because it is within designated critical habitat for the Desert Tortoise (Piute-Fenner Critical Habitat Unit and ACEC for tortoise conservation) and the corridor width in this area is 10,560 ft, which would impact 6% of the critical habitat unit.
- Consider impacts on Route 66. If future development occurs within the corridor, consider minimizing impacts and scenic qualities to Route 66.
- Consider impacts on the Piute-Eldorado ACEC and a Desert Tortoise Connectivity Area from the recommended corridor extension.

- Where the corridor overlaps conservation lands, the corridor should be narrowed to reflect the current development footprint of existing projects within the corridors plus a minimum buffer necessary for safe operation.
- Encourage early cooperation between BLM and NPS due to proximity to the Mojave National Preserve.
- Consider cumulative impacts, safety, and environmental risks from collocating pipelines and transmission lines.
- The Agencies should complete cultural inventories involving landscape level evaluations to inform recommendations for possible corridor revision or deletion and suggested enhanced partnerships with Tribes in the area.
- Consider potential impacts on wilderness.
- Reconsider the corridor location at MP 125 located because of proximity to the Mojave National Preserve boundary; the 10,560-ft width corridor adjacent to the Mojave National Preserve boundary could result in significant adverse cumulative impacts, including impacts on visual and cultural resources.

These concerns should be considered during any land use planning revisions that would affect the corridor. If the corridor were narrowed to the existing footprint, it would be unlikely to support future buildout.

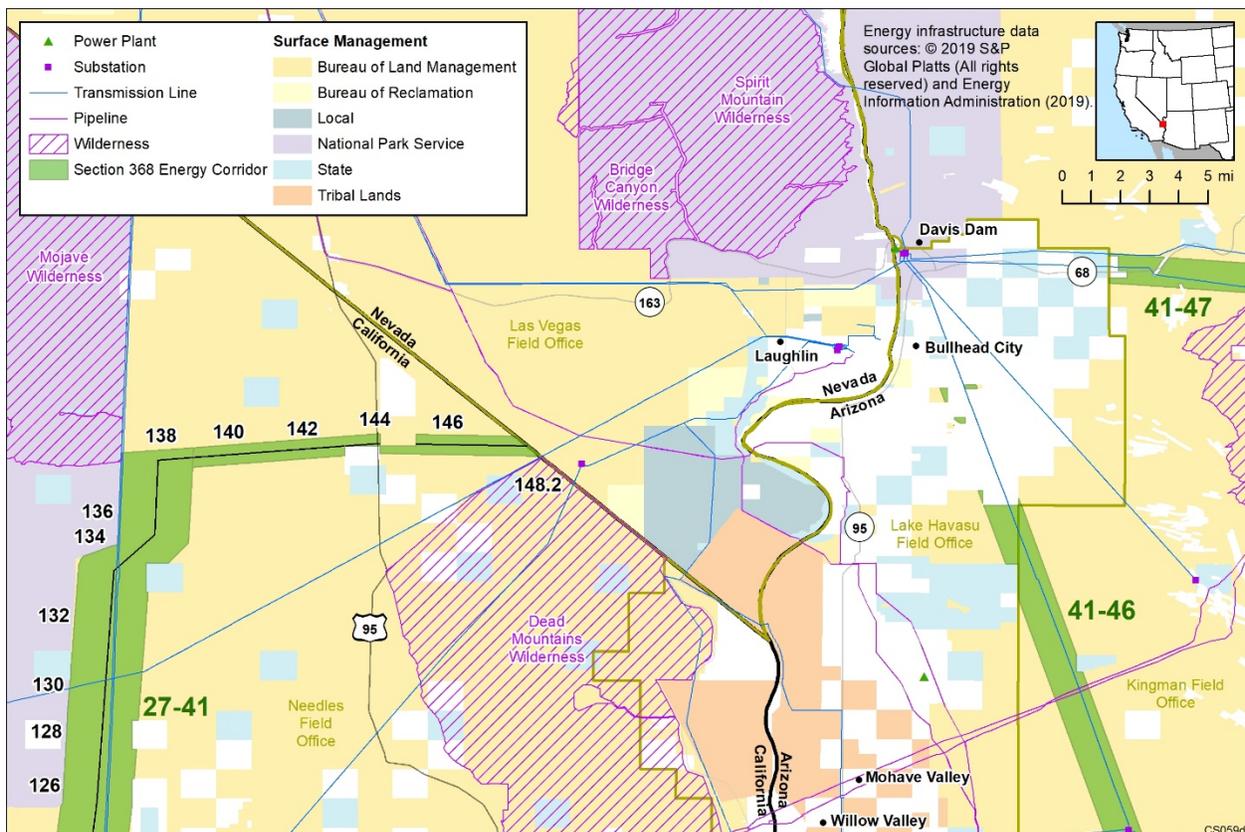


Figure 3.5-24b. Corridor 27-41, as designated

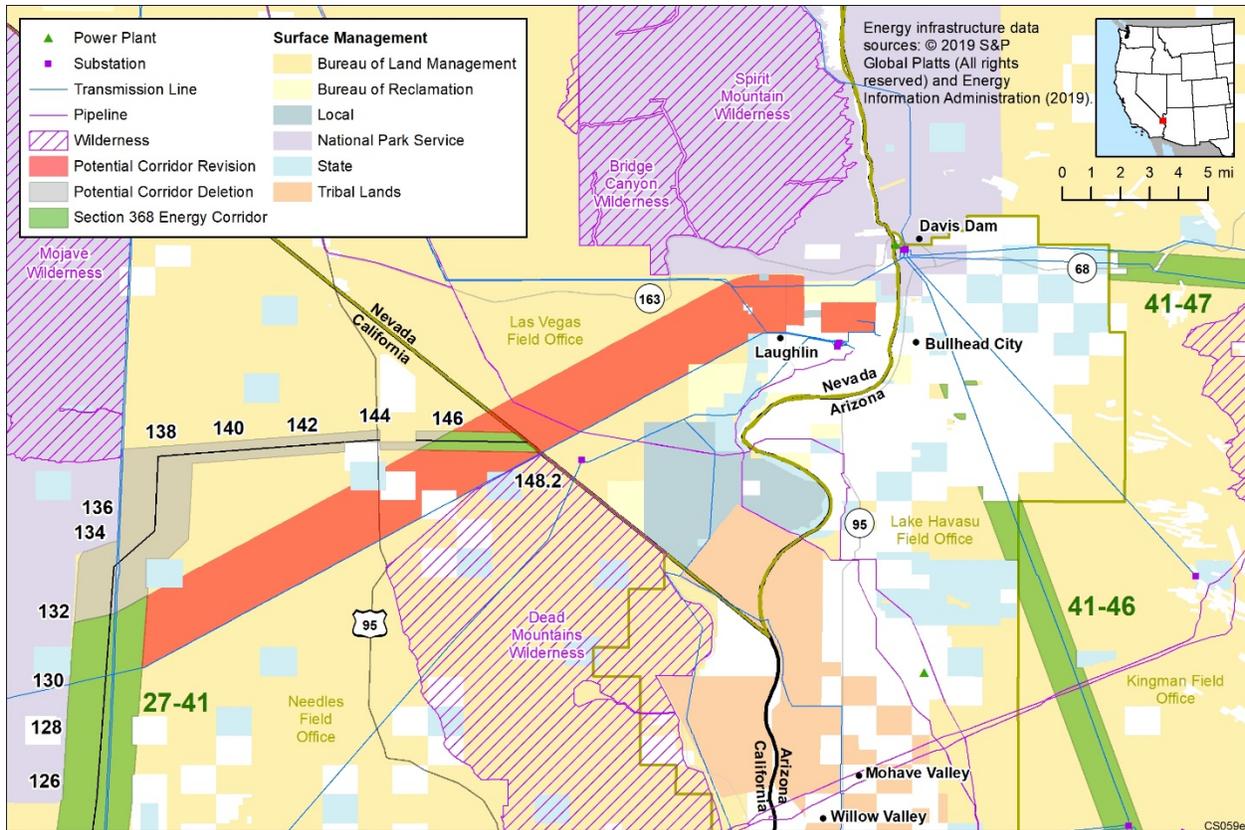


Figure 3.5-24c. Recommended Revision to Corridor 27-41

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 27-41, specific issues that would be addressed through recommended IOP revisions or additions include:

- The Agencies could consider an IOP for habitat connectivity so that projects within Section 368 energy corridors are sited and designed in a manner that minimizes impacts on Desert Tortoise habitat connectivity.
- The corridor crosses the Old Spanish NHT between MP 138 and MP 141. The Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.
- The corridor intersects MTRs (IR and VR) and SUA. Adherence to the existing IOP regarding coordination with DoD would be required. The Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.
- Agencies could consider an IOP to provide guidance on the review process for lands with wilderness characteristic applications within corridors with incomplete inventories. The recommended IOP would assist with avoiding, minimizing, and/or mitigating impacts on lands with wilderness characteristics.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 27-41 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 27-225 (Interstate-15)

Agency Jurisdictions

Bureau of Land Management
Barstow Field Office
Needles Field Office
Las Vegas Field Office

California County

San Bernardino County

Nevada County

Clark County

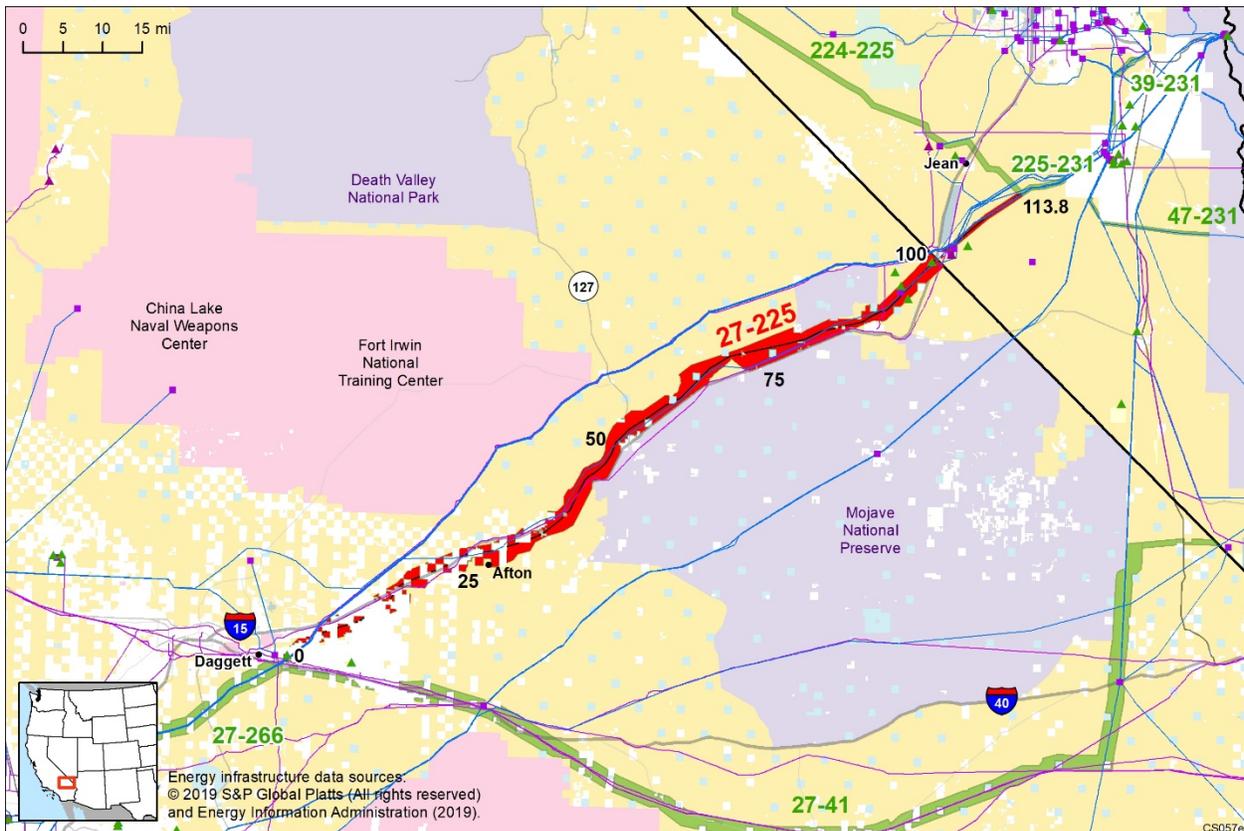


Figure 3.5-25. Corridor 27-225 and nearby electric transmission lines and pipelines (subject corridor in red).

Land and Resource Management Plans

- DRECP LUPA (2016)
- West Mojave Desert/CDCA Plan Amendment (2006)
- Northern and Eastern Mojave Desert/CDCA Plan Amendment (2002)
- Las Vegas RMP (1998)

Corridor width: 10,560 ft in California, 3,500 ft in Nevada.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
 - Widen the corridor, if possible, between MP 103 and MP 107 to offset the decreased capacity of the corridor due to the presence of solar energy projects in the corridor.
 - For the orderly administration of public land, consider revising the corridor where it overlaps with Ivanpah Solar Electric Generating System and other solar facilities.
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).
- The John D. Dingell, Jr. Conservation, Management, and Recreation Act changes the designations of three specially designated areas within the corridor: The ‘Proposed Soda Mountains Wilderness’ is now the ‘Soda Mountains Wilderness.’ The corridor may slightly intersect the Soda Mountains Wilderness between MP 30 and MP 56. Congressional designation of wilderness areas precludes and eliminates the energy corridor designation by operation of law at these intersections.

At the time of the review, the existing corridor location (Figure 3.5-25) with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a link to other Section 368 energy corridors, creating an interstate pathway for electrical and pipeline transmission extending from Wyoming to southern California. The corridor is located in a previously designated corridor for 100 of its 115-mile extent and contains infrastructure. There is enough capacity on existing lines in the corridor, but the corridor is limited physically because of solar energy development across the corridor in southern Nevada, making potential future development within the corridor unlikely. The recommended minor revision could create additional capacity within the corridor for future infrastructure. A coordinated approach is needed between the California and the Nevada BLM regarding the pinch point created by the differences in corridor width at the state line.

Portions of the corridor are within the RETI 2.0 Victorville/Barstow TAFE; the corridor is in the RETI 2.0 HSR to support 3,000 MW of transmission from and to Nevada (or adjacent states); a portion of the corridor is located near a DFA; and renewable energy developments are located within or near the corridor. All provide opportunity for the corridor to accommodate transmission tied to renewable energy development.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Widening the corridor would increase the amount of overlap with the existing Ivanpah ACEC.
- Future land use planning should consider removing the corridor designation or the ACEC where it overlaps the corridor.

- Concern about potential impacts on wilderness; suggest that the report include more detailed discussion of the potential impacts on wilderness characteristics of these areas.
- The corridor may impact specially designated areas, including the Mojave Wilderness to the east and the Soda Mountains Wilderness Area to the north (MP 49 to MP 54).
- Complete cultural inventories involving landscape level evaluations to inform recommendations for possible corridor revision or deletion.
- Engage in enhanced partnerships with Tribes in the area.
- Where the corridor overlaps conservation lands, the corridor should be narrowed to reflect the current development footprint of existing projects within the corridors plus a minimum buffer necessary for safe operation.
- Currently identified concerns warrant consideration of avoidance through elimination or modification of the corridor.
- Early cooperation between BLM and NPS due to proximity to the Mojave National Preserve.
- Collocating pipelines and transmission lines may increase cumulative impacts, safety, and environmental risks.
- Alternate routes or width adjustments should be identified from MP 49 to MP 54 to avoid encroachment on wilderness areas.
- Concern about potential impacts on desert tortoise because the corridor bisects the Ivanpah Desert Tortoise Critical Habitat unit from MP 61 to MP 85.
- Concern for movement corridors for Bighorn Sheep, particularly from MP 31 to MP 40, MP 41 to MP 50, and MP 84 to MP 91 as well as potential impacts on migratory birds.
- Delete the corridor due to numerous resource conflicts.

These concerns should be considered during any land use planning revisions that would affect the corridor. Narrowing the corridor to the existing footprint would be unlikely to support future buildout. The corridor does not intersect wilderness areas—any appearance of overlap is a GIS accuracy issue.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 27-225, specific issues that would be addressed through recommended IOP revisions or additions include:

- The Agencies could consider an IOP for habitat connectivity so that projects within Section 368 energy corridors are sited and designed in a manner that minimizes impacts on Desert Tortoise and Bighorn Sheep habitat connectivity.
- The corridor intersects MTRs (IR and VR) and SUA. Adherence to the existing IOP regarding coordination with DoD would be required. The Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 27-225 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 27-266 (Daggett – Victorville)

Agency Jurisdictions

Bureau of Land Management
Barstow Field Office

California County

San Bernardino County

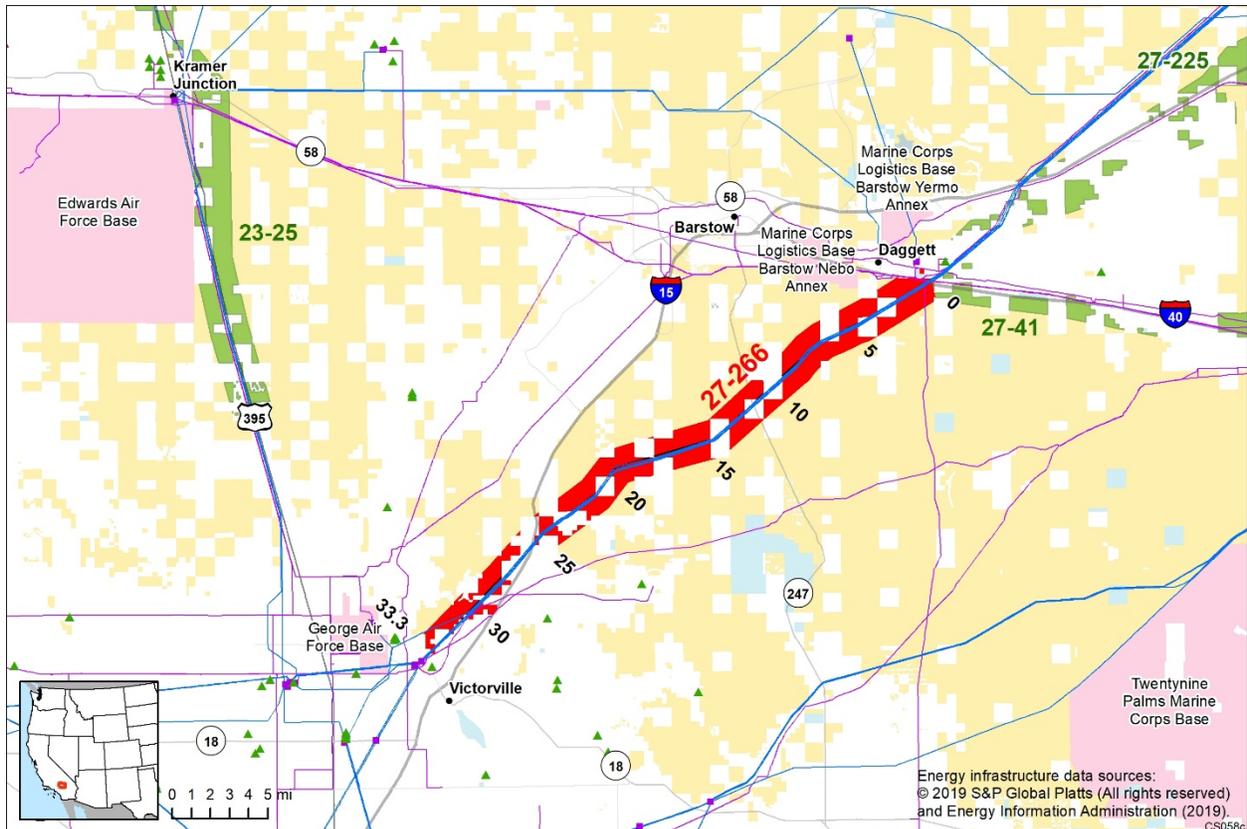


Figure 3.5-26. Corridor 27-266 and nearby electric transmission lines and pipelines (subject corridor in red).

Land and Resource Management Plans

West Mojave Desert/CDCA Plan Amendment (2006)

Corridor width: 10,560 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).

- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

At the time of the review, the existing corridor location (Figure 3.5-26) with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a link to other Section 368 energy corridors, creating an energy pathway for electrical and pipeline transmission in California. The corridor was designated prior to Section 368 designation and existing transmission lines follow the corridor across its entire length. The corridor is located within the Victorville/Barstow RETI 2.0 TAFE. The TAFE provides opportunity for the corridor to accommodate transmission tied to renewable energy development.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Where the corridor overlaps conservation lands, the corridor should be narrowed to reflect the current development footprint of existing projects within the corridors plus a minimum buffer necessary for safe operation.

These concerns should be considered during any land use planning revisions that would affect the corridor. If the corridor were narrowed to the existing footprint, it would be unlikely to support future buildout.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 27-266, specific issues that would be addressed through recommended IOP revisions or additions include:

- The Agencies could consider a revision to the existing IOP to include early tribal engagement during the conceptual stage of route planning for energy projects to help address tribal concerns.
- The Agencies could consider an IOP for habitat connectivity so that projects within Section 368 energy corridors are sited and designed in a manner that minimizes impacts on Desert Tortoise and Southwestern Willow Flycatcher habitat connectivity.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 27-266 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 29-36 (Mountain Home Corridor)

Agency Jurisdictions

Bureau of Land Management
Four Rivers Field Office
Jarbidge Field Office

Idaho Counties

Ada County
Elmore County

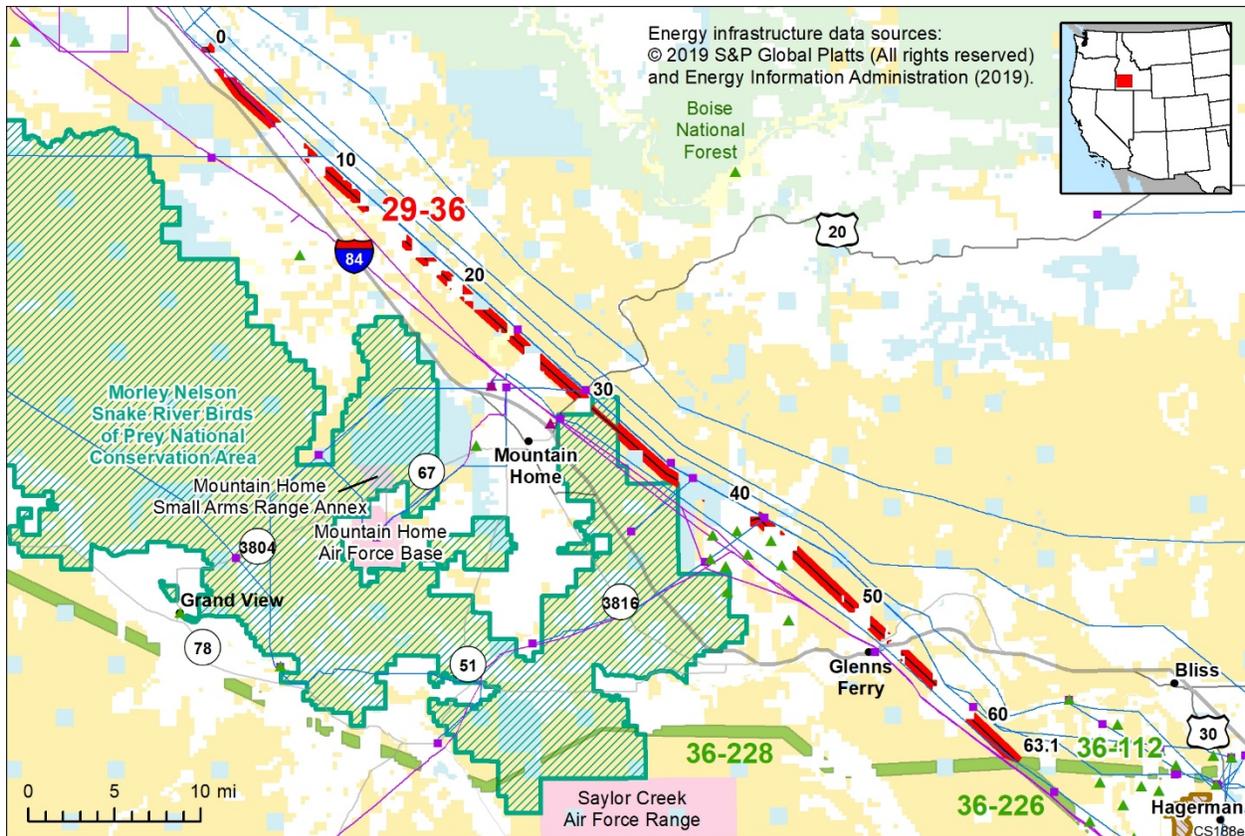


Figure 3.5-27. Corridor 29-36 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

- Jarbidge RMP (2015)
- Kuna MFP (1983)
- Snake River Birds of Prey NCA RMP and ROD (2008)
- IDMT GRSG ARMPA (2015)

Corridor width: 1,000 ft from MP 31 to MP 33, remainder 3,500 ft.
Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).
- Implement minor adjustments to avoid environmentally sensitive areas.
 - From MP 10 to MP 12, shift the corridor northeast to align with existing infrastructure and avoid the Slickspot Peppergrass critical habitat.
 - From MP 46 to MP 50, shift the corridor to the northeast to align with existing infrastructure and avoid a portion of the Four Trails Feasibility Study Trail and VRM Class I area.

At the time of the review, the existing corridor location (Figure 3.5-27) with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a link to other Section 368 energy corridors (Corridor 36-112 to the east and Corridor 36-226 to the south) and creating an interstate pathway for electrical and pipeline transmission between Nevada and Idaho. The recommended minor revisions would minimize impacts on special status species, the Four Trails Feasibility Study Trail, and visual resources while maintaining a preferred route for potential future energy development collocated with existing infrastructure (i.e., 500-kV transmission line). The potential for additional projects may be limited because of the density of existing and planned infrastructure within and adjacent to the corridor, however, the recommended corridor revision for Corridor 36-112 along the recently authorized Gateway West route would connect to Corridor 29-36 at MP 45 and could provide an alternate southwest route for future energy infrastructure.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Delete corridor because it crosses the Morley Nelson Snake River Birds of Prey NCA (MP 31 to MP 33 and MP 37) and approval of the Gateway West transmission line in this area required an act of Congress to legislatively remove a 250' wide ROW from the NCA.
- Consider potential impacts on non-consumptive recreationalists.
- Agriculture is the economy and history of the area, and is incompatible with energy transmission infrastructure. The corridor crosses 24 miles of prime farmland without an existing road. Construction of a transmission line would affect 732 acres and operation 81 acres.
- Delete corridor due to impacts on private property and agriculture.
- Recent fires in the area have led to habitat loss that may trigger the GRS hard trigger.
- Recommended revisions would conflict with the Salmon Falls Creek Canyon ACEC (MP 36 to MP 33). To avoid the ACEC, shift the corridor west starting at MP 28, just north of the ACEC's northern boundary.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 29-36, specific issues that would be addressed through recommended IOP revisions or additions include:

- Oregon NHT and the Four Trails Feasibility Study Trail intersect the corridor. The Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 29-36 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 30-52 (Palo Verde – Palm Springs Corridor)

Agency Jurisdiction

Bureau of Land Management

California Desert District
 Yuma Field Office
 Lower Sonoran Field Office
 Lake Havasu Field Office
 Hassayampa Field Office

Arizona Counties

Maricopa County
 La Paz County

California County

Riverside County

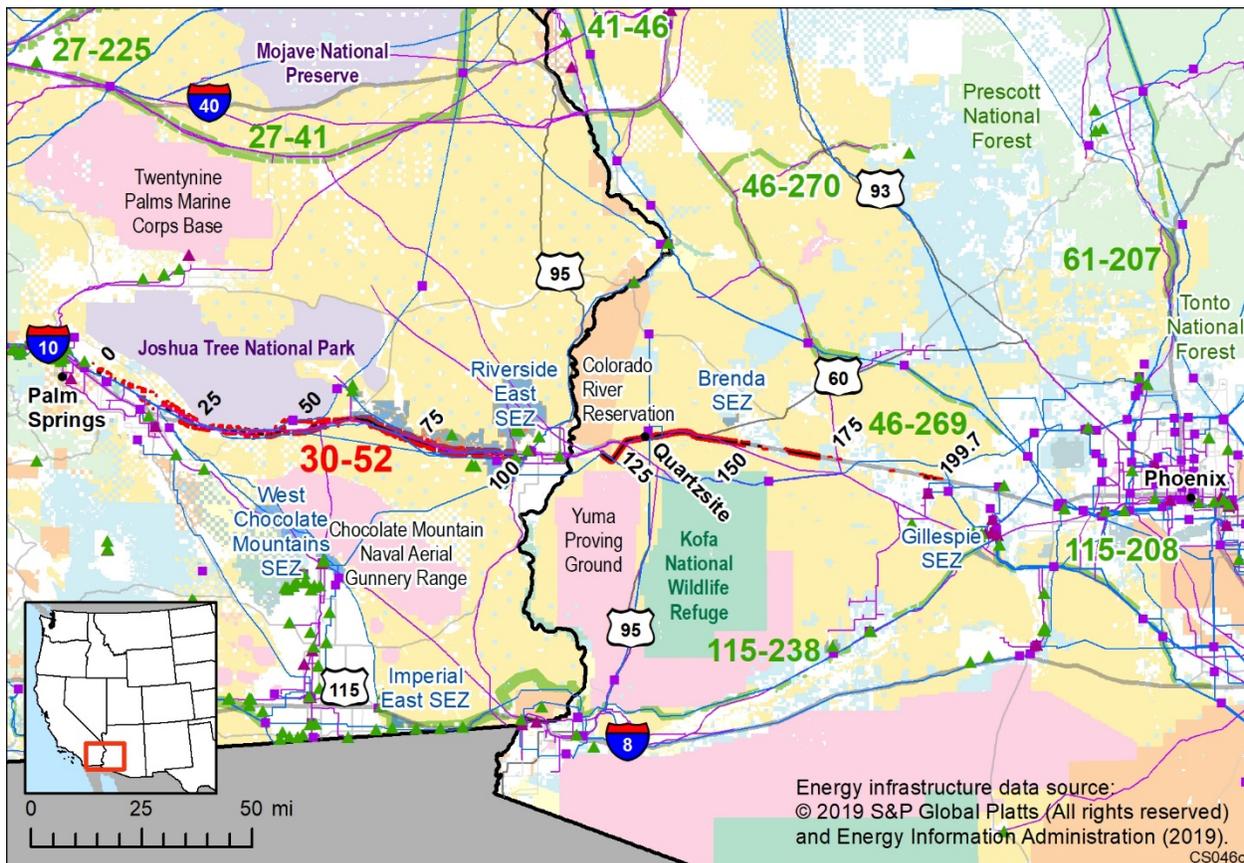


Figure 3.5-28a. Corridor 30-52 and nearby electric transmission lines and pipelines (subject corridor in red).

Resource Management Plan

Bradshaw-Harquahala RMP (2010)
 Northern and Eastern Colorado Desert/CDCA Plan (2016)
 Lake Havasu RMP (2007)
 Yuma RMP (2010)

Corridor width: 10,560 ft in California; 5,280 ft width from MP 112 to MP 175; 3,500 ft width from MP 175 to MP 199.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Modifications Summary and Rationale

- Revise some corridor locations between MP 94 and MP 143.
 - Between MP 120 and MP 143, there are concerns near the Colorado River Indian Reservation (MP 119 to MP 128), especially at Copper Bottom Pass (MP 123), and near the town of Quartzsite (MP 132 to MP 135). Agencies should engage with Tribes, local government and other agencies regarding recommended corridor revisions.
 - Coordinate and consult with Tribes. Both the designated corridor and a recommended corridor revision (adding a braid along the recently authorized Ten West Link route) (Figure 3.5-28c) avoid crossing the Colorado River Indian Reservation, however, the topography through the Copper Bottom Pass constrains the corridor and could push development proposals onto tribal lands since the corridor abuts the reservation through the pass. Proponents would have to work with the Tribes to obtain a tribal resolution consenting to the grant of a ROW by BIA. BIA cannot grant ROWs without tribal consent.
 - Use current corridor and analyze engineering options and impacts for placing additional infrastructure through the Copper Bottom Pass.
 - Engage with La Paz County and the Town of Quartzsite. A recommended corridor revision (adding a braid along the recently authorized Ten West Link route) (Figure 3.5-28c) would avoid the Town of Quartzsite, where concern and opposition have been expressed about transmission projects in the corridor within or near Quartzsite town limits because of possible negative impacts on tourism and visual resources, as well as impacts on county-provided services.
 - Coordinate with USFWS, where applicable. For any recommended corridor revision that would traverse through the USFWS-administered Kofa NWR, coordination and authorization from USFWS would be required.
- Consider widening the corridor at MP 169 to maintain corridor width where a land conveyance to La Paz County has been identified (Figures 3.5-28d and e).
- Consider adding a corridor braid along the recently authorized Ten West Link route (Figures 3.5-28b and c). This would allow for potential energy development along either route. Between MP 190 and MP 200, consider aligning Ten West Link route as the northern boundary of the recommended corridor revision to avoid the Big Horn Mountain Wilderness Area.
- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

At the time of the review, the existing corridor location (Figure 3.5-28a) with the above changes is considered to be the best balance in meeting the siting principles. In general, Corridor 30-52 follows Interstate 10 but does not follow existing energy infrastructure from MP 128 to MP 200. The recommended corridor revisions would maximize utility through a corridor braid collocated with the proposed Ten West Link transmission line and would increase capacity for future projects. The recommended corridor revisions would promote efficient use of the landscape by providing a pathway for energy transport, particularly electricity transmission, from Palo Verde Generating Station into California. There is potential for solar energy development south of Interstate 10 (Brenda SEZ) and north of Interstate 10 (REDA) that would support connectivity to multiple energy generation sources. Many of the energy production projects along I-10, the Riverside East SEZ, and the adjacent DFAs in California have generation-tie lines that use the corridors, which create congestion near the major substations. The recommended revisions would create a less congested pathway to accommodate future energy development and transmission. There is a bottleneck around the San Geronio Pass approximately 17 miles west of the corridor from MP 0, where it has been challenging in the past to site additional transmission. While the bottleneck would not affect development within the corridor, it could be problematic for project proponents developing energy infrastructure west of the corridor. The Riverside East SEZ overlaps the corridor in California, and REDAs overlap the corridor in Arizona. The Agencies suggest coordination by the BLM and USFS to avoid or restrict siting of nonlinear features such as geothermal and solar energy development within the corridor.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Concern that only direct impacts were considered on the Colorado River Indian Tribes (CRIT) Reservations and did not consider tribal or cultural resources located within the ancestral territory of CRIT Tribal Members, including on lands that are now under the jurisdiction of the federal government.
- Consultation should have occurred prior to the release of the Region 1 abstracts and meaningful consultation must take place before any further decision-making regarding this project occurs.
- All prehistoric cultural resources, including both known and yet-to-be-discovered sites should be avoided if feasible; otherwise, incorporate recommendations regarding in-situ reburial of uncovered artifacts.
- Agencies should complete ethnographic studies and archaeological surveys of roads proposed for travel and transportation in order to best understand if some roads require closure or limited access to protect prehistoric resources and Tribal monitors should be used to complete this work.
- A cultural resource inventory of the corridor area should be conducted by a qualified archaeologist prior to ROW approval and development and cultural resources should be avoided whenever possible during ground disturbing activities.
- An approved Cultural Resource Monitor(s) should be present during any ground disturbing activities (including archaeological testing and surveys) within the Section 368 energy corridor.
- Consider a recent land conveyance that could be used for development of renewable energy, connecting with the planned Ten West Link or the Palo Verde Devers transmission lines.

- The Agencies should complete cultural inventories involving landscape-level evaluations to inform recommendations for possible corridor revision or deletion and enhance partnerships with Tribes.
- Analyze the corridor for potential impacts on Yuma Ridgway Rail habitat in the vicinity of the Colorado River and near the Gila and Hassayampa River confluence.
- Future development within the corridor could impact cultural sites (campsites and artifact scatters) and rock art sites that are located on both NPS and BLM lands.
- Consider potential impacts on Joshua Tree National Park air quality.
- Support for the corridor and support for using alternatives and lessons learned from the proposed Ten West Link transmission line.

These concerns should be considered during any land use planning revisions that would affect the corridor.

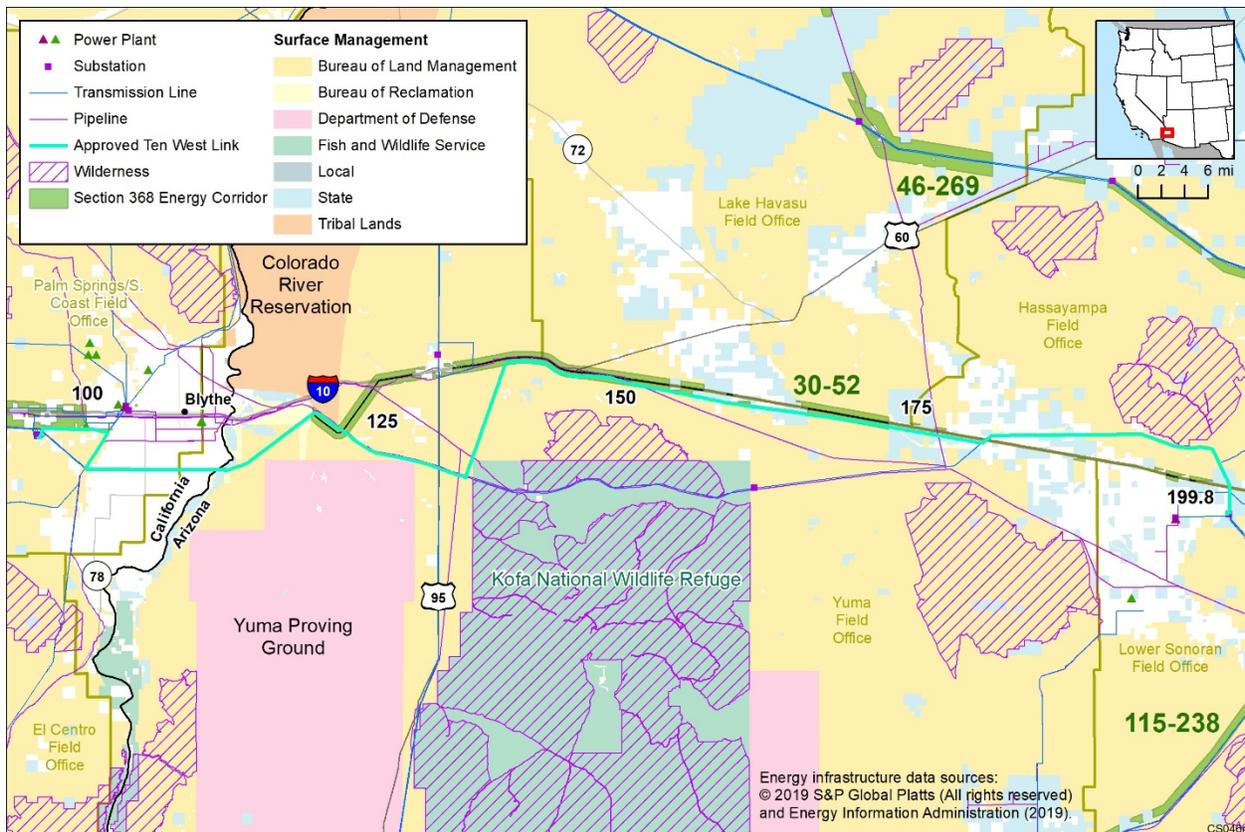


Figure 3.5-28b. Corridor 30-52, as designated.

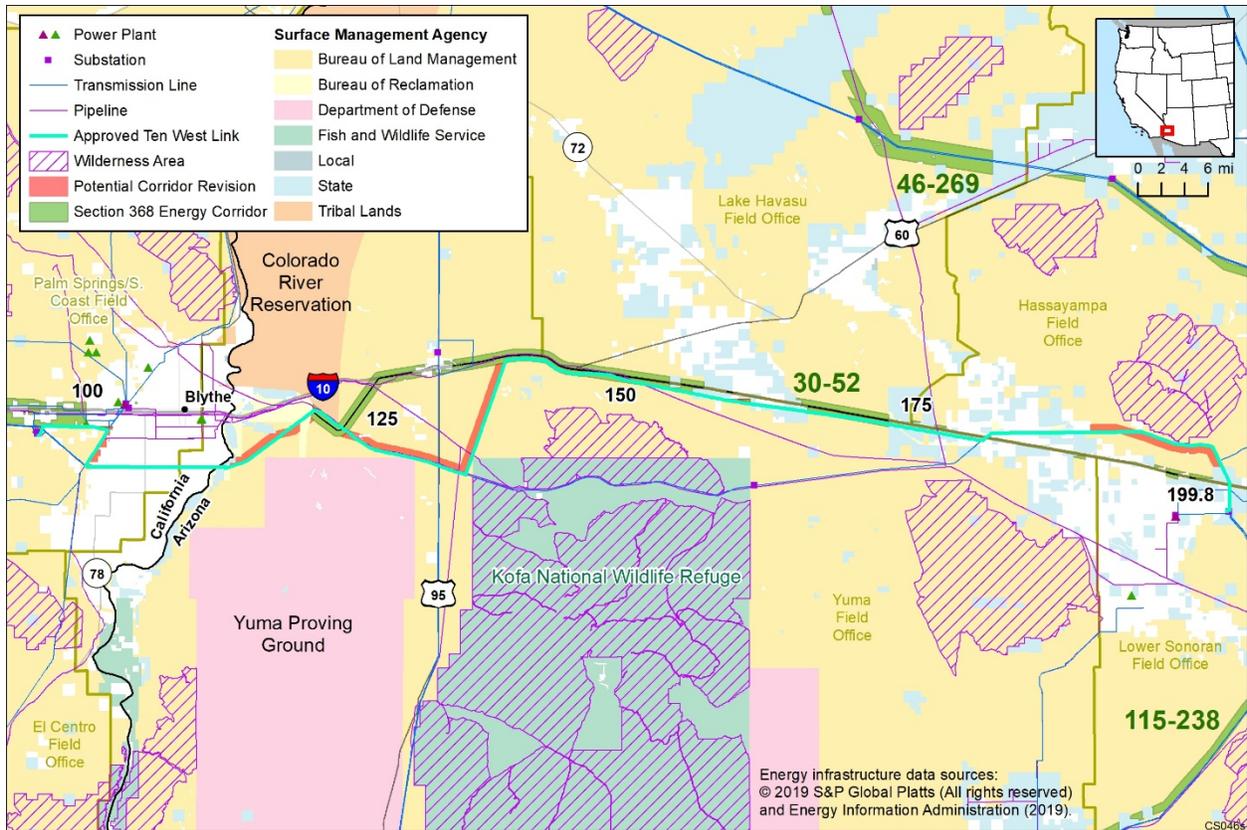


Figure 3.5-28c. Recommended Revision to Corridor 30-52

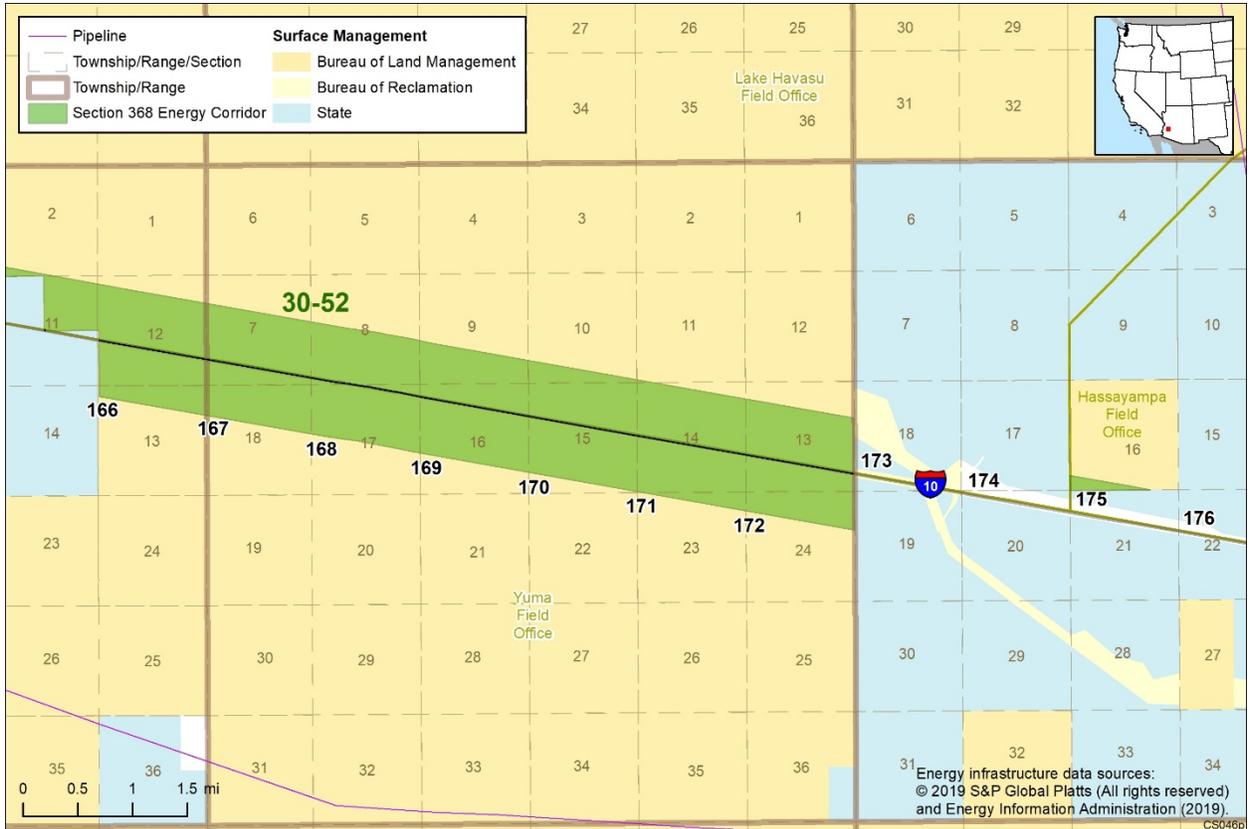


Figure 3.5-28d. Corridor 30-52, as designated.

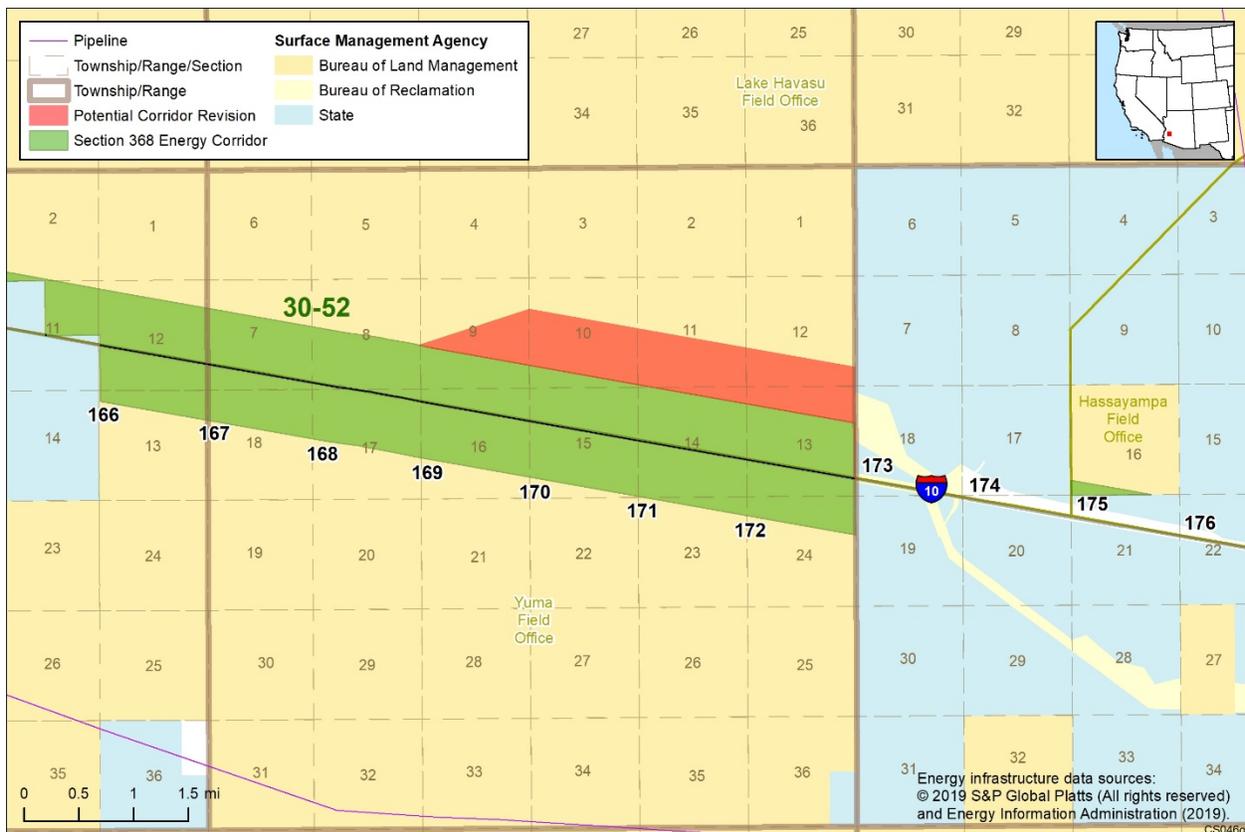


Figure 3.5-28e. Recommended Revision to Corridor 30-52.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 30-52, specific issues that would be addressed through recommended IOP revisions or additions include:

- The Agencies could consider an IOP for habitat connectivity so that projects within Section 368 energy corridors are sited and designed in a manner that minimizes impacts on habitat connectivity.
- Wildlife migration corridors have been identified within the corridor. The Agencies could consider an IOP to help minimize impacts on wildlife migration corridors and habitats for Bighorn Sheep.
- MTR-IR and MTR-VR intersect the corridor. Adherence to the existing IOP regarding coordination with DoD would be required. The Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.
- The Agencies could consider a revision to the existing IOP to include early tribal engagement during the conceptual stage of route planning for energy projects to help address tribal concerns.

Corridor Abstract

Comprehensive background information and the Agency’s review and analysis of the existing corridor can be located in Corridor Abstract 30-52 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 35-43 (Windermere Corridor)

Agency Jurisdiction

Nevada County

Bureau of Land Management
Wells Field Office

Elko County

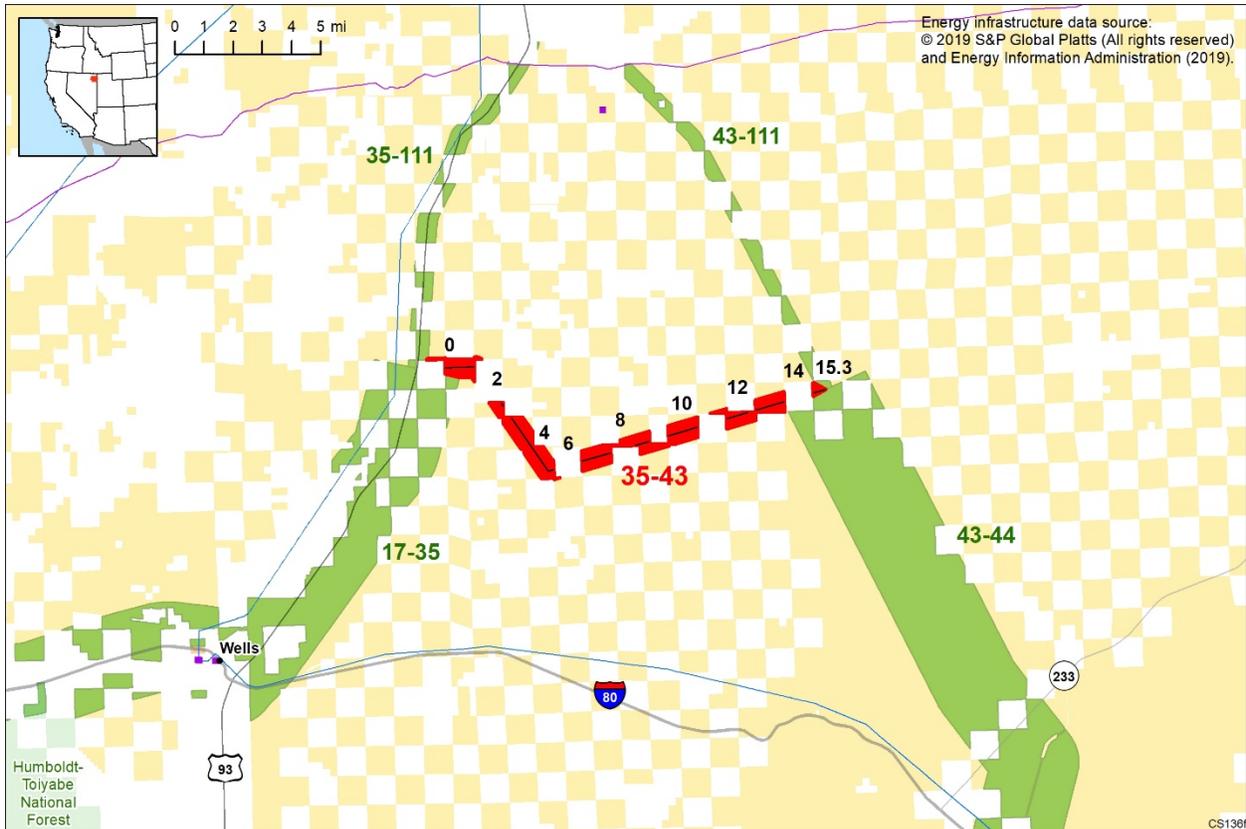


Figure 3.5-29a. Corridor 35-43 and nearby electric transmission lines and pipelines (subject corridor in red).

Resource Management Plan

Wells RMP (1985)

NVCA GRSG RMPA (2015)

Corridor width: 3,500 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Modifications Summary and Rationale

- Revise the corridor to approximately 7 mi south of its current location to align with I-80 and/or the existing 138-kV transmission line (Figures 3.5-29b and c).

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

At the time of the review, the existing corridor location (Figure 3.5-29a) with the above changes is considered to be the best balance in meeting the siting principles. The recommended corridor revision would minimize impacts by avoiding GRSG PHMAs and leks and the California NHT, while maximizing utility through collocation with existing infrastructure. The recommended corridor revision would promote efficient use of the landscape by providing east-west energy connectivity between Section 368 energy corridors while reducing corridor overlap with identified GRSG habitat allocations. In addition, the NVCA GRSG ARMPA narrowed corridor to no more than 3,500 ft. within PHMAs and GHMAs, further minimizing potential impacts.

Additional Stakeholder Input

No specific input was received on the Regions 2 and 3 Report.

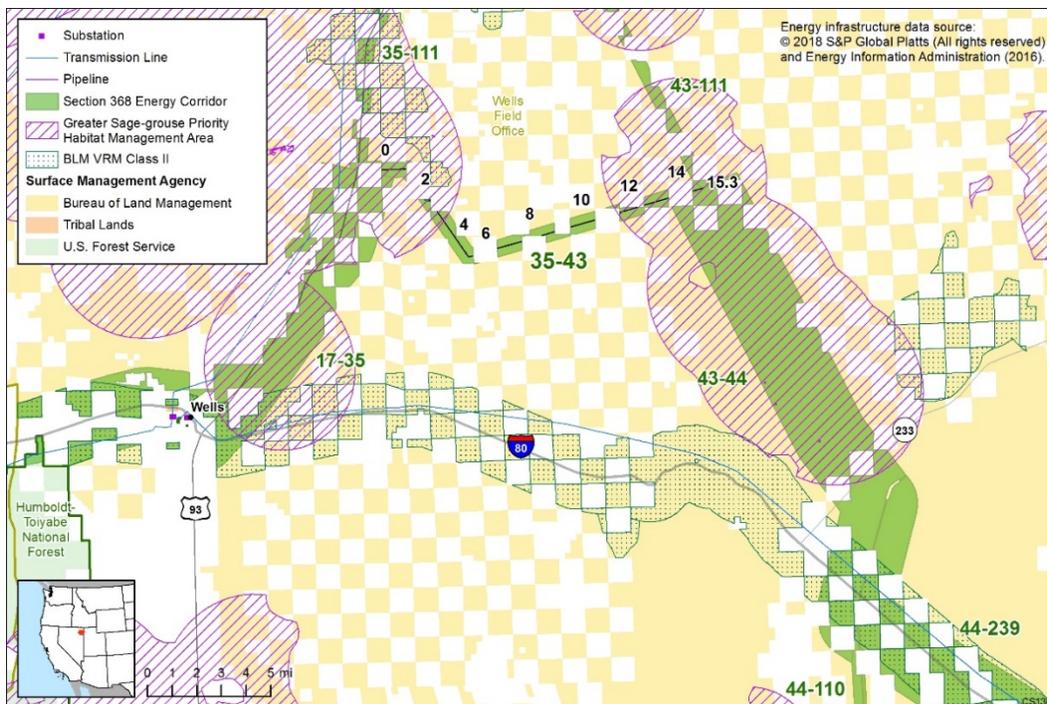


Figure 3.5-29b. Corridor 35-43, as designated.

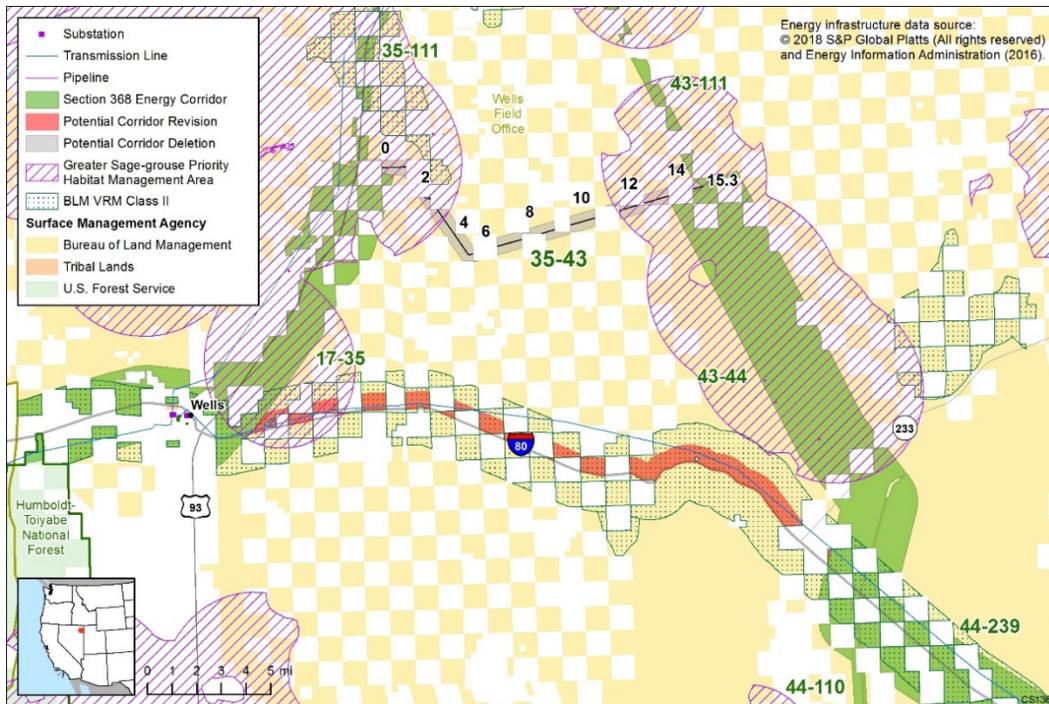


Figure 3.5-29c. Recommended Revision to Corridor 35-43.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 35-43, specific issues that would be addressed through recommended IOP revisions or additions include:

- California NHT and Four Trails Feasibility Study Trail intersect the corridor at MP 0. The recommended corridor revision would avoid the El Camino Real de Tierra Adentro NHT, but the Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor to help minimize impacts from future development where the trails intersect the corridor at its current location.
- VRM Class II areas are located along the California NHT just north of where it intersects the designated corridor. The recommended corridor revision would avoid VRM Class II areas at this location; however, VRM Class II areas are also located along I-80 and the recommended corridor revision. There could also be an opportunity to revise the VRM class in this area. The Agencies could consider a revision to the existing IOP related to visual resources to help further minimize impacts where the corridor intersects VRM Class II along I-80.
- MTRs do not intersect the corridor; however, MTR-IR intersects the recommended corridor revision. Adherence to the existing IOP regarding coordination with DoD would be required. The Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 35-43 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 35-111 (Wilkins to Rocky Peak)

Agency Jurisdiction

Nevada County

Bureau of Land Management
Wells Field Office

Elko County

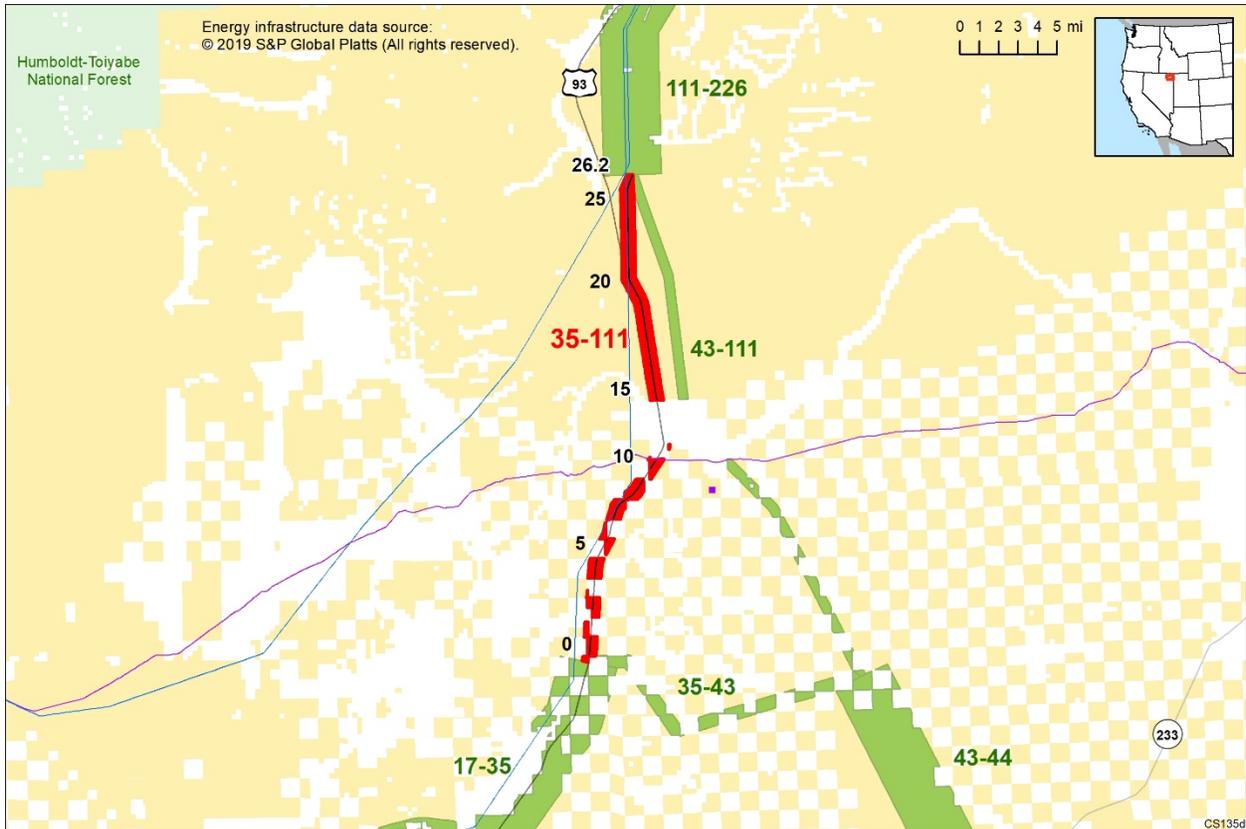


Figure 3.5-30. Corridor 35-111 and nearby electric transmission lines and pipelines (subject corridor in red).

Resource Management Plan

Wells RMP (1985)

NVCA GRSG ARMPA (2015)

Corridor width: 3,500 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Modifications Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).
- VRM Class II areas are located along the corridor between MP 2 to MP 8. Further development within the corridor could be limited as VRM Class II allows for low-level of change to the characteristic landscape. There is a need and opportunity to provide clarification on the management prescriptions in the land use plan: options include revising the corridor, revising the VRM class within the corridor, or providing clarification that avoiding the VRM Class II area has already been reviewed and the best method to meet the siting principles is through minimizing or mitigating impacts on a case-by-case basis.

At the time of the review, the existing corridor location (Figure 3.5-30) with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a link to other Section 368 energy corridors (Corridor 111-226 to the north and Corridors 17-35 and 35-43 to the south), creating a north-south pathway for electrical transmission from Idaho to southern Nevada. The current alignment avoids GRSG PHMAs to the greatest extent possible while maintaining a preferred route for potential future energy development to be collocated with existing infrastructure (i.e., U.S. Highway 93). In addition, the NVCA GRSG ARMPA narrowed the corridor to no more than 3,500 ft. within PHMAs and GHMAs, minimizing potential impacts.

Additional Stakeholder Input

No specific input was received on the Regions 2 and 3 Report.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 35-111, specific issues that would be addressed through recommended IOP revisions or additions include:

- Both the California NHT and Four Trails Feasibility Study Trail are as close as 530 ft east of the corridor and corridor gap. The Four Trails Feasibility Study Trail also intersects the corridor between MP 1 and MP 2. The Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.
- MTRs (IR and VR) intersect the corridor. Adherence to the existing IOP regarding coordination with DoD would be required. The Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 35-111 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 36-112 (West Twin Falls Corridor)

Agency Jurisdictions

Bureau of Land Management
Jarbidge Field Office
Shoshone Field Office

Idaho Counties

Elmore County
Gooding County
Jerome County
Twin Falls County

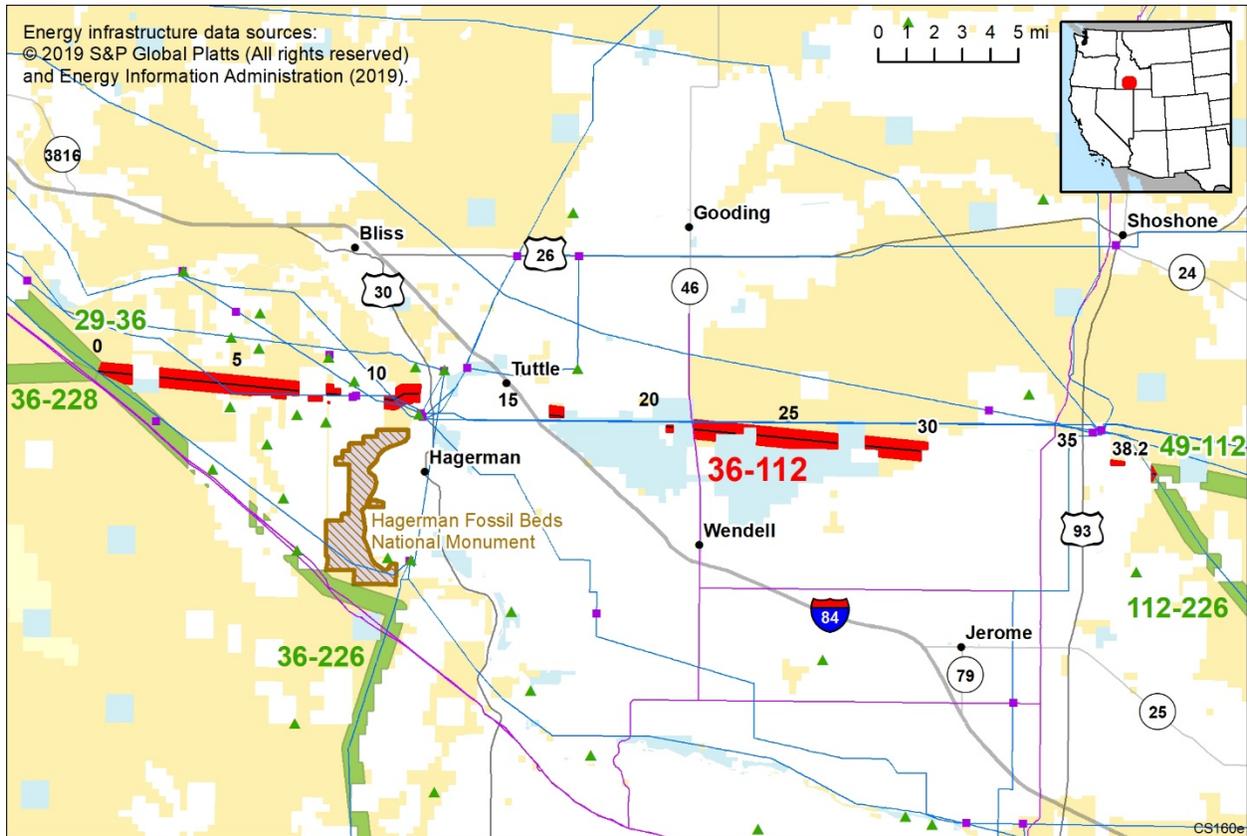


Figure 3.5-31a. Corridor 36-112 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Jarbidge RMP (2015)
Monument RMP (1986)
IDMT GRSG ARMPA (2015)

Corridor width: 3,500 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Enhancements Summary and Rationale

- Re-route the corridor along the Gateway West approved route (and existing infrastructure) beginning at MP 46 of Corridor 29-36 connecting to Corridor 36-112 at the end of the corridor [MP 38], Figure 3.5-31b and c). Rerouting along Gateway West would avoid the Oregon NHT, Snake River WSR, and non-federal lands (including prime farmland) but it would increase the area of intersection with VRM Class II and GRSG GHMA.
- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

At the time of the review, the existing corridor location (Figure 3.5-31a) with the above changes is considered to be the best balance in meeting the siting principles. The recommended revision would minimize impacts on the Oregon NHT, Snake River WSR, and non-federal lands to the greatest extent possible while maintaining a preferred route for potential future energy development collocated with the recently authorized Gateway West Transmission Project. The recommended revision would promote efficient use of the landscape by providing a link to other Section 368 energy corridors (Corridor 29-36 and Corridor 36-228 [recommended for deletion] to the west, Corridor 49-112 to the east, and Corridors 36-226 and 112-226 to the south), creating a pathway for electrical and pipeline transmission in southern Idaho.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Consider impacts from proliferation of access roads; early planning is needed to avoid spiral networks.

These concerns should be considered during any land use planning revisions that would affect the corridor.

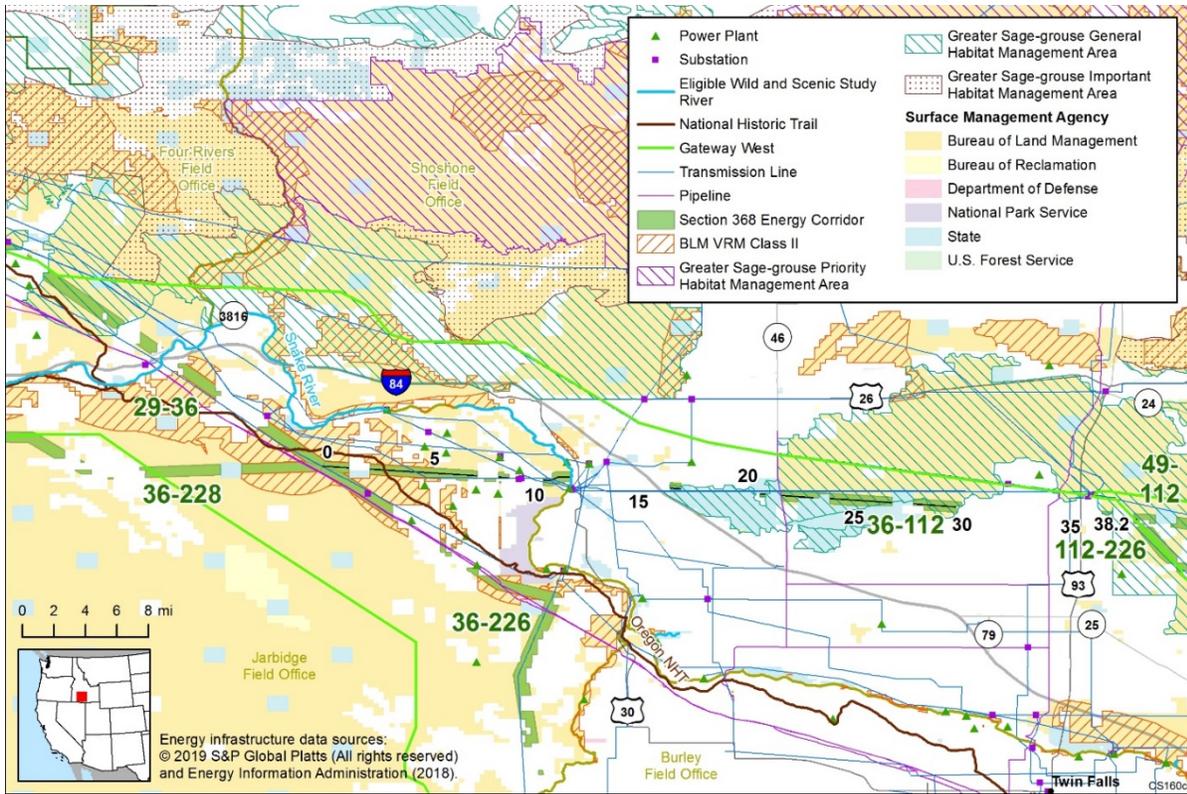


Figure 3.5-31b. Corridor 36-112 as designated

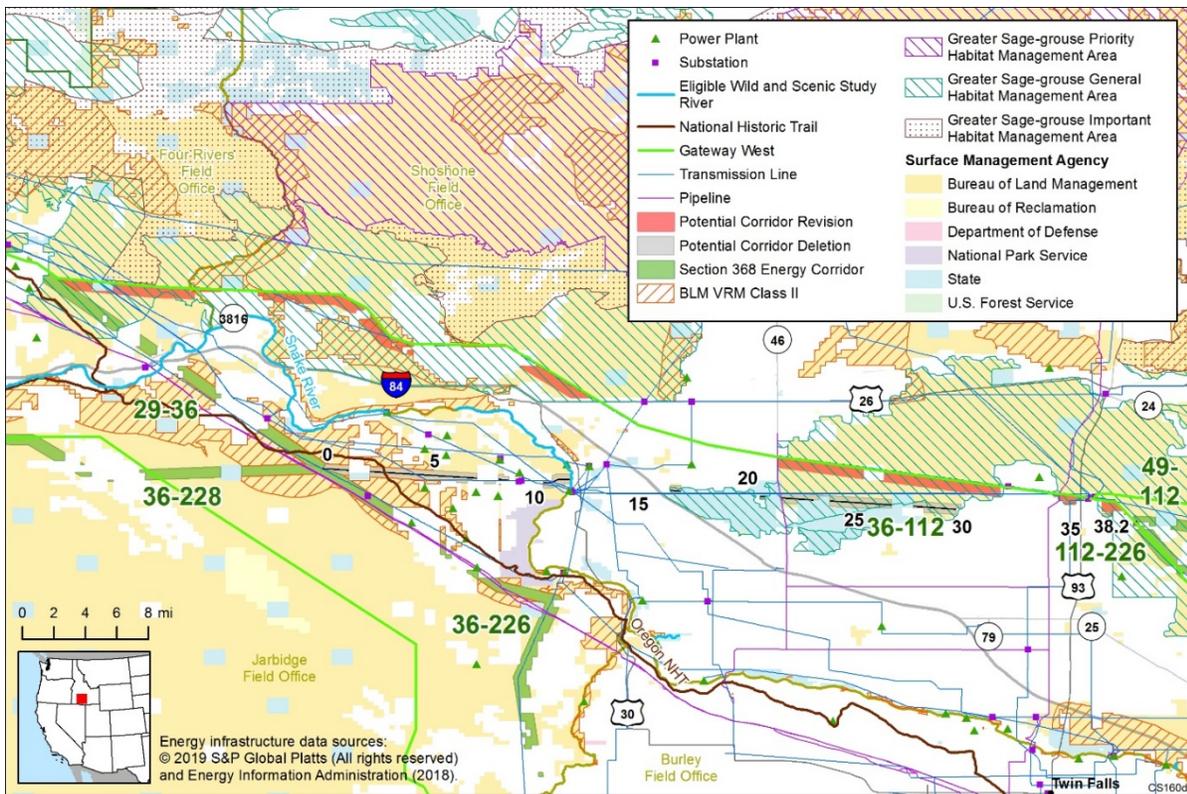


Figure 3.5-31c. Recommended Revision to Corridor 36-112

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 36-112, specific issues that would be addressed through recommended IOP revisions or additions include:

- The Oregon NHT and the corridor intersect. Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 36-112 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 36-226 (West Twin Falls Corridor)

Agency Jurisdictions

Bureau of Land Management
Burley Field Office
Jarbidge Field Office

Idaho Counties

Elmore County
Twin Falls County

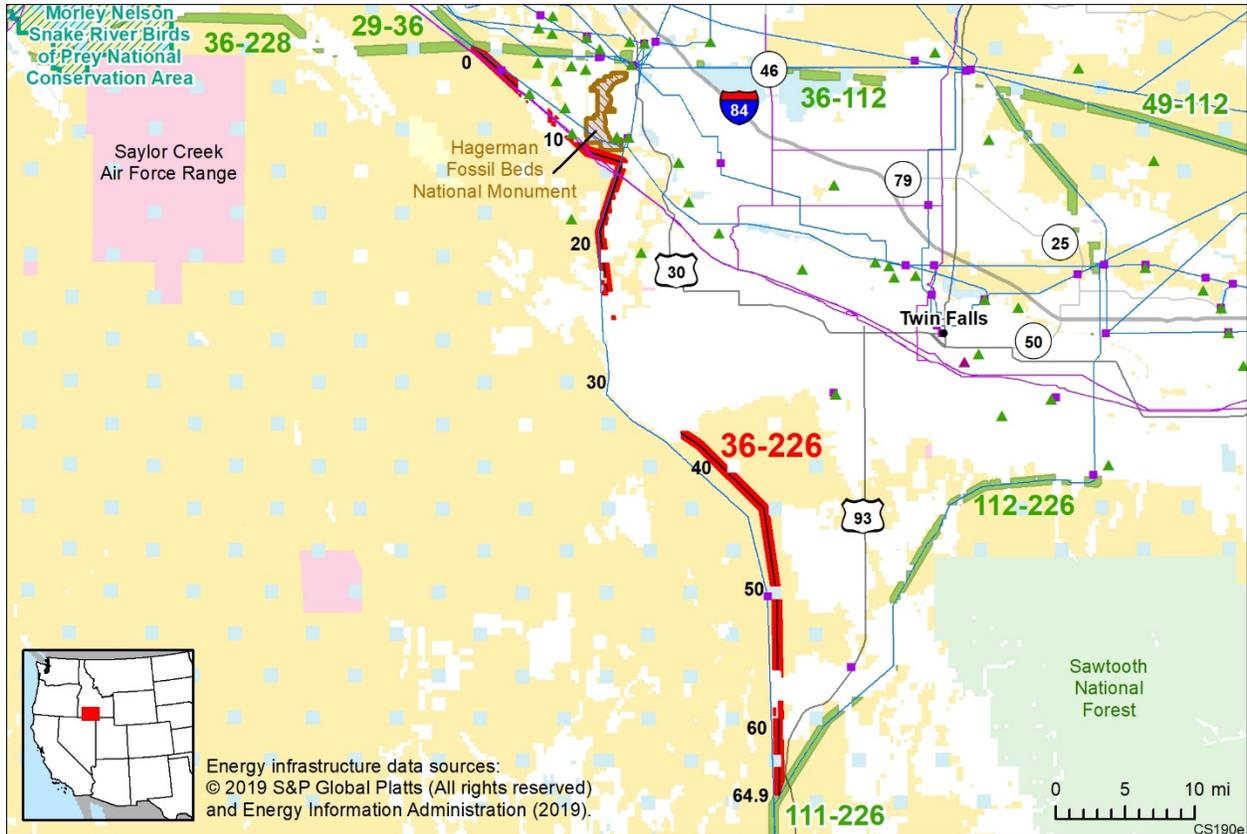


Figure 3.5-32a. Corridor 36-226 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Jarbidge RMP (2015)
Twin Falls MFP (1982)
IDMT GRSG ARMPA (2015).

Corridor width: 3,500 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Enhancements Summary and Rationale

- Shift the corridor along the recently authorized Gateway West route beginning at MP 8 of Corridor 36-228 (recommended for deletion) and connecting to Corridor 36-226 at MP 42 (Figure 3.5-32b and c). Between MP 40 and MP 64.9, shift corridor slightly to the west to have the existing 116-kV transmission line as its western boundary.
- Add a secondary route or corridor braid along Gateway West connecting Corridor 36-226 (MP 42) to Corridor 112-226 (MP 38) (Figure 3.5-32b and c).
- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

At the time of the review, the existing corridor location (Figure 3.5-32a) with the above changes is considered to be the best balance in meeting the siting principles. The recently approved 500-kV Gateway West transmission project is located approximately 7 miles west of, and parallel to, most of the corridor for most of its length. The recommended revision would collocate with the recently authorized Gateway West Transmission Project and avoid sensitive areas, including the Oregon NHT, Fossil Beds National Monument, and non-federal lands (including prime farmland) to the greatest extent possible. The recommended revision would also create a preferred route for potential future energy development by connecting multiple Section 368 energy corridors, creating an interstate pathway for electrical and pipeline transmission between Nevada and Idaho. There has been interest in wind energy that could support the corridor.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Separation requirements for transmission lines could result in larger visual impacts/visual intrusion.
- Non-native vegetation and noxious weeds, noise impacts, habitat destruction and wildlife impacts, cultural concerns, and lands with wilderness characteristics.

These concerns should be considered during any land use planning revisions that would affect the corridor.

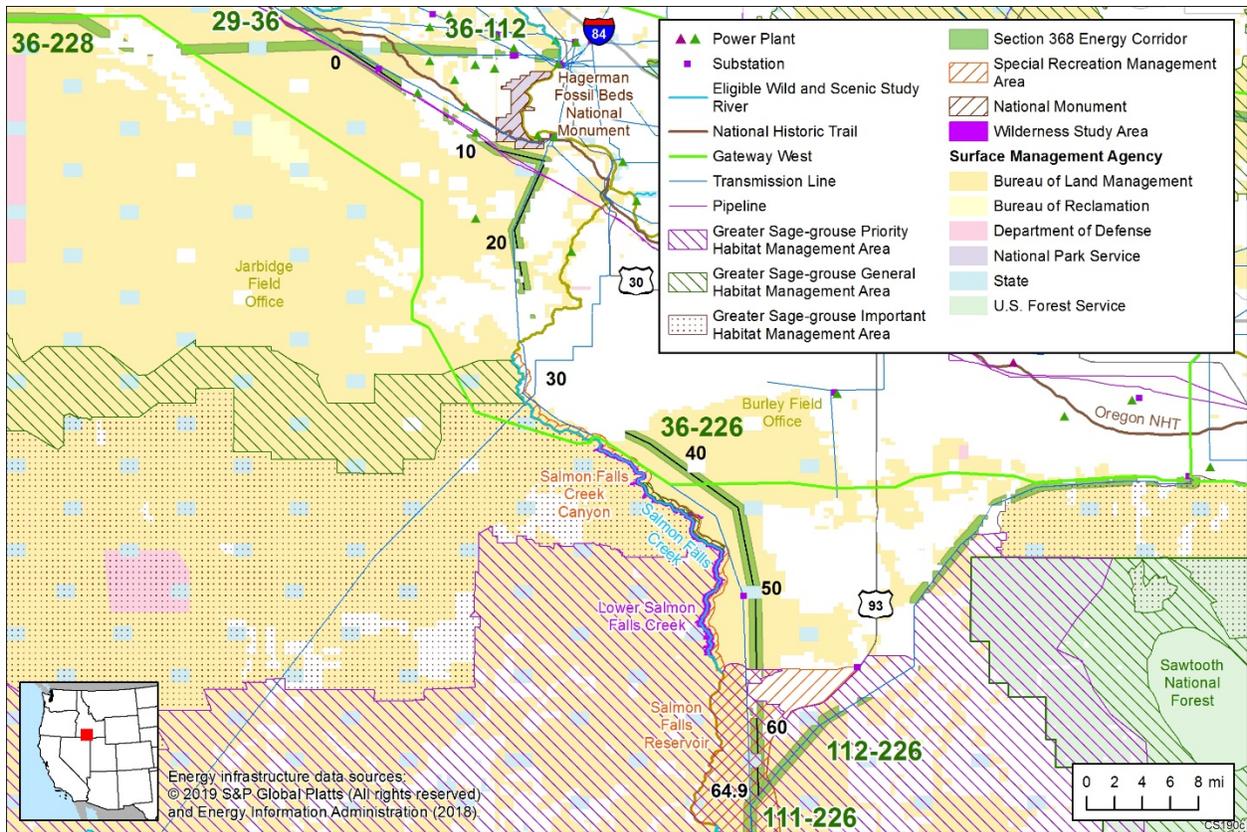


Figure 3.5-32b. Corridor 36-226, as designated

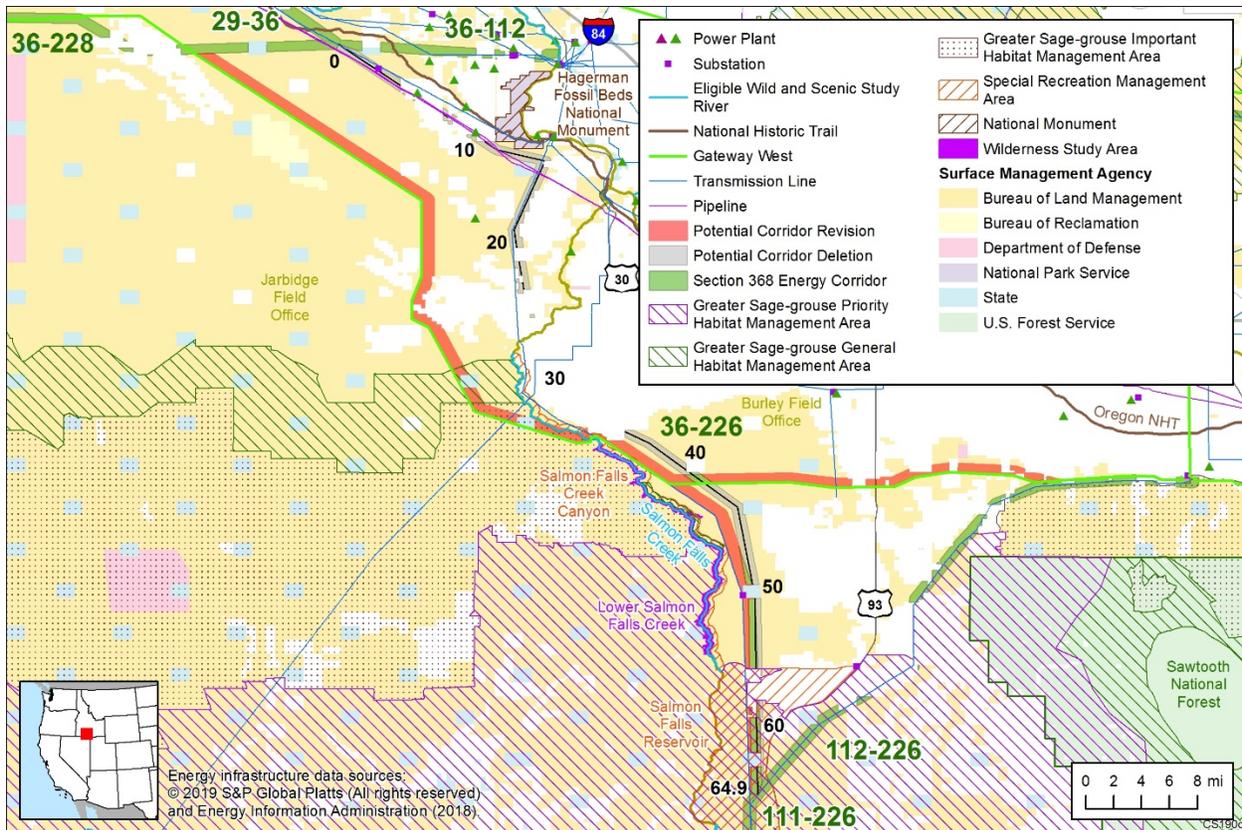


Figure 3.5-32c. Recommended Revision to Corridor 36-226

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 36-226, specific issues that would be addressed through recommended IOP revisions or additions include:

- The Oregon NHT is parallel to, but does not intersect, the corridor. The Agencies could consider new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.

Corridor Abstract

Comprehensive background information and the Agency’s review and analysis of the existing corridor can be located in Corridor Abstract 36-226 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 36-228 (Twin Falls to Boise Corridor)

Agency Jurisdictions

Bureau of Land Management

Bruneau Field Office
 Four Rivers Field Office
 Jarbidge Field Office
 Owyhee Field Office

Idaho Counties

Elmore County
 Owyhee County

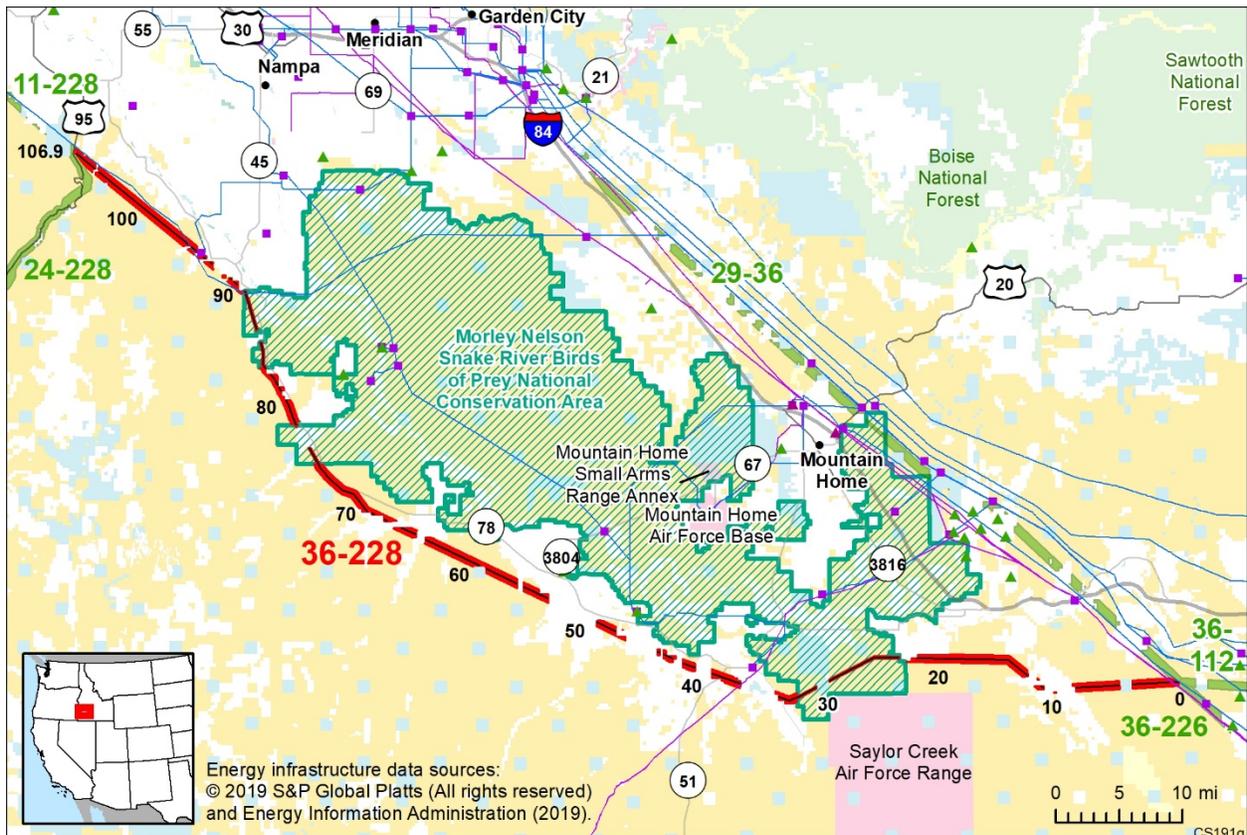


Figure 3.5-33. Corridor 36-228 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

- Bruneau MFP (1983)
- Jarbidge RMP (2015)
- Kuna MFP (1983)
- Owyhee RMP (1999)
- Snake River Birds of Prey NCA RMP and ROD (2008)
- IDMT GRSG ARMPA (2015)

Corridor width: 1,000 ft in Four Rivers FO, remainder 3,500 ft.
Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Enhancements Summary and Rationale

- Delete Corridor 36-228.

While the corridor creates a continuous east-west interstate corridor network across BLM- and USFS-administered lands from Oregon across Idaho (Corridors 11-228 and 24-228 to the west and Corridors 29-36, 36-226, and 36-112 to the east) (Figure 3.5-33), there is strong local government and community opposition to the corridor's location. The corridor crosses private lands used for agriculture and grazing where there is currently no infrastructure. The authorized Gateway West project did not route its transmission line through the corridor due to local opposition, making future development within the corridor unlikely.

The Agencies considered recommended revisions along the authorized Gateway West route through the Morley Nelson Snake River Birds of Prey NCA. The Morley Nelson Snake River Birds of Prey National Conservation Area Boundary Modification Act removed land along the Gateway West transmission line right-of-way from NCA status and it is unlikely that enough capacity could be added within the ROW to warrant Section 368 energy corridor designation. The Agencies also considered recommended revisions along the Gateway West Alternative 9E which avoids some private lands but local governments and communities also oppose this route.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Developing infrastructure on private land would preclude future use of the land for agriculture and grazing.
- Corridor 29-36 is not redundant with Corridor 36-228. Corridor 29-36 contains a lot of infrastructure; therefore, future capacity might be limited.
- There is interest in solar energy development in the area.
- Consider routing corridor straight west from alternate southern route to connect to Corridor 24-228. This would eliminate some additional crossing of the NCA (MP 75 to 77; MP 83 to 84), but would cross more private land, and undisturbed area (roads, etc.)
- Boise District Resource Advisory Council Subcommittee Report determined that development within the corridor would have serious impacts on communities, resources, and private landowners. Oppose recommended revision along Gateway West alternative 9E due to GRSG populations and habitat, potential impacts on vegetation systems, potential impacts on the viewshed of wilderness areas to the south, rugged terrain, and because it does not avoid private property impacts.
- Possible conflict between the recommended revision through the NCA- the NCA emphasizes habitat protection with economic development and restricts major utility developments to Corridors 36-228 and 29-36 which is contrary to Section 368 of the 2005 Energy Act. The Act states directs the

Secretaries to incorporate the corridors into the relevant agency land use plans within 2 years; that action should have been taken on the NCA at that time and should be done now

- Delete corridor because it conflicts with the NCA.
- Delete corridor because it conflicts with private agricultural lands. There is a long history of local opposition to this corridor, beginning when the corridor was originally designated in 2009. There was also local opposition to the Gateway West project.

These concerns should be considered during any land use planning revisions that would affect the corridor.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 36-228 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 37-39 (East Apex Connector)

Agency Jurisdictions

Bureau of Land Management
Southern Nevada District Office
Las Vegas Field Office

Nevada County

Clark County

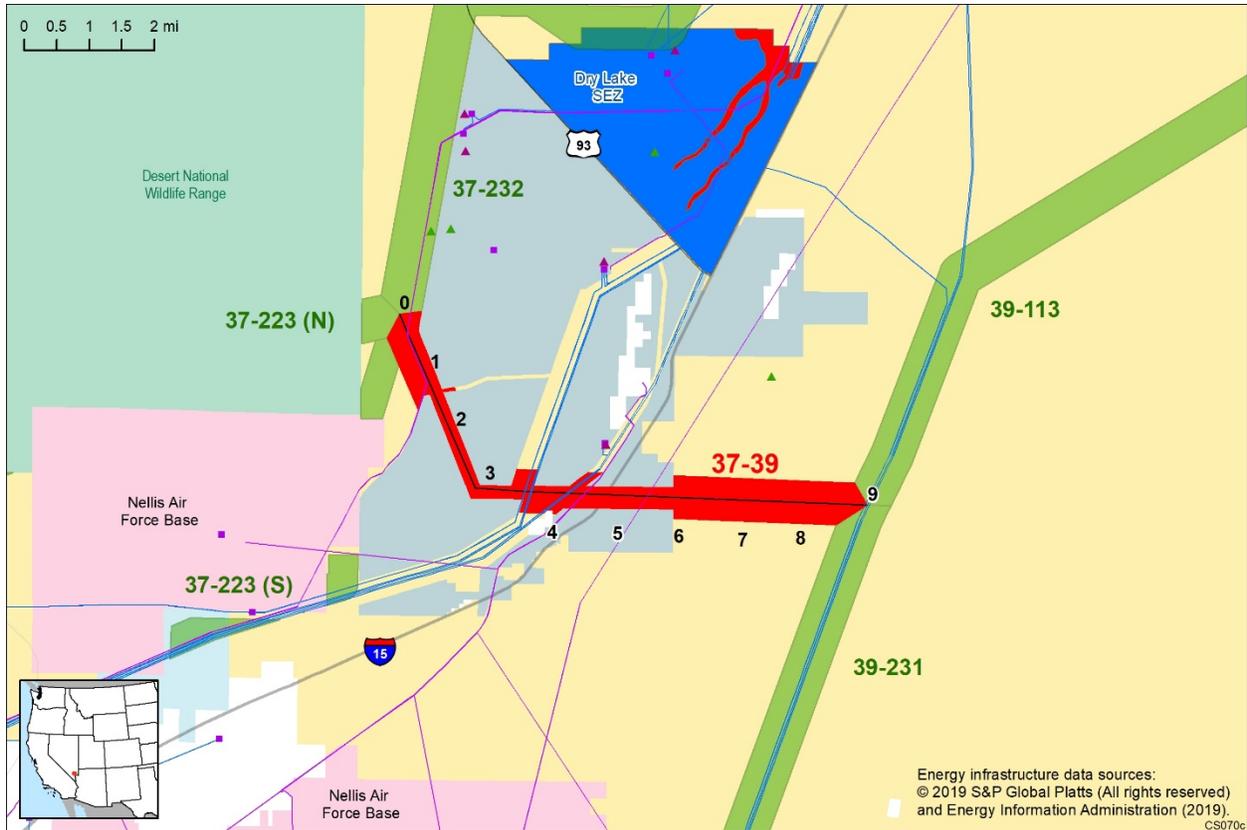


Figure 3.5-34. Corridor 37-39 and nearby electric transmission lines and pipelines (subject corridor in red).

Land and Resource Management Plans

Las Vegas Resource Management Plan (1998)

Corridor width: 3,500 ft, 1,800 ft where federal land is limited.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).

- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

At the time of the review, the existing corridor location (Figure 3.5-34) with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a link to multiple Section 368 energy corridors (Corridors 39-113, 39-231, and 37-232), creating an energy pathway for electrical and pipeline transmission near Las Vegas, Nevada. The corridor has capacity for future infrastructure development, and is close to the Dry Lake SEZ, which provides an opportunity for the corridor to accommodate transmission tied to renewable energy development. Although acceptable uses in the WWEC PEIS were defined as ‘oil, gas, and hydrogen pipelines and electricity transmission and distribution facilities,’ the corridor was previously congressionally designated for industrial use in the Apex area and those industrial uses are compatible within the corridor. The corridor surrounds Solo Mountain, LLC’s southern boundary and could interfere with future utility infrastructure for industrial uses in the Apex area.

Additional Stakeholder Input

No specific input was received on the Region 1 Report.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 37-39, specific issues that would be addressed through recommended IOP revisions or additions include:

- The Agencies could consider an IOP for habitat connectivity so that projects within Section 368 energy corridors are sited and designed in a manner that minimizes impacts on Desert Tortoise habitat connectivity.
- The corridor crosses the Old Spanish NHT from MP 7 to MP 8. The Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.

Corridor Abstract

Comprehensive background information and the Agency’s review and analysis of the existing corridor can be located in Corridor Abstract 37-39 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 37-223 (West Apex)

Agency Jurisdictions

Bureau of Land Management
Las Vegas Field Office

Nevada County

Clark County

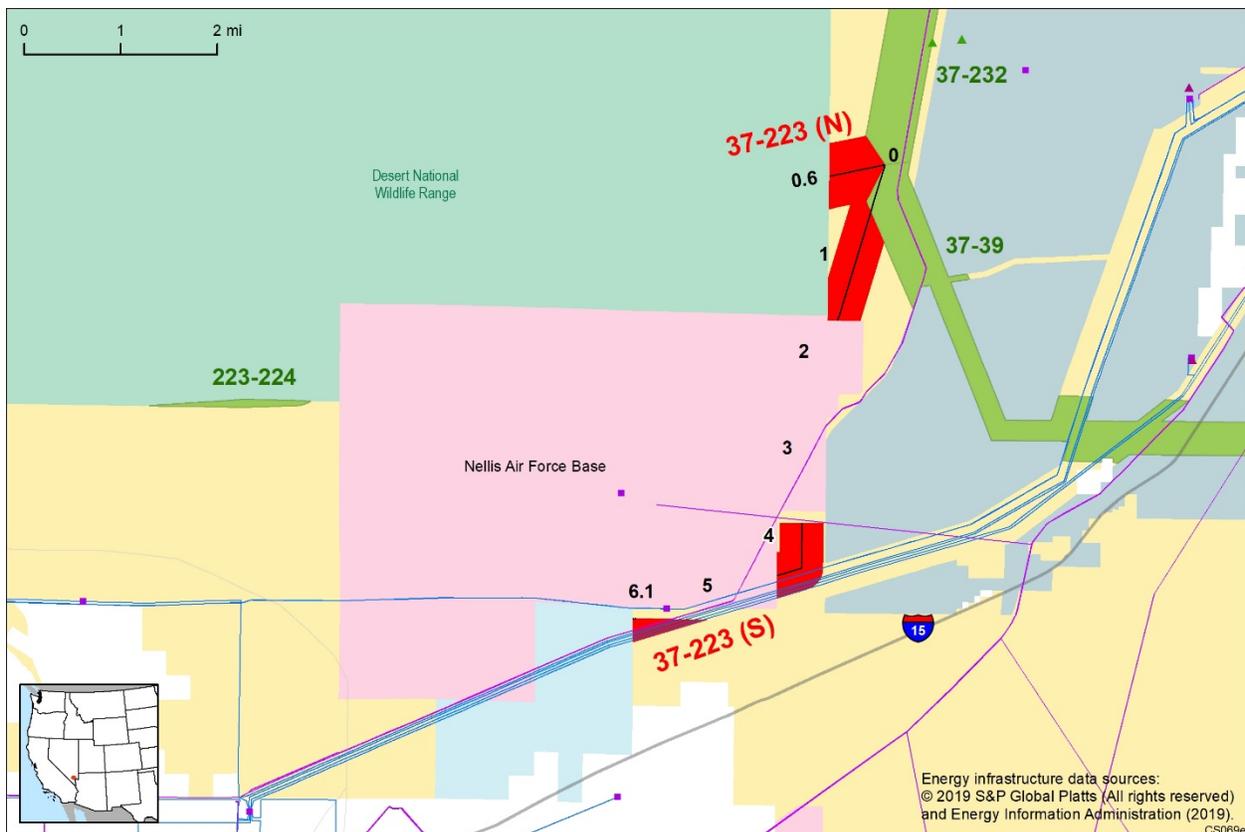


Figure 3.5-35a. Corridor 37-223 and nearby electric transmission lines and pipelines (subject corridor in red).

Land and Resource Management Plans

Las Vegas RMP (1998)

Corridor width: 3,500 ft for Corridor 37-223(N), 2,400 ft for Corridor 37-223(S).

Designated use: multi-modal for electric transmission and pipelines for Corridor 37-223(N), underground-only for Corridor 37-223(S).

Recommended Corridor Enhancements Summary and Rationale

- Delete Corridor 37-223(N) (Figure 3.5-35b and c).

- Consider re-routing the corridor along SNWA authorized ROWs from MP 1 to MP 2 to collocate with existing infrastructure and address jurisdictional gaps with the USFWS Desert National Wildlife Refuge and the DoD Nellis Small Arms Range (Figure 3.5-35b and c).
- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

Corridor 37-223(N) was sited in its current location (Figure 3.5-35a) with the intent to complete a Section 368 route across the northern portion of Las Vegas in response to anticipated demand for alternative routes in this high-use area [Corridor 223-224 to connect to Corridor 37-232 via Corridor 37-223(N and S)]. However, because Section 368 energy corridors were not designated on DoD- or USFWS-administered lands as anticipated, the connection is not complete and does not meet the siting principles. There are two existing natural gas pipelines and six existing above-ground transmission lines within Corridor 37-223(S). There is interest for use of the corridor, including pending applications for transmission lines. The recommended corridor revision for Corridor 37-223(S) would maximize utility of the corridor and promote efficient use of the environment across BLM-administered lands. The Dry Lake SEZ is less than four miles northeast of the corridors providing opportunity for the corridors to accommodate transmission generated from renewable energy development. Although acceptable uses in the WWEC PEIS were defined as 'oil, gas, and hydrogen pipelines and electricity transmission and distribution facilities,' the corridor was previously congressionally designated for industrial use in the Apex area and those industrial uses are compatible within the corridor.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Delete Corridor 37-223(N) because it overlaps with a proposed wilderness area and because of paleontological resource concerns.

These concerns should be considered during any land use planning revisions that would affect the corridor.

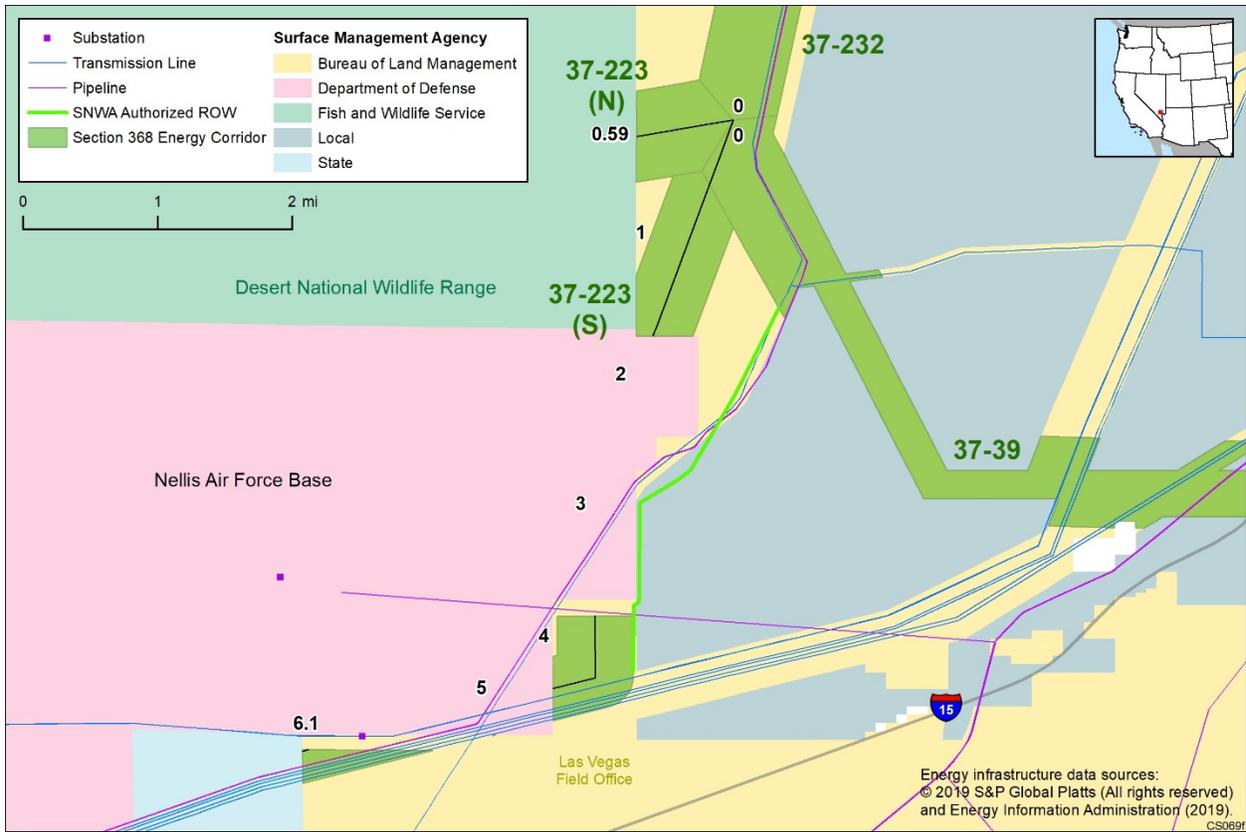


Figure 3.5-35b. Corridor 37-223, as designated

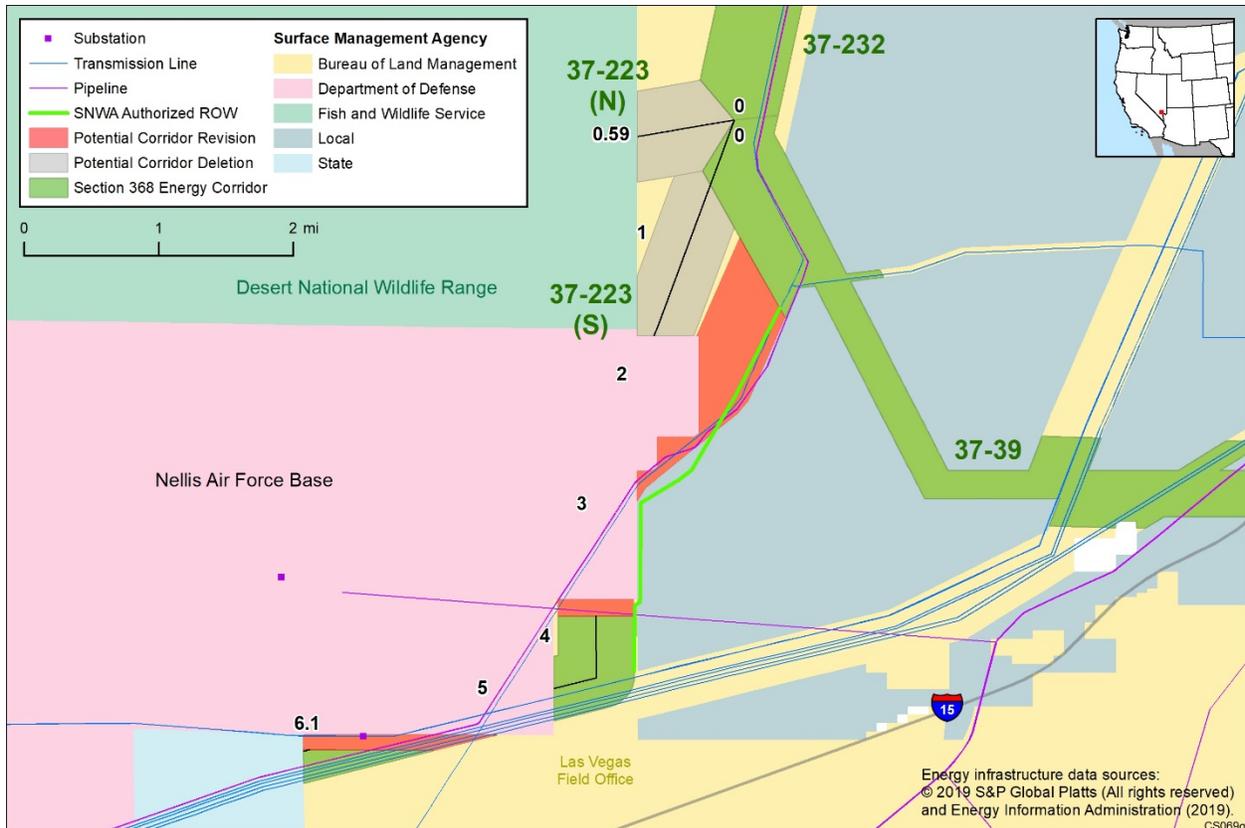


Figure 3.5-35c. Recommended Revision to Corridor 37-223

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 37-223, specific issues that would be addressed through recommended IOP revisions or additions include:

- The Agencies could consider an IOP for habitat connectivity so that projects within Section 368 energy corridors are sited and designed in a manner that minimizes impacts on Desert Tortoise habitat connectivity.

Corridor Abstract

Comprehensive background information and the Agency’s review and analysis of the existing corridor can be located in Corridor Abstract 37-223 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 37-232 (Coyote Springs)

Agency Jurisdictions

Bureau of Land Management
 Las Vegas Field Office
 Caliente Field Office

Nevada Counties

Clark County
 Lincoln County

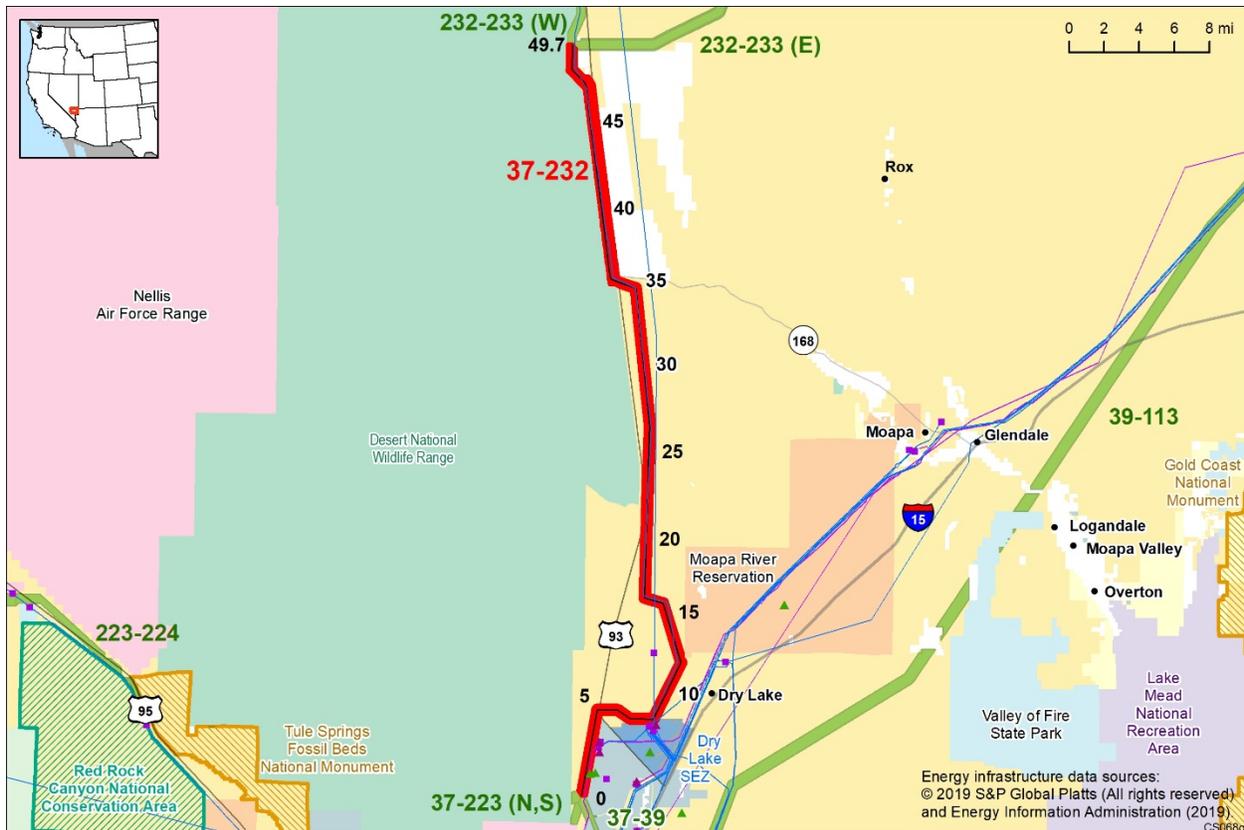


Figure 3.5-36a. Corridor 37-232 and nearby electric transmission lines and pipelines (subject corridor in red).

Land and Resource Management Plans

Las Vegas RMP (1998)
 Ely District RMP (2008)

Corridor width: 3,500 ft (MP 1 to MP 12), 2,640 ft (MP 12 to MP 35), variable (MP 35 to MP 49).
 Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Enhancements Summary and Rationale

- SNWA suggested adding a corridor segment along SNWA authorized ROW, which generally follows Highway 168 from MP 33 to the town of Moapa (Figure 3.5-36b and c).

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

At the time of the review, the existing corridor location (Figure 3.5-36a) with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a link to multiple Section 368 energy corridors (Corridor 37-223(N) [recommended for deletion] and Corridor 37-223(S) and Corridors 232-233(E) [recommended for deletion] and 232-233(W)), creating an interstate energy pathway for electrical and pipeline transmission between Las Vegas, Nevada and southern Idaho. The recommended corridor segment along the SNWA authorized ROW would provide another route along existing infrastructure. The corridor is collocated with existing transmission lines and natural gas pipelines, has capacity for future infrastructure development, and is adjacent to the Dry Lake SEZ, which provides an opportunity for the corridor to accommodate transmission tied to renewable energy development. The Agencies suggest coordination by the BLM and USFS to avoid or restrict siting of nonlinear features such as geothermal and solar energy development within the corridors. Although acceptable uses in the WWEC PEIS were defined as ‘oil, gas, and hydrogen pipelines and electricity transmission and distribution facilities,’ the corridor was previously congressionally designated for industrial use in the Apex area and those industrial uses are compatible within the corridor. The corridor lies along the rest of Apex’s western boundary and it is uncertain where future utility infrastructure might need to tie in for optimal connection routes for the industrial uses in the Apex area.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Narrow the corridor from MP 15 to MP 33 to avoid intersection with lands with wilderness characteristics and a proposed wilderness area.

These concerns should be considered during any land use planning revisions that would affect the corridor.

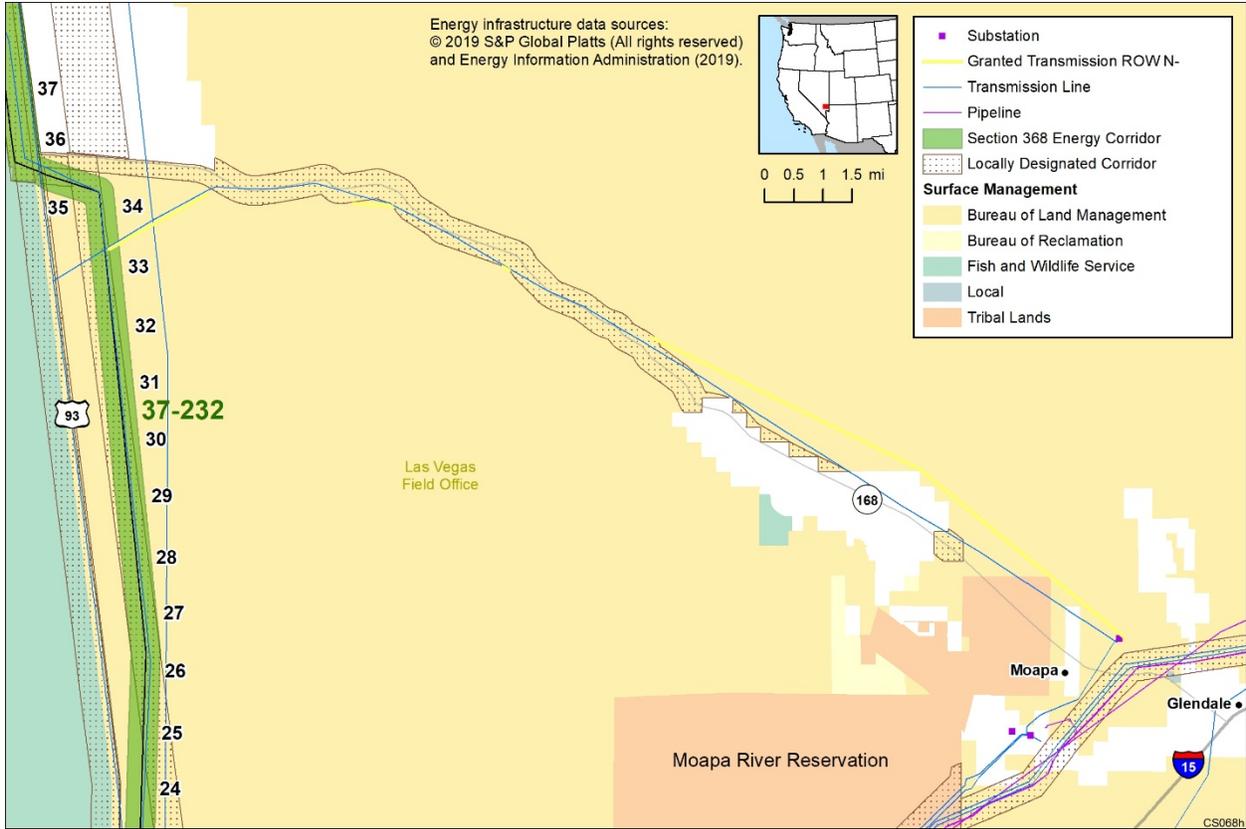


Figure 3.5-36b. Corridor 37-232, as designated

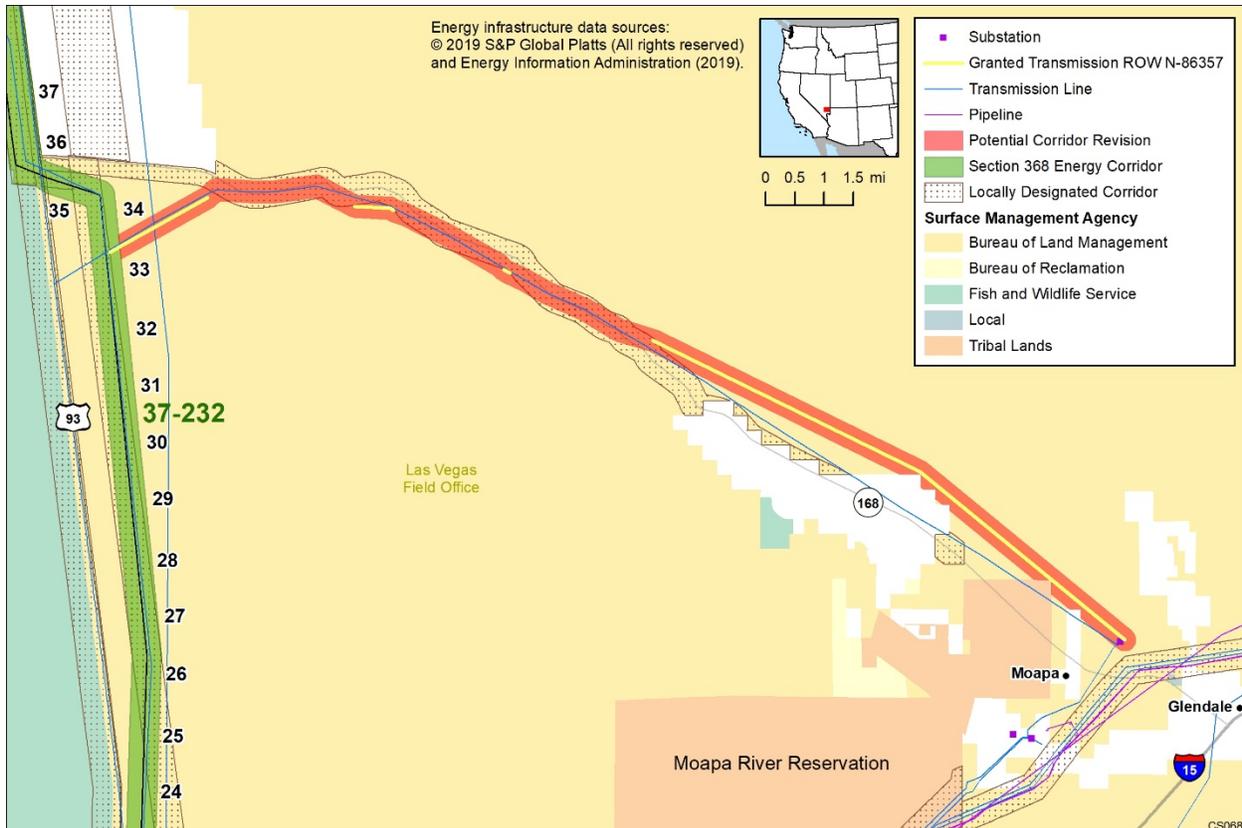


Figure 3.5-36c. Recommended Revision to Corridor 37-232

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 37-232, specific issues that would be addressed through recommended IOP revisions or additions include:

- The Agencies could consider an IOP for habitat connectivity so that projects within Section 368 energy corridors are sited and designed in a manner that minimizes impacts on Desert Tortoise habitat connectivity.
- SUA and the corridor intersect. Adherence to the existing IOP regarding coordination with DoD would be required. The Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 37-232 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 39-113 (East Apex/Mormon Mesa to St. George)

Agency Jurisdictions

Bureau of Land Management
Southern Nevada District Office
Las Vegas Field Office
Ely District Office
Caliente Field Office

Nevada Counties

Clark County
Lincoln County



Figure 3.5-37a. Corridor 39-113 and nearby electric transmission lines and pipelines (subject corridor in red).

Land and Resource Management Plans

Las Vegas RMP (1998)
Ely District RMP (2008)

Corridor width: 3,500 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Enhancements Summary and Rationale

- Reroute the corridor to avoid the Valley of Fire State Park from MP 0 to MP 46 (Figure 3-37b and c). Alternate routes could include realigning the corridor to the west to follow an existing locally designated corridor (Moapa Corridor), authorized TransWest Express transmission line, or along the existing 500-kV transmission line or Interstate 40. All alternate routes would require consultation and engagement with Tribes.
- Implement minor adjustments as appropriate to improve corridor alignment to better follow existing infrastructure and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).
 - The corridor intersects the Mormon Mesa ACEC. The Ely RMP (2008) states that ACECs are avoidance or exclusion areas. The corridor designation and management prescription for the ACEC have conflicting management objectives. There is a need to provide clarification on the management prescriptions in the land use plan: options include revising the corridor, revising the ACEC boundary, or providing clarification that avoiding the ACEC has already been reviewed and the best method to meet the siting principles is through minimizing or mitigating impacts on a case-by-case basis.

At the time of the review, the existing corridor location (Figure 3.5-37a) with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a link to other Section 368 energy corridors (Corridors 39-231, 113-114, and 113-116), creating an interstate energy pathway for electrical and pipeline transmission extending from Utah to Las Vegas, Nevada. There is considerable interest for use of the corridor, including pending ROWs and planned transmission lines. The recommended revision could realign the corridor with an existing locally designated corridor that contains existing transmission lines, the recently authorized TransWest Express transmission line, and avoids identified environmental and recreational issues. The recommended realignment, if acceptable, would connect with the existing designated Moapa Corridor, following existing infrastructure, avoiding currently undeveloped areas, and achieve the objective of Section 368 energy corridors to provide long-distance pathways for electrical transmission and pipeline needs. The Agencies would need to engage the Moapa Band of Paiute Indians, the BIA, and the Office of Special Trustee for American Indians. The recommended revisions cross the Moapa River Reservation and any project proponent would have to work with the Tribe to obtain a tribal resolution consenting to the grant of a ROW by the BIA. The BIA cannot grant ROWs without tribal consent.

The proposed Chuckwalla Solar Projects (up to 700 MW), the 250-MW Moapa Southern Paiute Solar Project and the Dry Lake SEZ, located less than four miles west of the corridor, provide opportunity for the corridor to accommodate transmission tied to renewable energy development.

The corridor was identified as a corridor of concern in the Settlement Agreement due to concerns regarding Black Mountain tortoise habitat, the Rainbow Gardens ACEC, the proposed Gold Butte NCA, and the Pahranaagat NWR. Neither the Pahranaagat NWR nor the Rainbow Gardens ACEC is in close proximity to the corridor; the proposed Gold Butte NCA did not achieve NCA status; and the Gold Butte National Monument is 10 miles from the corridor at its closest point. While Desert Tortoise habitat and

connectivity habitat exist throughout the corridor, the recommended revision would collocate with existing and recently authorized infrastructure, minimizing potential impacts.

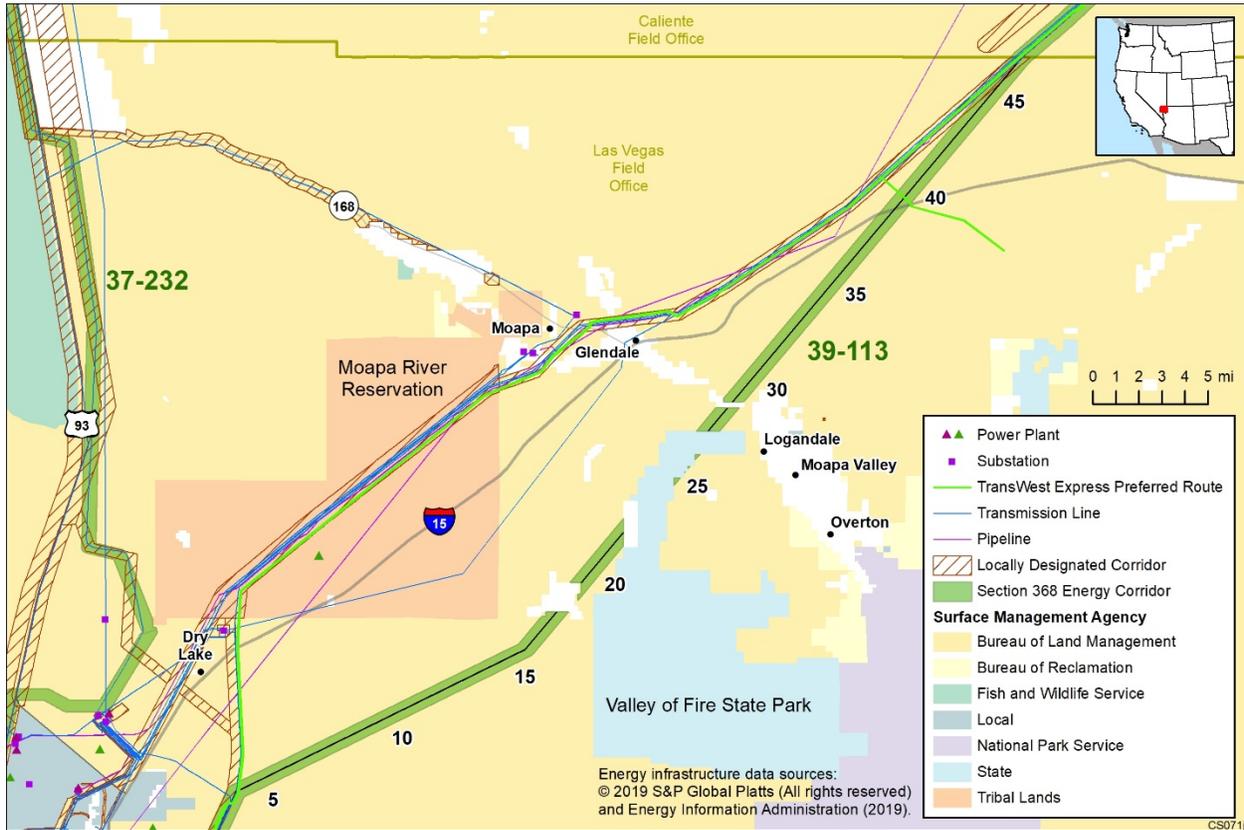


Figure 3.5-37b. Corridor 39-113, as designated

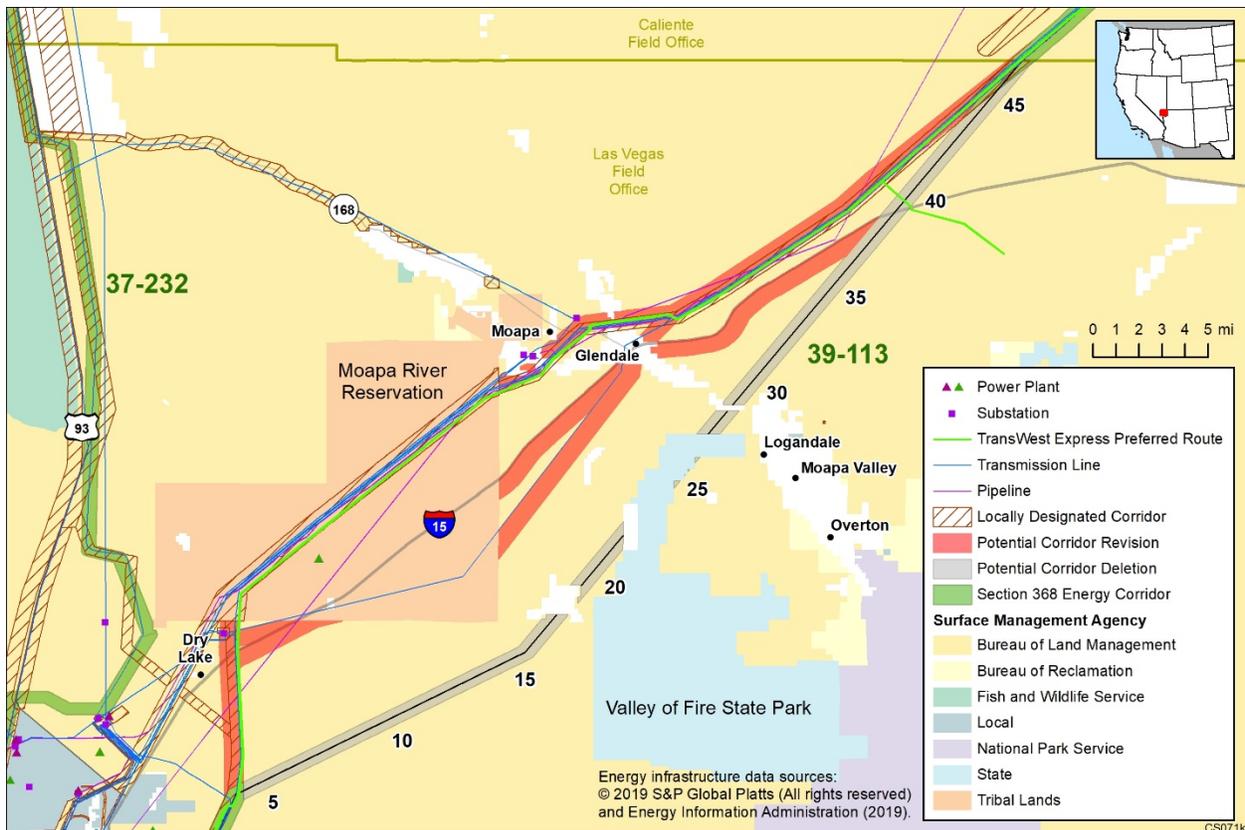


Figure 3.5-37c. Recommended Revision to Corridor 39-113

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Oppose the corridor’s location through the proposed California Wash ACEC.
- Delete the corridor to avoid Muddy Mountains ACEC and several proposed special management areas that would protect sensitive plant species and Desert Tortoise habitat.
- Analyze the corridor for potential impacts on Yuma Ridgway Rail habitat in the vicinity of the Virgin River.
- Avoid critically endangered plant habitat.

These concerns should be considered during any land use planning revisions that would affect the corridor.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 39-113, specific issues that would be addressed through recommended IOP revisions or additions include:

- The Agencies could consider an IOP for habitat connectivity so that projects within Section 368 energy corridors are sited and designed in a manner that minimizes impacts on Desert Tortoise habitat connectivity.
- The Old Spanish NHT and Mormon Mesa trails intersect the corridor. The Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.
- MTRs (IR and VR) and the corridor intersect. Adherence to existing IOP regarding coordination with DoD would be required. The Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 39-113 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 39-231 (East Las Vegas/Sunrise Mountain)

Agency Jurisdictions

Bureau of Land Management
Southern Nevada District Office
Las Vegas Field Office

Nevada County

Clark County

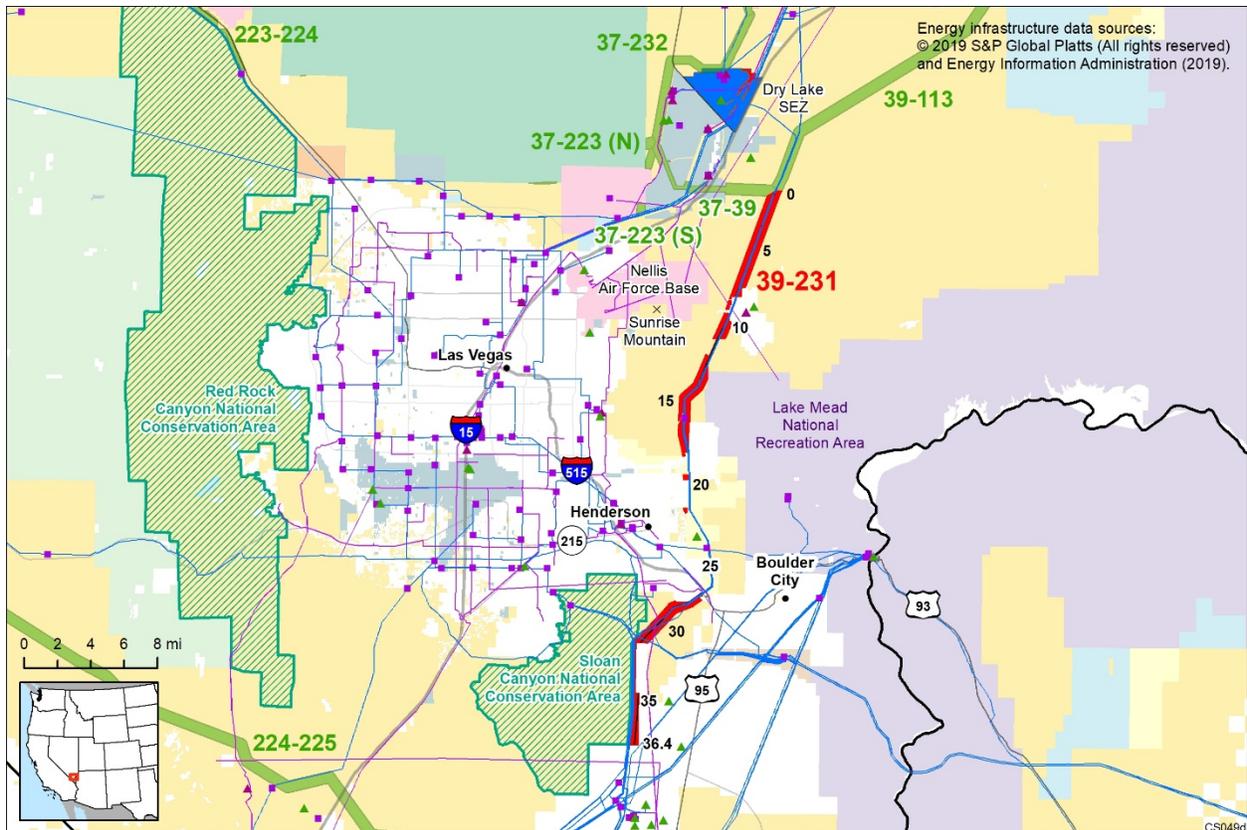


Figure 3.5-38a. Corridor 39-231 and nearby electric transmission lines and pipelines (subject corridor in red).

Land and Resource Management Plans

Las Vegas RMP (1998)

Corridor width: 3,500 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Enhancements Summary and Rationale

- Widen the pinched segment between MP 9.5 and MP 11 from 500 ft to 3,500 ft (Figure 3-38b and c).

- BLM should confirm land status of the BOR withdrawal (MP 18 to MP 26) and if it is being revoked or if corridor designation would be compatible with existing withdrawal, consider designating corridor on BOR lands.
- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

At the time of the review, the existing corridor location (Figure 3.538a) with the above changes is considered to be the best balance in meeting the siting principles. The corridor, although only 37 miles long with a reduced width, preserves the route for the extremely critical pathway for electrical transmission around the east side of the Las Vegas area. The corridor promotes efficient use of the landscape by providing a link to other Section 368 energy corridors, creating an interstate energy pathway for electrical and pipeline transmission extending from Utah to California. The corridor is collocated with existing transmission lines and the recently authorized TransWest Express transmission lines. The recommended revision was identified because the corridor is unnecessarily narrow due to a previously identified ISA. The ISA designation was removed, but the corridor was not widened at that time. Widening the corridor could improve spatial capacity of the corridor in this location. The recommended revision would adhere to the siting principles by helping the Agencies achieve the objective of Section 368 energy corridors to provide long-distance pathways for electrical transmission and pipeline needs. The widened corridor would be located alongside existing infrastructure, avoiding undeveloped areas.

The corridor was identified as a corridor of concern in the Settlement Agreement due to concerns regarding Black Mountain tortoise habitat, the Rainbow Gardens ACEC, the proposed Gold Butte NCA, and the Pahrnatag NWR. The proposed Gold Butte NCA did not achieve NCA status. While Desert Tortoise habitat exists throughout the corridor, the corridor is collocated with existing and recently authorized infrastructure, minimizing potential impacts.

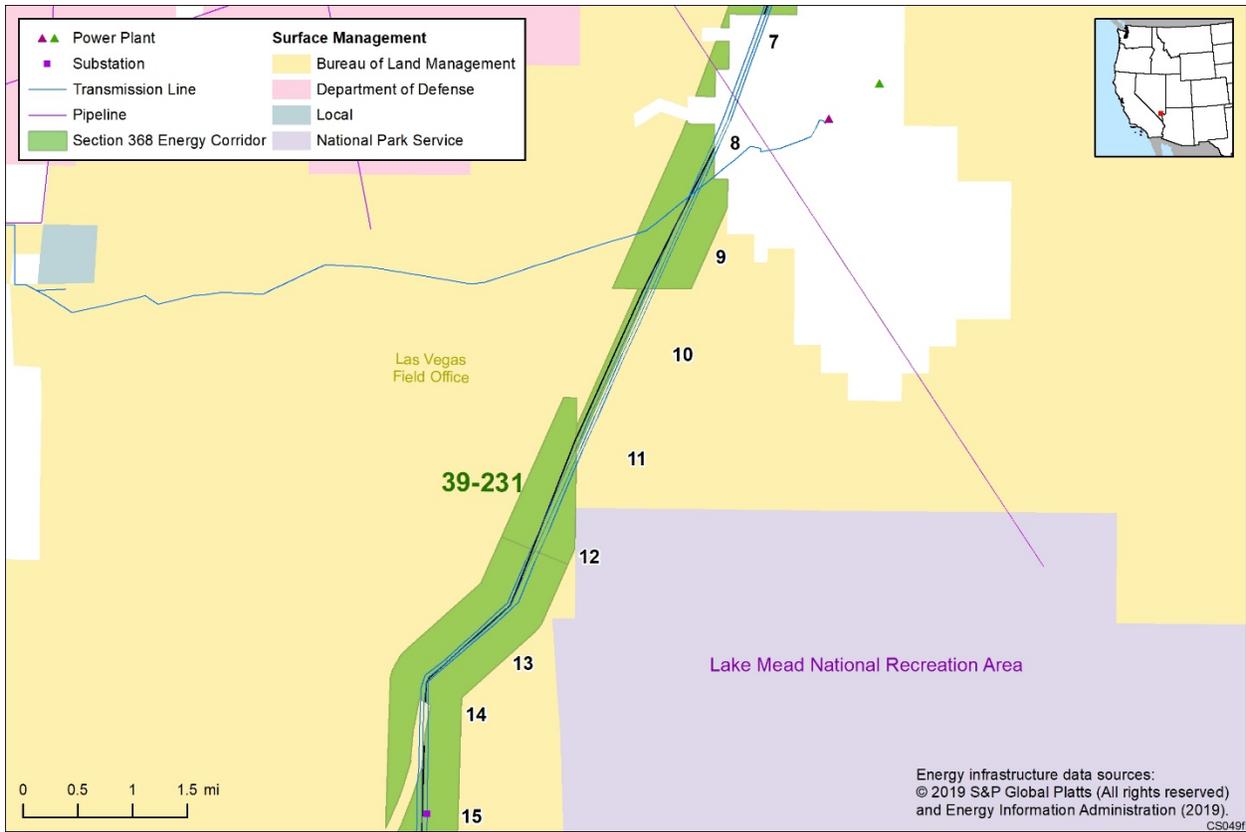


Figure 3.5-38b. Corridor 39-231, as designated

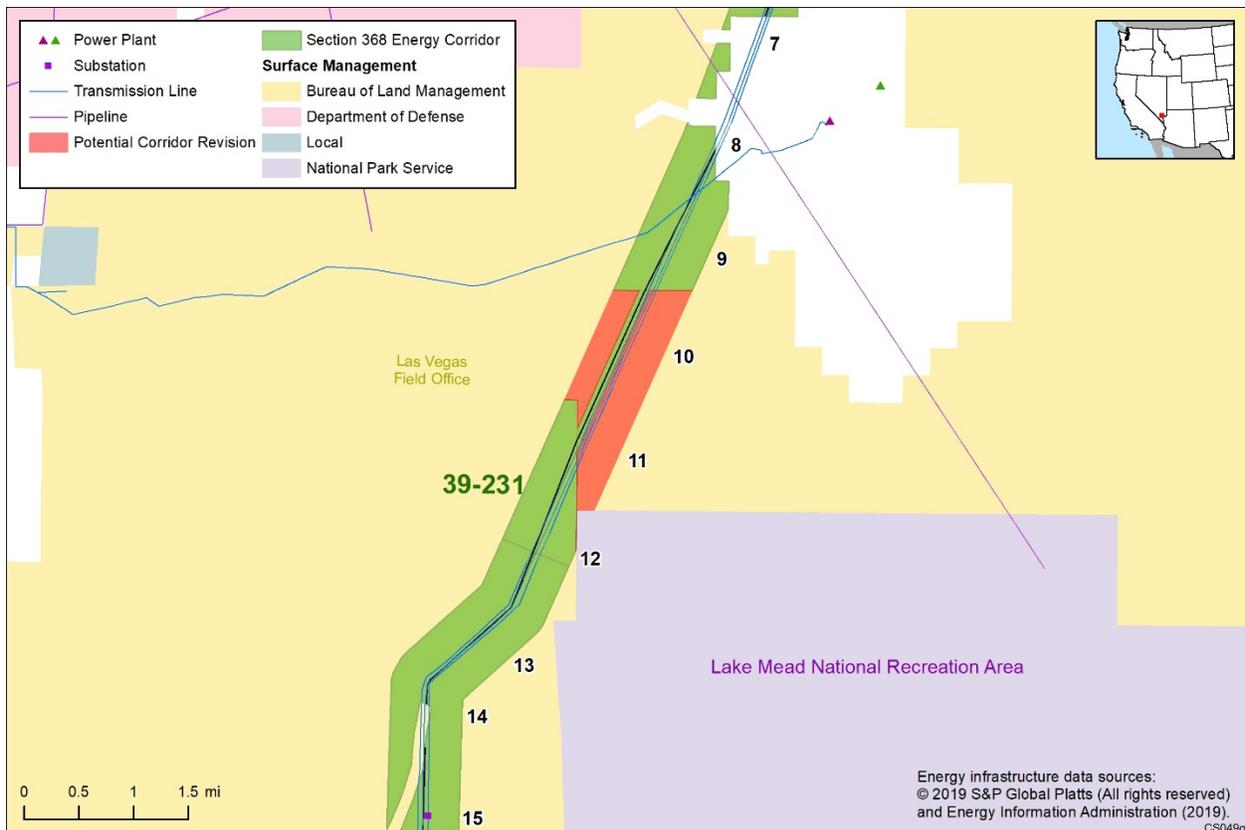


Figure 3.5-38c. Recommended Revision to Corridor 39-231

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Re-route the corridor to alleviate development pressure on the Boulder City Conservation Easement, which was established as partial mitigation for the take of Desert Tortoises under the County’s regional Section 10 incidental take permit.
- Narrow the corridor from MP 1 to MP 6 to avoid intersection with a proposed wilderness area
- Oppose widening the corridor from MP 9 to MP 11 because it would increase the overlap with the Rainbow Gardens ACEC.

These concerns should be considered during any land use planning revisions that would affect the corridor.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 39-231, specific issues that would be addressed through recommended IOP revisions or additions include:

- Agencies could consider a revision to the existing IOP to include early tribal engagement during the conceptual stage of route planning for energy projects to help address tribal concerns.

- The Agencies could consider an IOP for habitat connectivity so that projects within Section 368 energy corridors are sited and designed in a manner that minimizes impacts on Desert Tortoise habitat connectivity.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 39-231 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 41-46 (Davis Dam Southeast)

Agency Jurisdictions

Bureau of Land Management

Colorado River District
Kingman Field Office
Lake Havasu Field Office

Arizona County

Mohave County

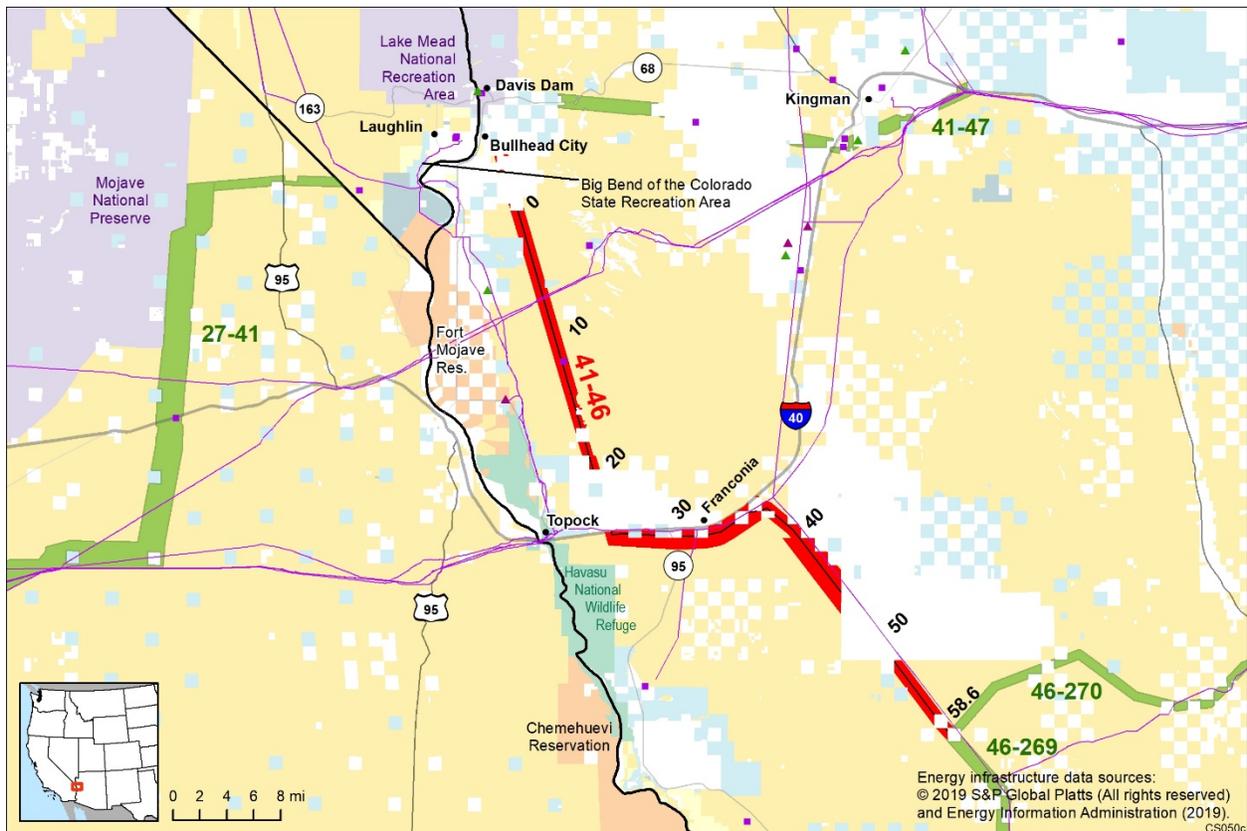


Figure 3.5-39a. Corridor 41-46 and nearby electric transmission lines and pipelines (subject corridor in red).

Land and Resource Management Plans

Lake Havasu RMP (2007)

Kingman RMP (1995)

Corridor width: 5,280 ft (Kingman Field Office), 10,560 ft (Lake Havasu Field Office).

Designated use: underground-only in Kingman Field Office (MP 1 to MP 19, MP 36 to MP 40, and MP 45 to MP 58); multi-modal for electric transmission and pipelines in Lake Havasu Field Office (MP 0 to MP 1, MP 19 to MP 20, MP 25 to MP 36, and MP 41 to MP 45).

Recommended Corridor Enhancements Summary and Rationale

- Extend Corridor 27-41 at MP 130 along the existing 500 kV line to the east to facilitate a connection with Corridors 41-46 and 41-47 (Figure 3.5-39b and c).
- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

At the time of the review, the existing corridor location (Figure 3.5-39a) with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a link to multiple Section 368 energy corridors, creating an interstate energy pathway for electrical and pipeline transmission between Utah and Arizona. The corridor is collocated with existing transmission lines and pipelines, has capacity for future infrastructure development, and avoids the Havasu NWR. Corridor 27-41 abruptly stops at the California–Nevada state line, preventing the corridor from connecting to Corridors 41-46 and 41-47. Extending Corridor 27-41 to the east across Nevada could provide a contiguous corridor between states and could help the Agencies achieve the purpose of Section 368 energy corridors to serve the national energy transmission and pipeline system.

The corridor was identified as a corridor of concern in the Settlement Agreement because of potential impacts on the Black Mountain population of Desert Tortoise, although the USFWS determined that listing of the Black Mountain population of Desert Tortoise under ESA was not warranted. While Desert Tortoise habitat exists throughout the corridor, future siting along existing infrastructure in the corridor is expected to be preferred over crossing undisturbed desert tortoise habitat.

Additional Stakeholder Input

In addition to the revisions identified above, the following concern was identified by stakeholders:

- Consider potential impacts on Yuma Ridgway Rail habitat near Topock Marsh on the Colorado River.

This concern should be considered during any land use planning revisions that would affect the corridor.

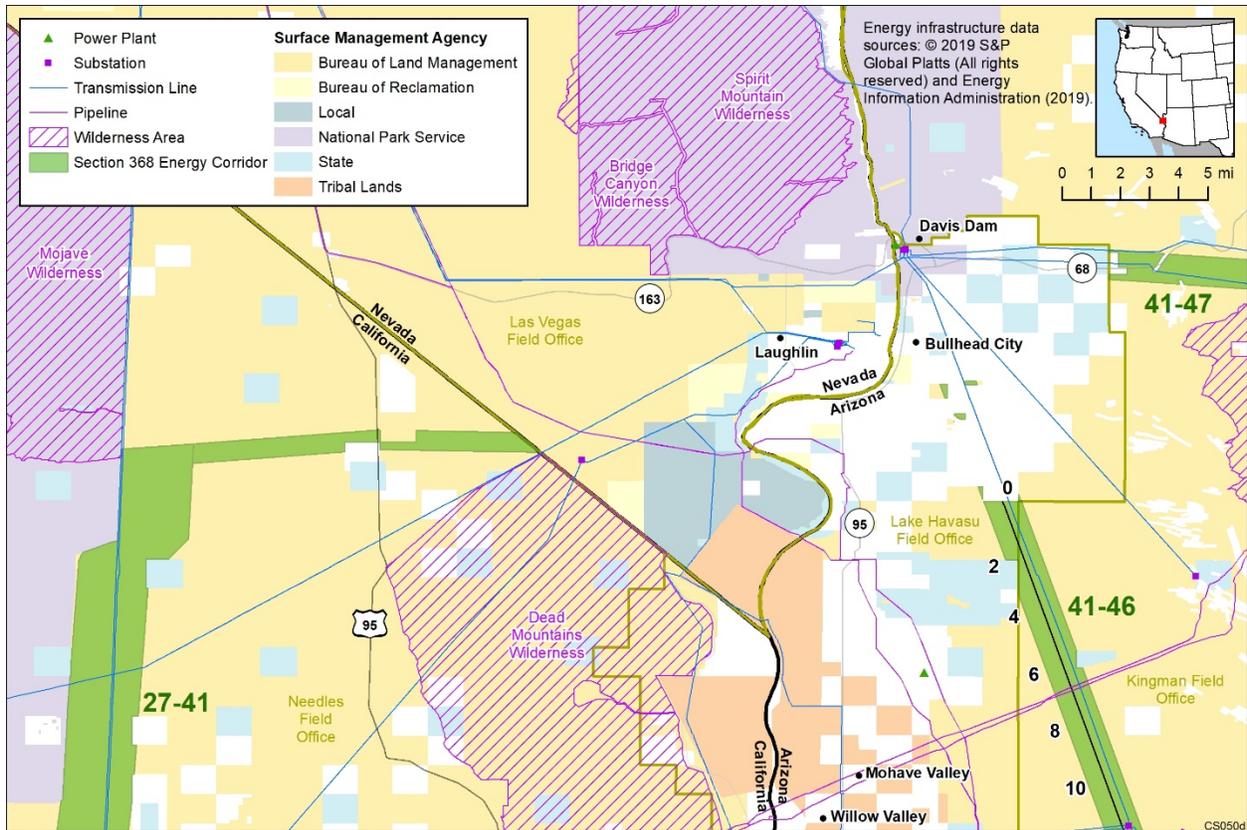


Figure 3.5-39b. Corridor 41-46, as designated.

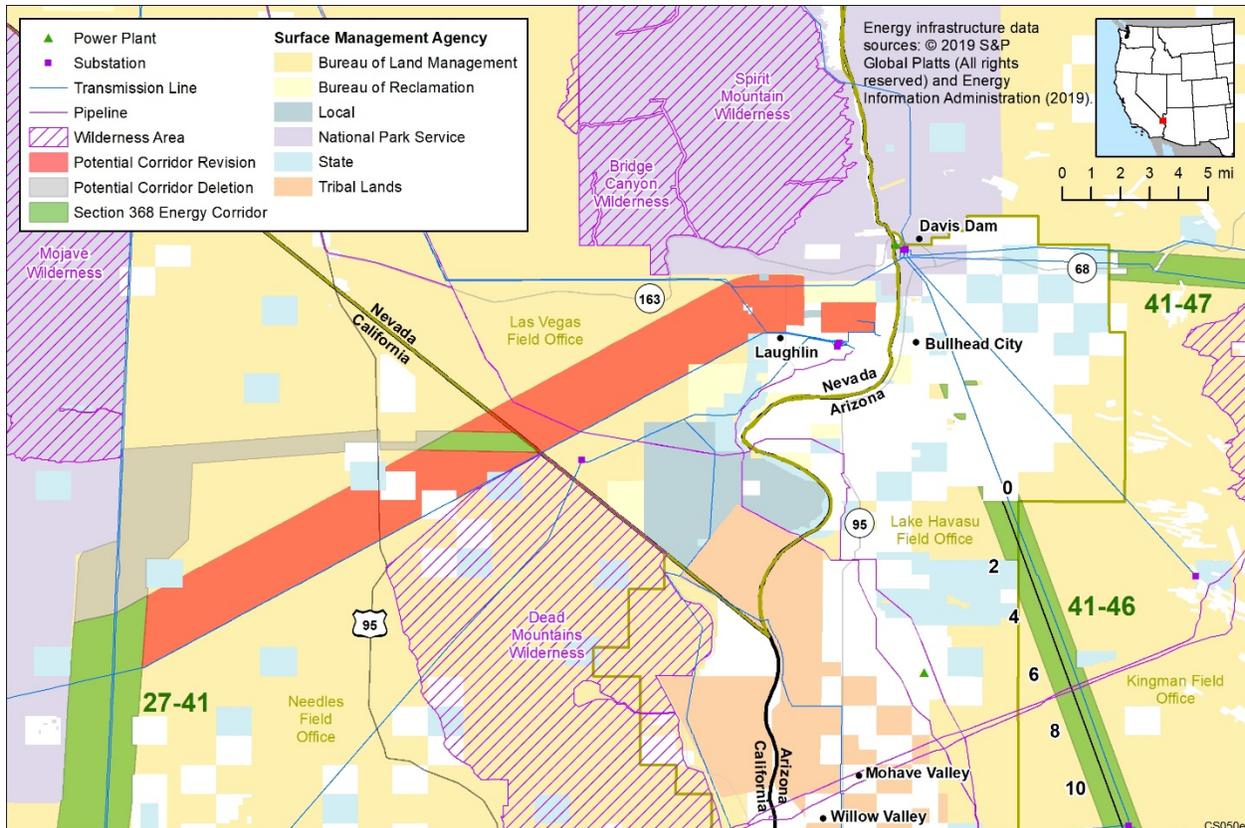


Figure 3.5-39c. Recommended Revision to Corridor 27-41 (in proximity to Corridor 41-46).

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 41-46, specific issues that would be addressed through recommended IOP revisions or additions include:

- The corridor intersects MTR-IR and SUA. Adherence to existing IOP regarding coordination with DoD would be required. The Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.

Corridor Abstract

Comprehensive background information and the Agency’s review and analysis of the existing corridor can be located in Corridor Abstract 41-46 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 41-47 (Davis — Prescott)

Agency Jurisdictions

Bureau of Land Management
Colorado River District
Kingman Field Office

Arizona County

Mohave County

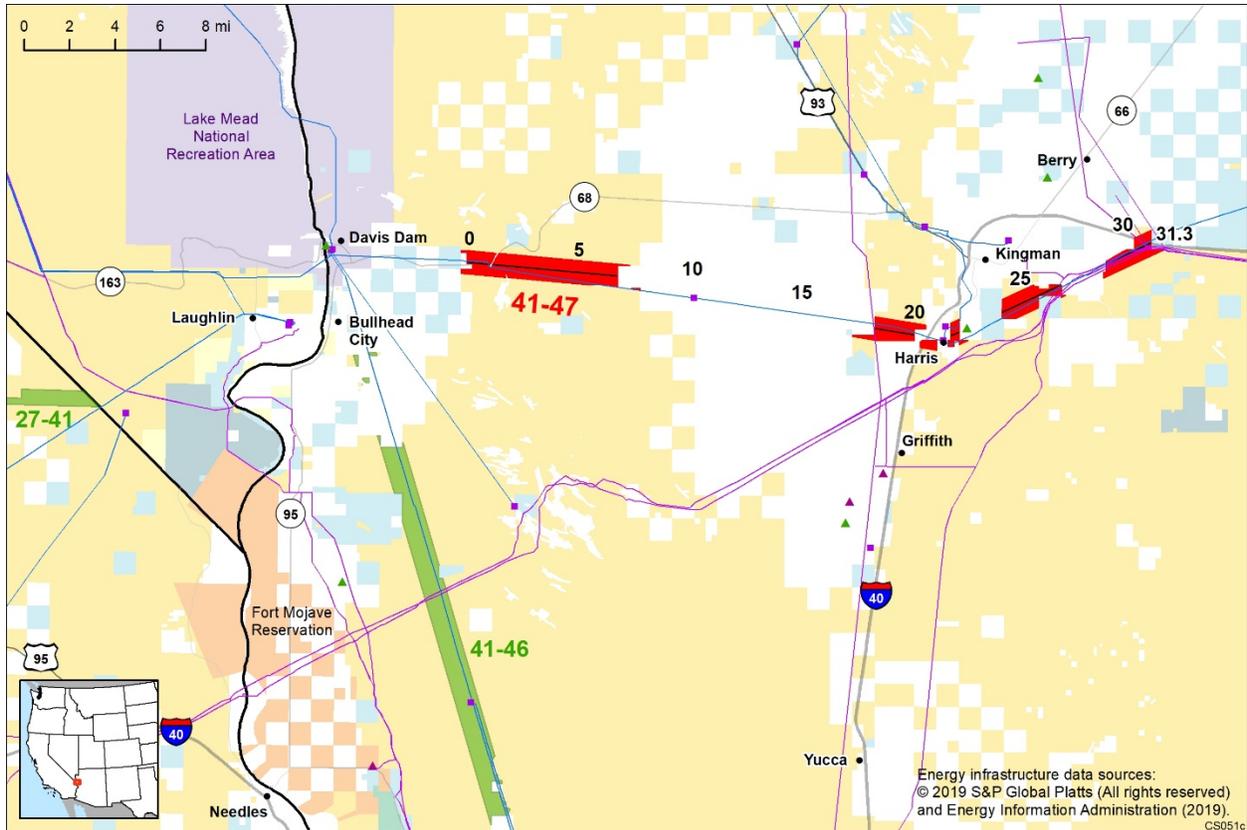


Figure 3.5-40a. Corridor 41-47 and nearby electric transmission lines and pipelines (subject corridor in red).

Land and Resource Management Plans

Kingman RMP (1995)

Corridor width: 5,280 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Enhancements Summary and Rationale

- Extend Corridor 27-41 at MP 130 along the existing 500 kV line to the east to facilitate a connection with Corridors 41-46 and 41-47 (Figure 3.5-40b and c).

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

At the time of the review, the existing corridor location (Figure 3.5-40a) with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a link to multiple Section 368 energy corridors, creating an interstate energy pathway for electrical and pipeline transmission between Arizona and Nevada. The corridor is collocated with an existing transmission line and has capacity for future infrastructure development. Extending Corridor 27-41 to the east across Nevada could provide a contiguous corridor between states and could help the Agencies achieve the purpose of Section 368 energy corridors to serve the national energy transmission and pipeline system.

The corridor was identified as a corridor of concern in the Settlement Agreement because of potential impacts on the Black Mountain population of Desert Tortoise, although the USFWS determined that listing of the Black Mountain population of Desert Tortoise under ESA was not warranted. While Desert Tortoise habitat exists throughout the corridor, future siting along existing infrastructure in the corridor is expected to be preferred over crossing undisturbed desert tortoise habitat.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Consider potential impacts on Yuma Ridgway Rail habitat in the vicinity of the Colorado River near Bullhead City, AZ.

These concerns should be considered during any land use planning revisions that would affect the corridor.

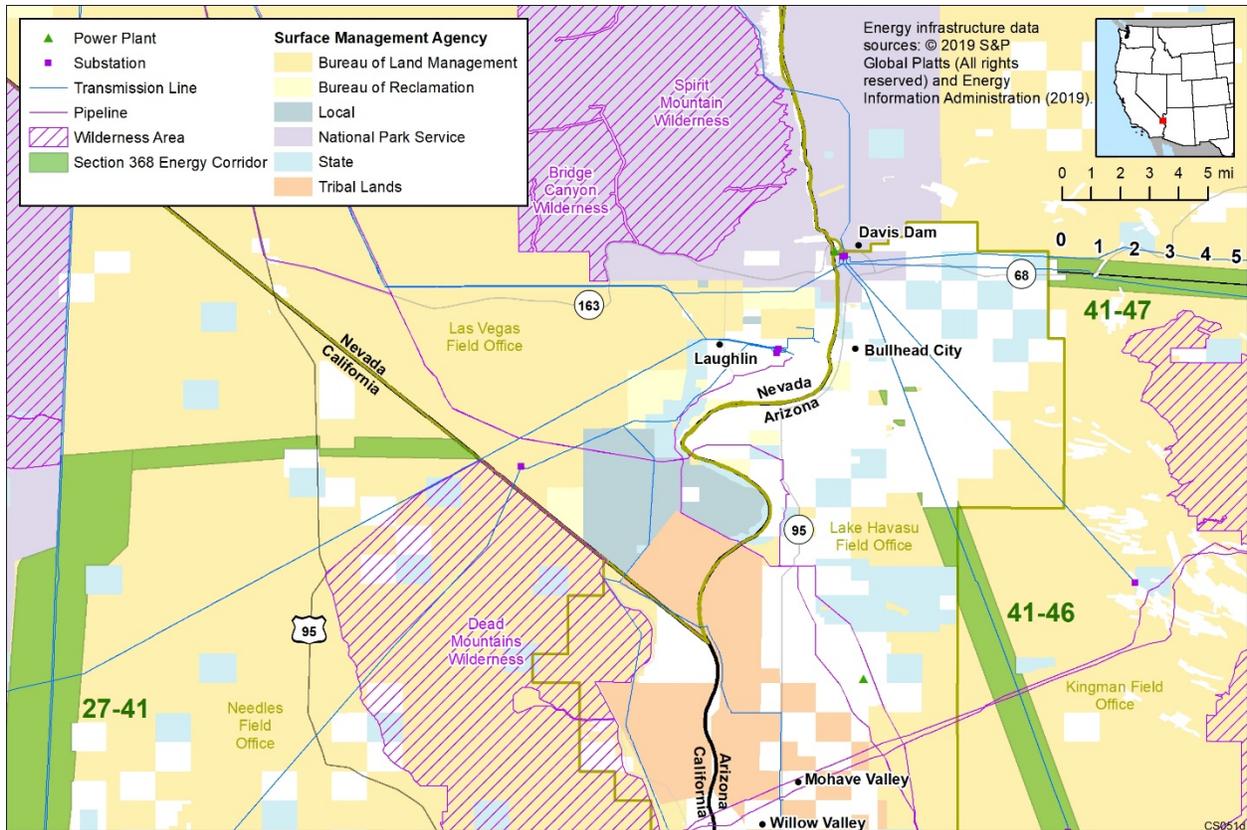


Figure 3.5-40b. Corridor 41-47, as designated.

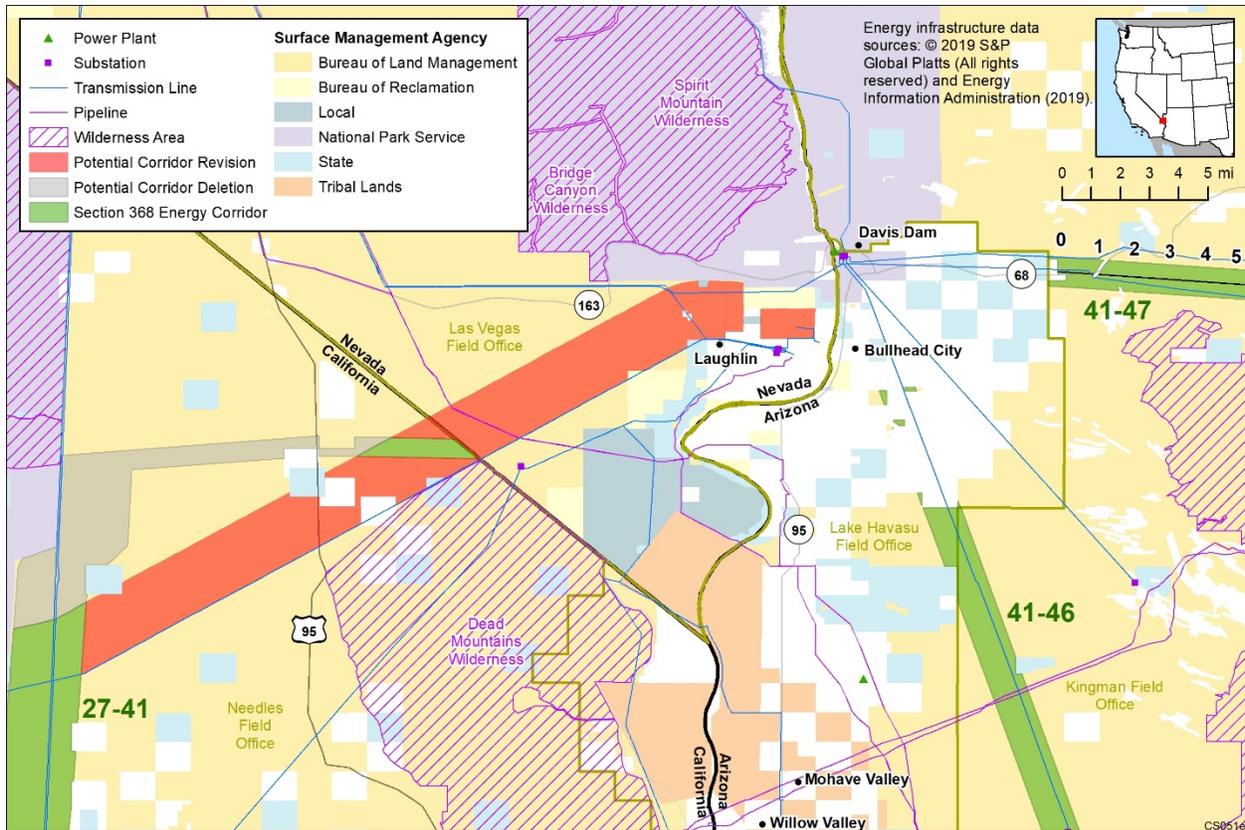


Figure 3.5-40c. Recommended Revision to Corridor 27-41 (in proximity to Corridor 41-47).

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 41-47, no recommended IOP revisions or additions have been identified for this corridor.

Corridor Abstract

Comprehensive background information and the Agency’s review and analysis of the existing corridor can be located in Corridor Abstract 41-47 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 43-44 (Goshute Valley to Toana Draw)

Agency Jurisdiction

Nevada County

Bureau of Land Management
Wells Field Office

Elko County

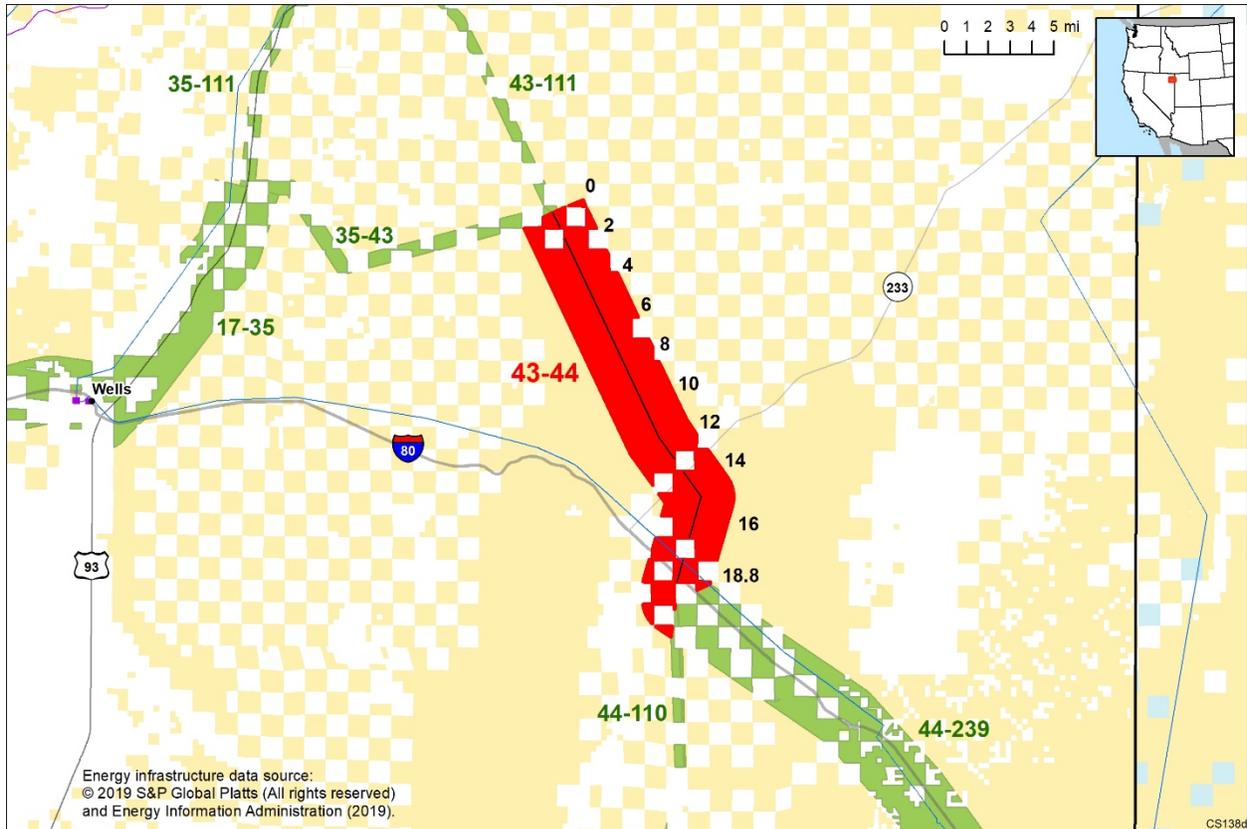


Figure 3.5-41. Corridor 43-44 and nearby electric transmission lines and pipelines (subject corridor in red).

Resource Management Plan

Wells RMP (1985)

NVCA GRSG ARMPA (2015)

Corridor width: 15,840 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Modifications Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).

- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).
- VRM Class II areas intersect the corridor from MP 17 to MP 19. Further development within the corridor could be limited as VRM Class II allows for low-level of change to the characteristic landscape. There is a need to provide clarification on the management prescriptions in the land use plan: options include revising the corridor, revising the VRM class within the corridor, or providing clarification that avoiding the VRM Class II area has already been reviewed and the best method to meet the siting principles is through minimizing or mitigating impacts on a case-by-case basis.

At the time of the review, the existing corridor location (Figure 3.5-41) with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a link between multiple Section 368 energy corridors and a north-south connection between Idaho and Las Vegas, Nevada. The corridor cannot be easily rerouted to avoid GRSR PHMA. If the Southwest Intertie Project (SWIP North) 500-kV transmission line is constructed within the corridor, the corridor would maximize use and minimize impacts by collocating with infrastructure.

Additional Stakeholder Input

No specific input was received on the Regions 2 and 3 Report.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 43-44, specific issues that would be addressed through recommended IOP revisions or additions include:

- The Four Trails Feasibility Study Trail is as close as 1 mi south of the corridor. The Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.
- MTR-VR and SUA intersect the corridor. Adherence to existing IOP regarding coordination with DoD would be required. The Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 43-44 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 43-111 (Toano Draw to Rocky Peak)

Agency Jurisdiction

Nevada County

Bureau of Land Management
Wells Field Office

Elko County

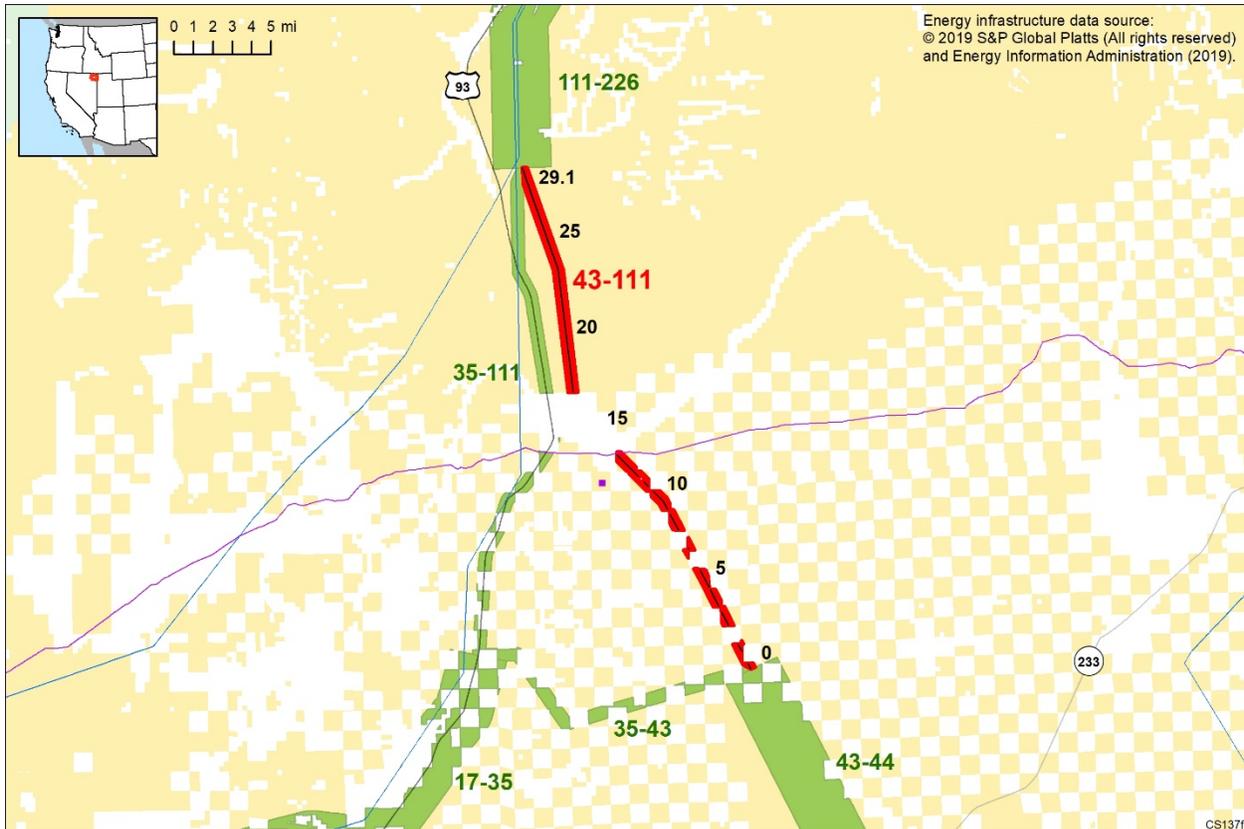


Figure 3.5-42a. Corridor 43-111 and nearby electric transmission lines and pipelines (subject corridor in red).

Resource Management Plan

Wells RMP (1985)

NVCA GRSG ARMPA (2015)

Corridor width: 2,640 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Modifications Summary and Rationale

- Revise the corridor to the west to collocate with the planned SWIP transmission line (Figure 3.5-42b and c).

- Implement minor adjustments as appropriate to improve corridor alignment existing infrastructure and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

At the time of the review, the existing corridor location (Figure 3.5-42a) with the above changes is considered to be the best balance in meeting the siting principles. If the SWIP transmission line is constructed, the recommended corridor revision would maximize use and minimize impacts by collocating with infrastructure within GRSG PHMAs and would avoid locating the corridor in PHMAs between MP 6 and MP 11. The corridor promotes efficient use of the landscape by providing north-south connectivity between Idaho and Las Vegas, Nevada.

Additional Stakeholder Input

No specific input was received on the Regions 2 and 3 Report.

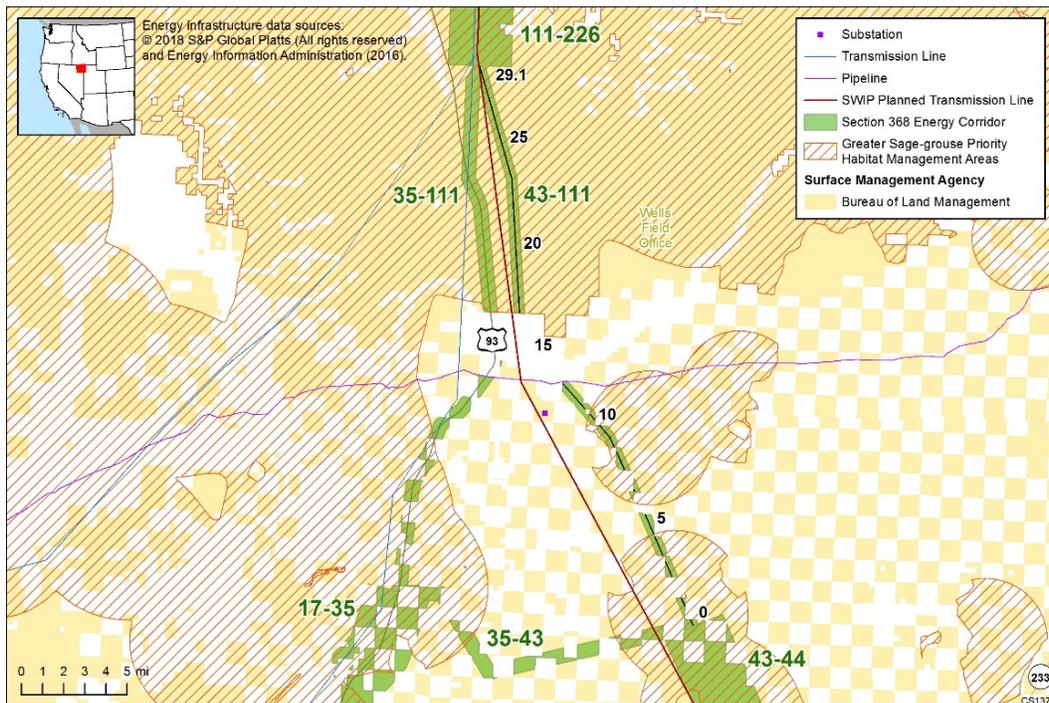


Figure 3.5-42b. Corridor 43-111, as designated.

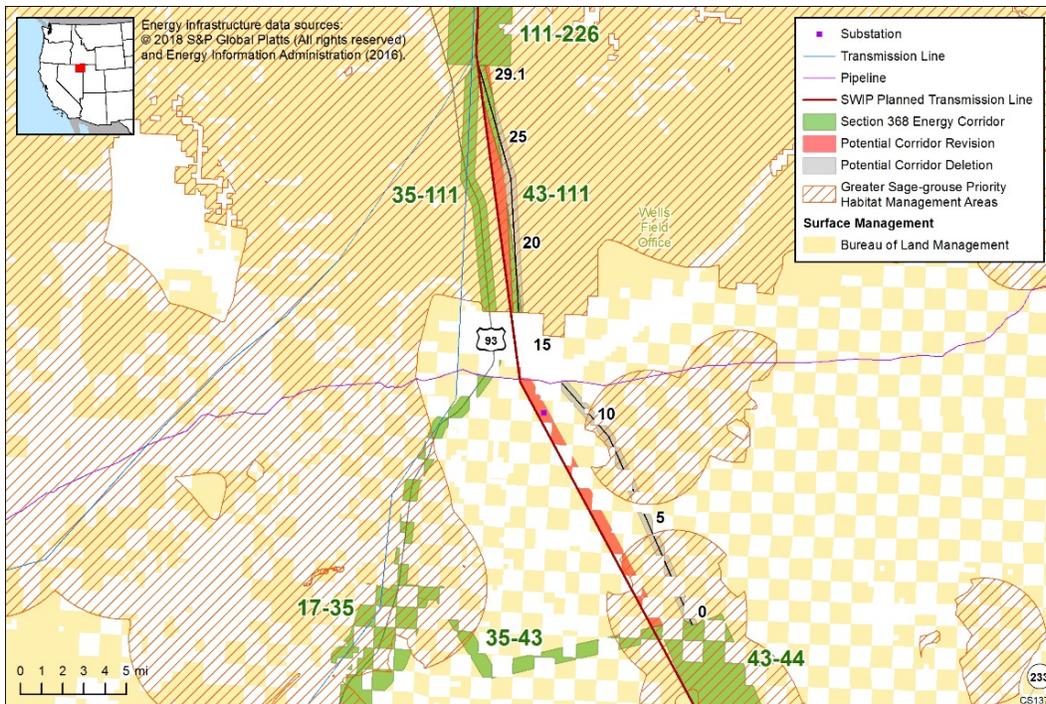


Figure 3.5-42c. Recommended Revision to Corridor 43-111.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 43-111, specific issues that would be addressed through recommended IOP revisions or additions include:

- The California NHT and Four Trail Feasibility Study Trail intersect corridor gaps (about 0.6 mi from the closest designated portion of the corridor). The Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.
- MTR-IRs and MTR-VRs intersect the corridor. Adherence to existing IOP regarding coordination with DoD would be required. The Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.

Corridor Abstract

Comprehensive background information and the Agency’s review and analysis of the existing corridor can be located in Corridor Abstract 43-111 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 44-110 (SWIP North)

Agency Jurisdiction

Bureau of Land Management
Bristlecone Field Office
Wells Field Office

Nevada Counties

Elko County
White Pine County



Figure 3.5-43. Corridor 44-110 and nearby electric transmission lines and pipelines (subject corridor in red).

Resource Management Plans

Ely District RMP (2008)
Wells RMP (1985)
NVCA GRSG ARMPA (2015)

Corridor width: 2,640 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Modifications Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

At the time of the review, the existing corridor location (Figure 3.5-43) with the above changes is considered to be the best balance in meeting the siting principles. Re-routing the corridor to avoid GRSG habitat is not a likely solution because of prevalence of habitat and the value in collocating infrastructure to limit disturbance. If the SWIP North 500-kV transmission line is constructed, the recommended corridor revision would maximize use and minimize impacts by collocating with infrastructure. The corridor promotes efficient use of the landscape by providing north-south connectivity between Idaho and Las Vegas, Nevada.

The corridor was identified as a corridor of concern in the Settlement Agreement regarding GRSG habitat.

Additional Stakeholder Input

No specific input was received on the Regions 2 and 3 Report.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 44-110, specific issues that would be addressed through recommended IOP revisions or additions include:

- The Pony Express NHT, California NHT, and the Four Trails Feasibility Study Trail intersect the corridor. The Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.
- Mule Deer migration corridors and crucial winter habitat, as well as crucial winter habitat for Pronghorn Antelope, have been identified within the corridor. The Agencies could consider an IOP to help minimize impacts on migration corridors and/or habitats for both species.
- MTR-IR and MTR-VR intersect the corridor. Adherence to existing IOP regarding coordination with DoD would be required. The Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 44-110 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 44-239 (Oasis to Wendover)

Agency Jurisdiction

Bureau of Land Management
Salt Lake Field Office
Wells Field Office

Nevada County

Elko County

Utah County

Toole County

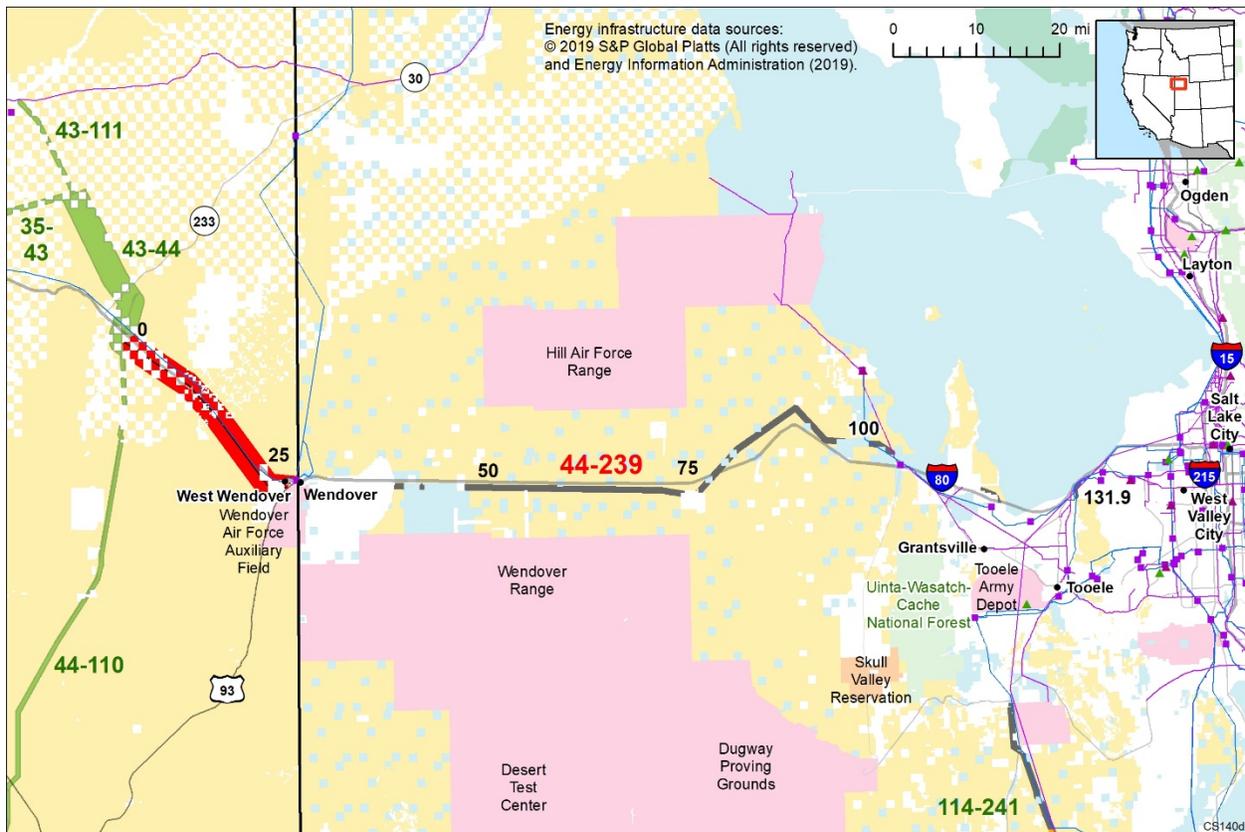


Figure 3.5-44. Corridor 44-239 and nearby electric transmission lines and pipelines (subject corridor in red).

Resource Management Plans

- Pony Express RMP (1990)
- Wells RMP (1985)
- NVCA GRSG ARMPA (2015)

Corridor width: 3,500 ft (Salt Lake FO) and 15,840 ft (Wells FO).
Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Modifications Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment to better follow the existing infrastructure and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan for Corridor 44-239 and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5). Land use plans within Salt Lake FO cannot be amended at this time under the NDAA.

At the time of the review, the existing corridor location (Figure 3.5-44) with the above changes is considered to be the best balance in meeting the siting principles. The corridor minimizes impact and maximizes utility because the current alignment avoids GRSG PHMAs to the greatest extent possible while maintaining a preferred route for potential future energy development to be collocated with existing and proposed infrastructure. The corridor promotes efficient use of the landscape by providing a route for transmission into Salt Lake City and linking multiple Section 368 energy corridors.

Additional Stakeholder Input

No specific input was received on the Regions 2 and 3 Report.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 44-239, specific issues that would be addressed through recommended IOP revisions or additions include:

- California NHT and the Four Trails Feasibility Study Trail intersect the corridor. The Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.
- MTR-IR and MTR-VR intersect the corridor. Adherence to existing IOP regarding coordination with DoD would be required. The Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.

Corridor Abstract

Comprehensive background information and the Agency's and analysis of the existing corridor can be located in Corridor Abstract 44-239 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 46-269 (Bill Williams Corridor)

Agency Jurisdictions

Bureau of Land Management
 Colorado River District
 Kingman Field Office
 Lake Havasu Field Office
 Phoenix District
 Hassayampa Field Office

Arizona Counties

Mohave County
 La Paz County
 Maricopa County

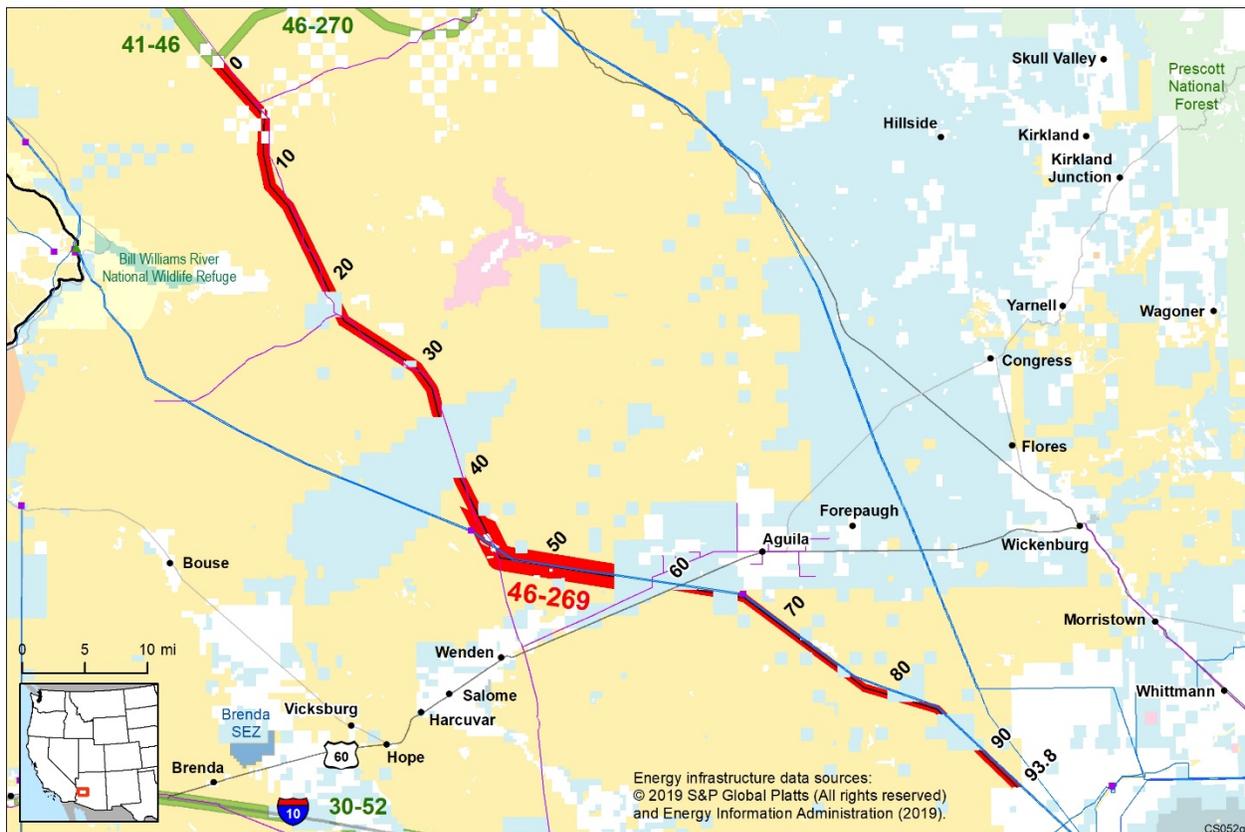


Figure 3.5-45. Corridor 46-269 and nearby electric transmission lines and pipelines (subject corridor in red).

Land and Resource Management Plans

Lake Havasu RMP (2007)
 Kingman RMP (1995)
 Bradshaw-Harquahala RMP (2010)

Corridor width: 5,280 ft (MP 0 to MP 43), 10,560 ft (MP 43 to MP 59), 3,500 ft (MP 59 to MP 93.8).
 Designated use: underground-only (MP 0 to MP 13); multi-modal for electric transmission and pipelines for the rest of the corridor.

Recommended Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).
 - The Bradshaw-Harquahala RMP states that no net loss will occur in the quality or quantity of Category I and II Desert Tortoise habitat to the extent practicable. BLM would address and include mitigation measures in decision documents to offset the loss of quality or quantity of Category I, II, and III tortoise habitats. Future ROWs in the corridor would be mitigated in accordance with the Desert Tortoise Range-wide Plan and other applicable policy guidance. The corridor designation and RMP management prescriptions have conflicting management objectives. There is a need to provide clarification on the management prescriptions in the land use plan.

At the time of the review, the existing corridor location (Figure 3.5-45) with the above changes is considered to be the best balance in meeting the siting principles. The corridor provides a pathway for additional energy transport including electricity transmission from the Palo Verde Nuclear Generating Station. The preferred methodology to mitigate undue degradation of resources, like designated areas and Desert Tortoise habitat, is to collocate future energy infrastructure across public land with existing infrastructure to the extent feasible. Re-routing the corridor to avoid Sonoran Desert Tortoise habitat is not a likely solution because of prevalence of habitat and the value in collocating infrastructure to limit disturbance. Collocating also limits the number of access roads, minimizing possible mortality from cars and from people stopping to pick tortoises up, as well as minimizing impacts on tortoise habitat. The corridor is collocated with existing infrastructure and has capacity for future infrastructure development.

The corridor is adjacent to a DLA (a REDA identified in the RDEP ROD) between MP 40 and MP 42 and between MP 54 and MP 56, providing opportunity for the corridor to accommodate renewable energy development and transmission.

The corridor was identified as a corridor of concern in the Settlement Agreement because of concerns regarding proposed and designated Wilderness Areas, WSRs, and Three Rivers ACEC. While the corridor crosses specially designated areas, future siting along existing infrastructure in the corridor is expected to be preferred over crossing undisturbed lands.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Analyze the corridor for potential impacts on Yuma Ridgway Rail habitat in the vicinity of the Bill Williams River and near the Gila and Hassayampa Rivers confluence.
- The corridor is likely to intersect or align with the Arizona Peace Trail.

- If Desert Tortoise habitat cannot be avoided, develop and adopt an IOP for wildlife habitat for the corridor.

These concerns should be considered during any land use planning revisions that would affect the corridor. The proposed Arizona Peace Trail will be incorporated into BLM travel management planning when and if it is formally designated. Use of these routes along with stakeholder comments will be considered in project permitting regardless of the status of any formal designation.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 46-269, specific issues that would be addressed through recommended IOP revisions or additions include:

- Wildlife migration corridors have been identified within the corridor. An IOP could help minimize impacts on wildlife migration corridors and Desert Tortoise habitat connectivity.
- There is an opportunity to develop an IOP to provide guidance on the review process for lands with wilderness characteristic applications within corridors with incomplete inventories. The recommended IOP would assist with avoiding, minimizing, and/or mitigating impacts on lands with wilderness characteristics.
- The corridor intersects MTR-IR, MTR-VR, and SUA. Adherence to existing IOP regarding coordination with DoD would be required. Consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 46-269 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 46-270 (Bagdad Corridor)

Agency Jurisdictions

Bureau of Land Management
Colorado River District
Kingman Field Office

Arizona Counties

Mohave County
Yavapai County



Figure 3.5-46. Corridor 46-270 and nearby electric transmission lines and pipelines (subject corridor in red).

Land and Resource Management Plans

Kingman RMP (1995)

Corridor width: 3,500 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).

- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

At the time of the review, the existing corridor location (Figure 3.5-46) with the above changes is considered to be the best balance in meeting the siting principles. The corridor was sited consistent with a locally designated corridor to ensure future electric transmission access to the community of Bagdad, Arizona, is collocated with some existing infrastructure, and has capacity for future infrastructure development.

The corridor was identified as a corridor of concern in the Settlement Agreement because of concerns regarding WSR and Southwestern Willow Flycatcher critical habitat. While a WSR-eligible segment crosses the corridor and critical habitat is within the corridor, future siting along existing infrastructure in the corridor is expected to be preferred over crossing undisturbed lands.

Additional Stakeholder Input

No specific input was received on the Region 1 Report.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 46-270, specific issues that would be addressed through recommended IOP revisions or additions include:

- The Agencies could consider an IOP for habitat connectivity so that projects within Section 368 energy corridors are sited and designed in a manner that minimizes impacts on Desert Tortoise habitat connectivity.
- There is an opportunity for the Agencies to consider IOPs for lands with wilderness characteristics to ensure appropriate consideration occurs within the review process for future use or development(s) within the energy corridor.
- The corridor intersects MTR-IR, MTR-VR, and SUA. Adherence to existing IOP regarding coordination with DoD would be required. The Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 46-270 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 47-68 (Four Corners - Las Vegas Corridor)

Agency Jurisdictions

Forest Service
Kaibab National Forest

Arizona County

Coconino County

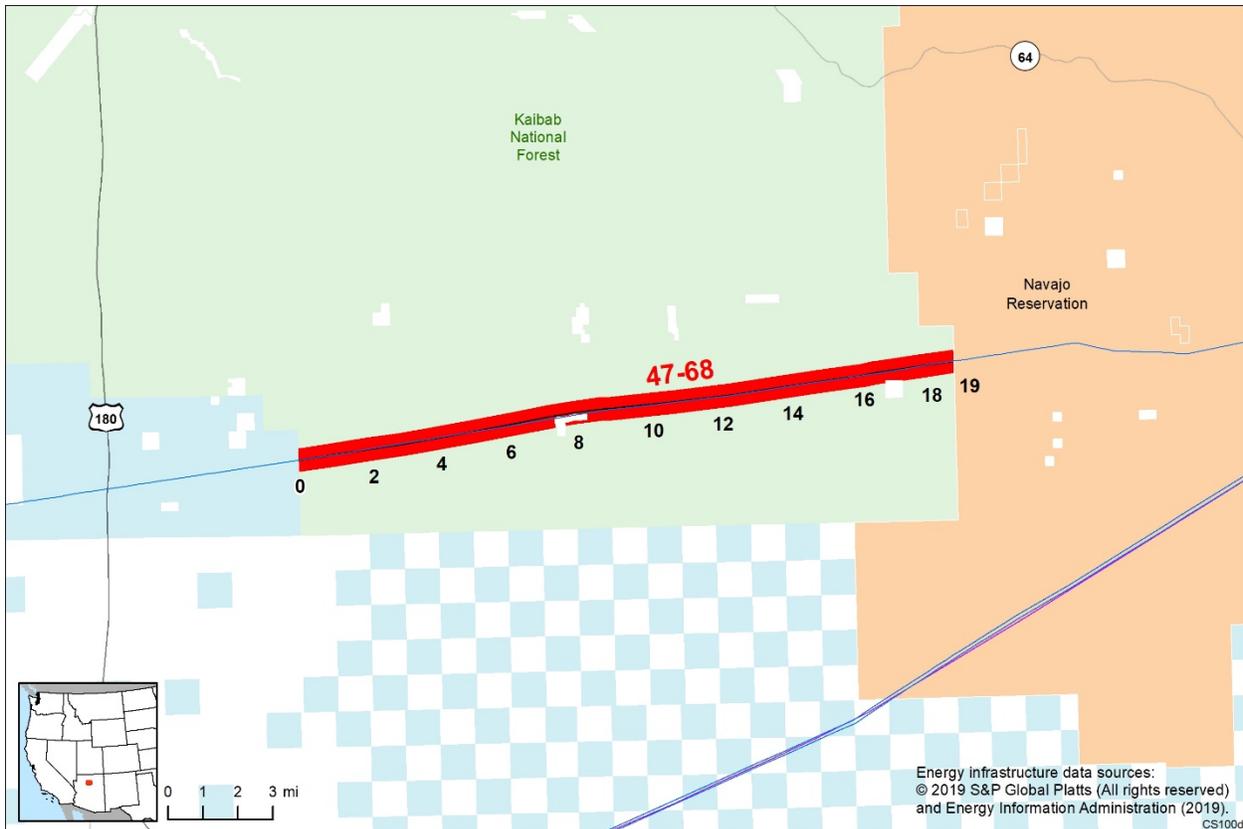


Figure 3.5-47. Corridor 47-68 and nearby electric transmission lines and pipelines (subject corridor in red).

Land and Resource Management Plan

Kaibab National Forest LMP (2014)

Corridor width: 3,500 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Modifications Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).

- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

At the time of the review, the existing corridor location (Figure 3.5-47) with the above changes is considered to be the best balance in meeting the siting principles. The corridor provides connectivity with Corridor 47-231 for electrical transmission from Four Corners Generating Station to Las Vegas, Nevada. The corridor is sited to provide maximum utility and minimum impact on the environment through collocation with existing and planned 500-kV transmission lines. Although a portion of the corridor between MP 7 and MP 8 is reduced in width by two private land parcels, there is still adequate space in the northern half of the corridor for future energy infrastructure.

Additional Stakeholder Input

No specific input was received on the Regions 2 and 3 Report.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 47-68, specific issues that would be addressed through recommended IOP revisions or additions include:

- Grand Canyon National Park is 12-mi north of the corridor. The Agencies could consider a revision to the existing IOP related to visual resources to ensure that appropriate consideration occurs with proposed development within the energy corridor.
- The corridor intersects the Arizona NST. The Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.
- The eastern end of the corridor is within an SUA. Adherence to existing IOP regarding coordination with DoD would be required. The Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 47-68 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 47-231 (Moenkopi Substation, AZ to Eldorado Substation)

Agency Jurisdictions

Bureau of Land Management

Southern Nevada District Office
Las Vegas Field Office

Colorado River District Office
Kingman Field Office

Nevada County

Clark County

Arizona County

Mohave County

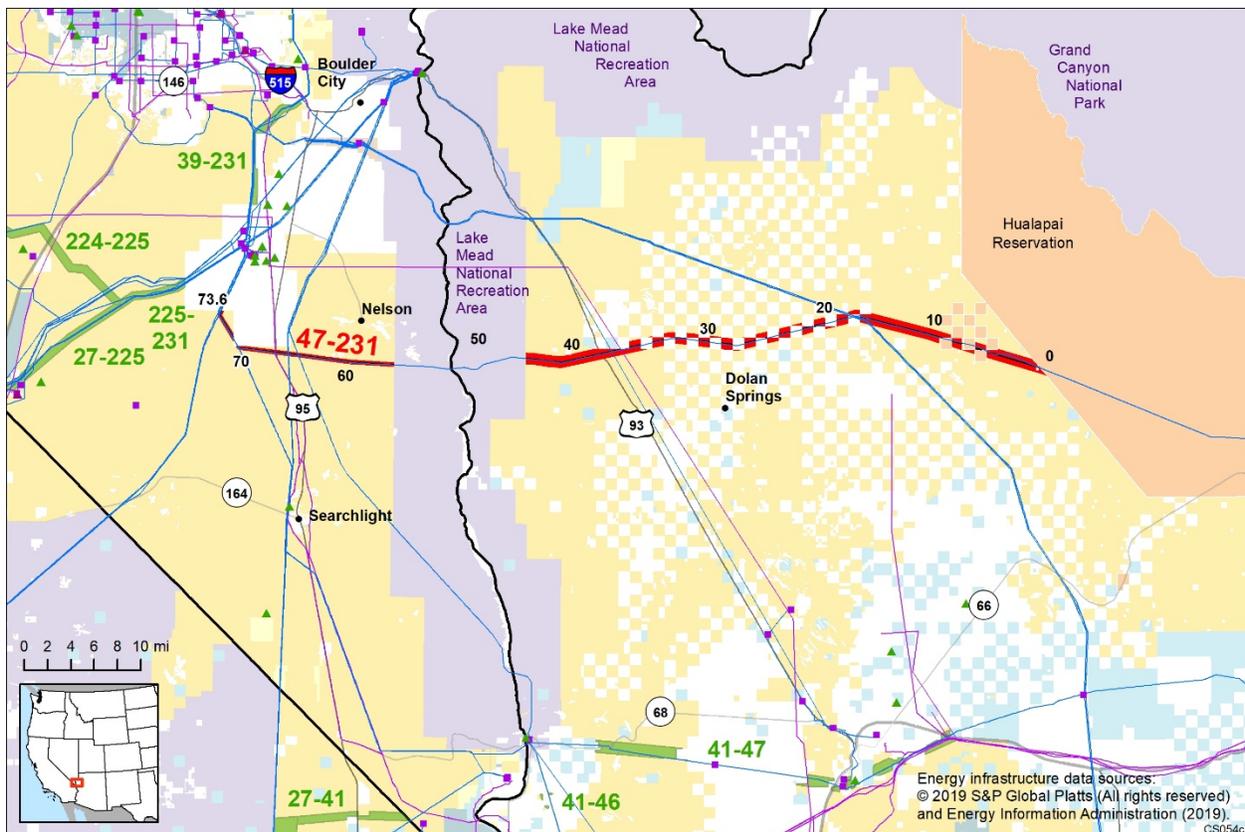


Figure 3.5-48. Corridor 47-231 and nearby electric transmission lines and pipelines (subject corridor in red).

Land and Resource Management Plans

Las Vegas RMP (1998)

Kingman RMP (1995)

Corridor width: 5,280 ft east of the Lake Mead NRA; 2,000 ft west of the NRA.

Designated use: electric-only east of the Lake Mead NRA; multi-modal for electric transmission and pipelines west of the Lake Mead NRA

Recommended Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

At the time of the review, the existing corridor location (Figure 3.5-48) with the above changes is considered to be the best balance in meeting the siting principles. The corridor was sited consistent with a locally designated corridor, is collocated with a transmission line, and has capacity for future infrastructure development. The corridor is not designated as a Section 368 energy corridor across the Lake Mead NRA, however, existing and proposed 500-kV lines within the corridor cross the NRA in a NPS-designated utility corridor with space for additional infrastructure. This was viewed as an opportunity for future projects and led to the Section 368 designation on BLM-administered land on each side of the NRA. Several REDAs located adjacent to the corridor provide opportunity for the corridor to accommodate transmission tied to renewable energy development.

The corridor was identified as a corridor of concern in the Settlement Agreement because of concerns regarding Desert Tortoise and Bonytail Chub critical habitats, an ACEC, and the Lake Mead NRA. While the corridor crosses special status species habitat and specially designated areas, future siting along existing infrastructure in the corridor is expected to be preferred over crossing undisturbed critical habitat.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Narrow or shift the corridor from MP 71 to MP 73 to avoid a proposed wilderness area.
- Analyze the corridor for potential impacts on Yuma Ridgway Rail habitat near the Colorado River in the vicinity of Lake Mead NRA.
- The corridor is likely to intersect or align with the Arizona Peace Trail.

These concerns should be considered during any land use planning revisions that would affect the corridor. The proposed Arizona Peace Trail will be incorporated into BLM travel management planning when and if it is formally designated. Use of these routes along with stakeholder comments will be considered in project permitting regardless of the status of any formal designation.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 47-231, specific issues that would be addressed through recommended IOP revisions or additions include:

- The Agencies could consider an IOP for habitat connectivity so that transmission projects within Section 368 energy corridors are sited and designed in a manner that minimizes impacts on Desert Tortoise habitat connectivity.
- The corridor and the Old Spanish NHT intersect at MP 66. There is an opportunity to consider a new IOP for NSTs and NHTs, as well as adding an IOP related to visual resources, to ensure appropriate consideration occurs for future development within the energy corridor.
- Agencies could consider an IOP to provide guidance on the review process for lands with wilderness characteristic applications within corridors with incomplete inventories. The recommended IOP would assist with avoiding, minimizing, and/or mitigating impacts on lands with wilderness characteristics.
- The Agencies could consider a revision to the existing IOP to include early tribal engagement during the conceptual stage of route planning for energy projects to help address tribal concerns.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 47-231 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 49-112 (Burley Corridor)

Agency Jurisdictions

Bureau of Land Management
Burley Field Office
Shoshone Field Office

Idaho Counties

Blaine County
Jerome County
Lincoln County
Minidoka County
Power County

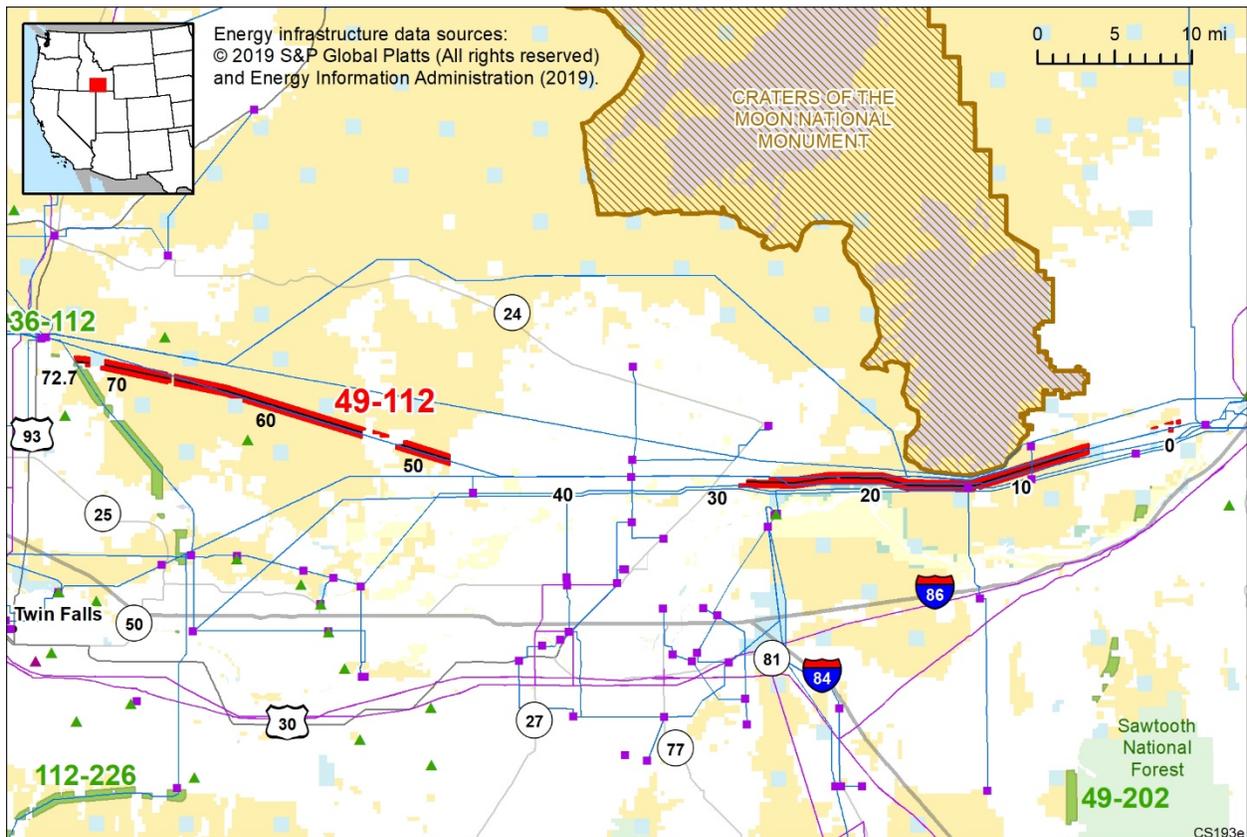


Figure 3.5-49a. Corridor 49-112 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Monument RMP (1986)
IDMT GRSG ARMPA (2015)

Corridor width: 3,500 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Enhancements Summary and Rationale

- At MP 13, reroute the corridor along the authorized Gateway West route, connecting to the recommended revision for Corridor 36-112, to improve collocation with existing and planned infrastructure (see Figure 3.5-49b and c). Both routes intersect with large areas of GRSG GHMA.
- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

At the time of the review, the existing corridor location (Figure 3.5-49a) with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a link to other Section 368 energy corridors (Corridor 36-112 to the west and Corridor 112-226 to the south), creating an interstate pathway for electrical and pipeline transmission east-west between Idaho and Oregon and south into Utah. There has been interest in wind, geothermal, and solar energy that could support the corridor. The recommended corridor revision would maximize utility by collocating with planned infrastructure, increasing the capacity within the corridor and avoiding non-federal lands to the greatest extent possible.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Consider the potential for higher impacts on GRSG, if the recommended route along Gateway West provides more new perching for raptors near the Craters of the Moon National Monument. Impacts on GRSG should be minimized by use of anti-perching devices on transmission lines.

These concerns should be considered during any land use planning revisions that would affect the corridor.

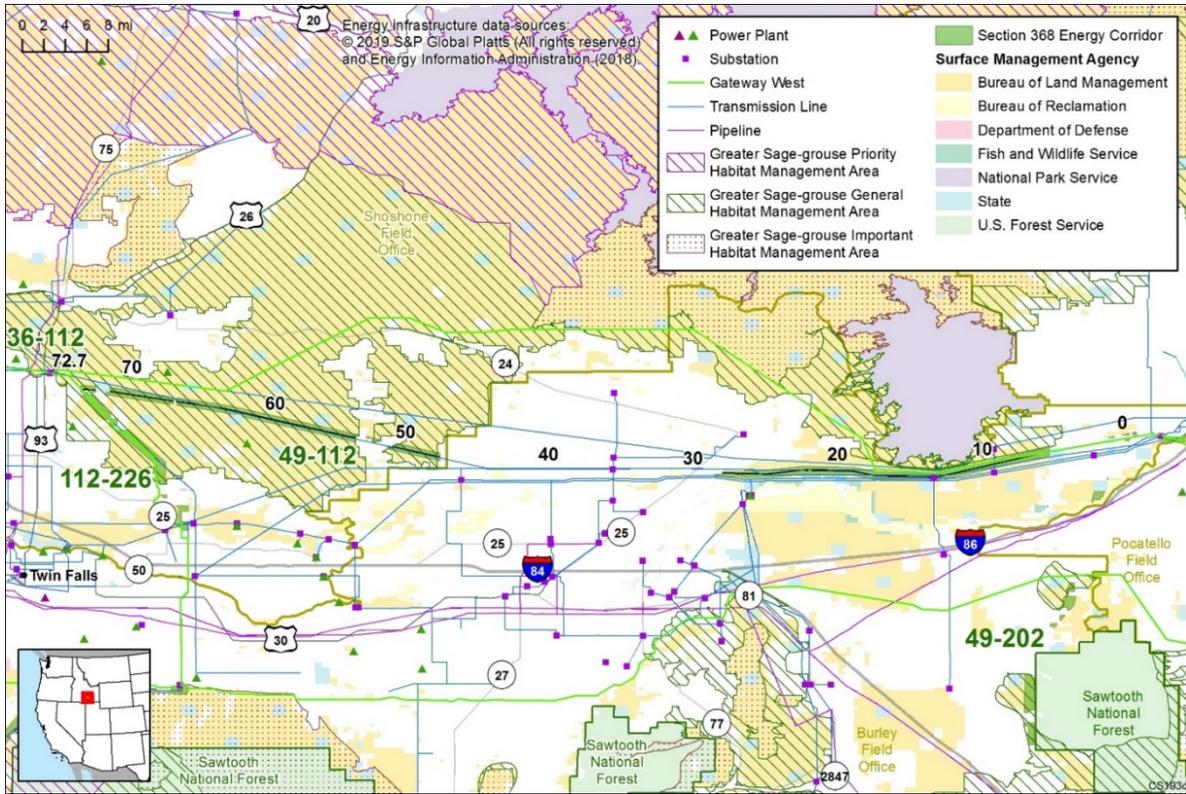


Figure 3.5-549b. Corridor 49-112, as designated

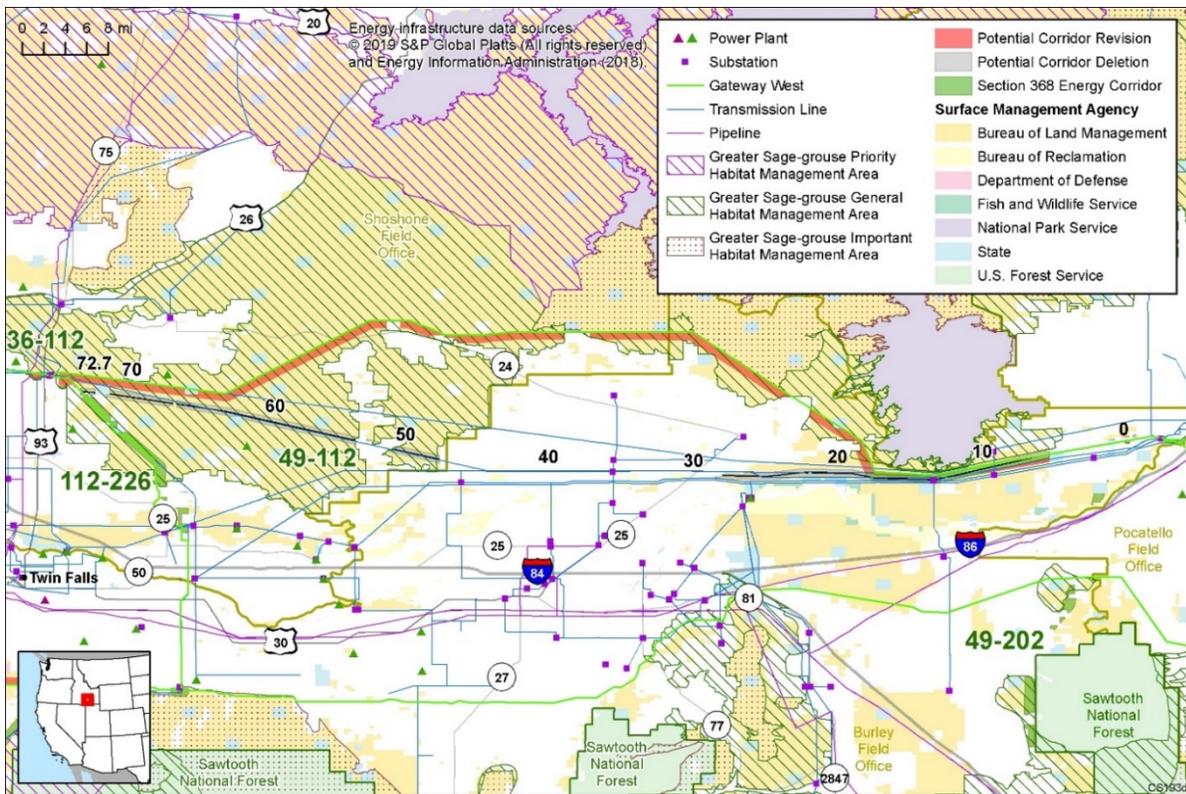


Figure 3.5-49c. Recommended Revision to Corridor 49-112

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 49-112, specific issues that would be addressed through recommended IOP revisions or additions include:

- MTR-VR and IR intersect the corridor. Adherence to the existing IOP regarding coordination with DoD would be required. The Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 49-112 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 49-202 (American Falls to Snowville Corridor)

Agency Jurisdictions

Bureau of Land Management
Burley Field Office
Pocatello Field Office

Idaho Counties

Cassia County
Oneida County
Power County

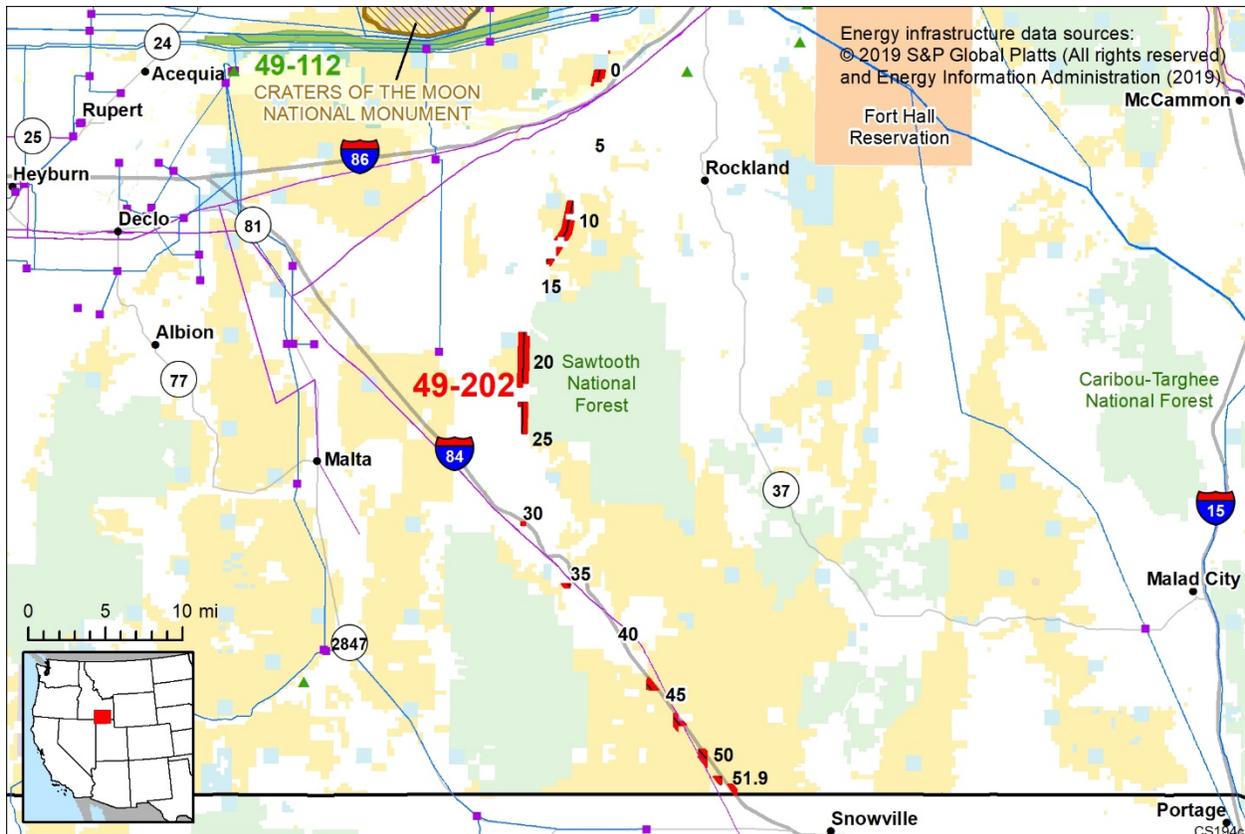


Figure 3.5-50. Corridor 49-202 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Cassia MFP (1985)
Monument RMP (1986)
Pocatello RMP (2012)
IDMT GRSG ARMPA (2015)

Corridor width: 3,500 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).
- Implement minor adjustments to avoid environmentally sensitive areas.
 - From MP 0 to MP 1, shift the corridor west to federal lands outside of the Cedar Fields SRMA.

At the time of the review, the existing corridor location (Figure 3.5-50) with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a pathway for energy transport from southern Idaho into Utah. The recommended minor revision would minimize impacts on the SRMA to the greatest extent possible while maintaining a preferred route for potential future energy development.

Additional Stakeholder Input

No specific input was received during the Regions 4, 5, and 6 stakeholder workshops and no specific input was received on the Regions 4, 5, and 6 Report.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 49-202, specific issues that would be addressed through recommended IOP revisions or additions include:

- Although the Oregon and California NHTs are located between designated corridor segments, the Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 49-202 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 50-51 (Dillon to Divide Corridor)

Agency Jurisdictions

Bureau of Land Management
Butte Field Office
Dillon Field Office

Montana Counties

Beaverhead County
Madison County
Silver Bow County

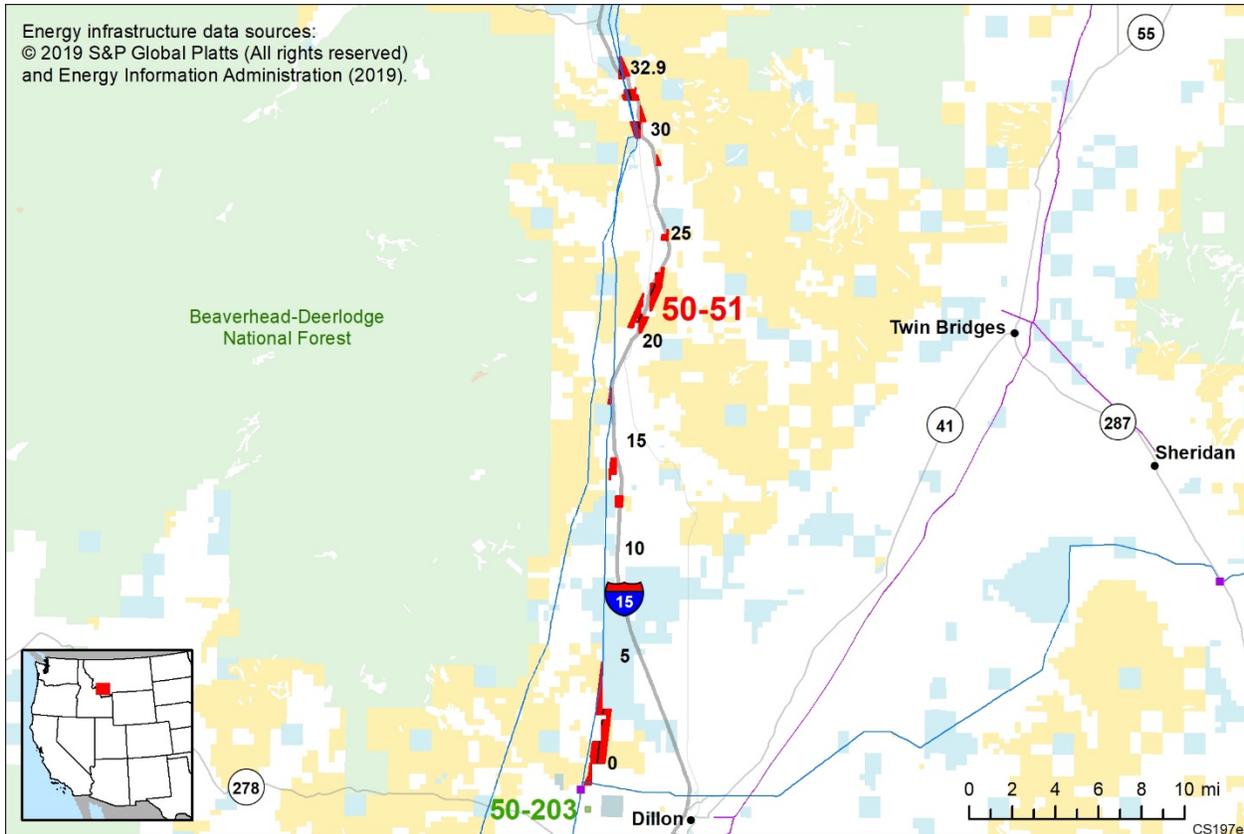


Figure 3.5-51a. Corridor 50-51 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Butte ROD and RMP (2009)
Dillon RMP (2006)
IDMT GRSG ARMPA (2015)

Corridor width: 3,500 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
 - From MP 12 to MP 33, shift corridor outside of the highway corridor to the existing 230-kV transmission line to the west (Figure 3.5-51b and c).
- Implement minor adjustments to avoid environmentally sensitive areas.
 - Micro-site corridor at the land use planning level to avoid GRSG leks.
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

At the time of the review, the existing corridor location (Figure 3.5-51a) with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a link to other Section 368 energy corridors (Corridor 50-203), creating an interstate pathway for electrical and pipeline transmission between Montana and Idaho. The recommended minor revision, while moving the corridor partially into GRSG GHMA, would avoid non-federal lands as well as the highway and would provide a preferred route for potential future energy development collocated with existing infrastructure.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Subsidence/landslide issues may limit any further development.
- Consider potential impacts on GRSG habitat.
- The proposed Mountain States Intertie transmission line was planned within the corridor but not built or approved.
- Additional concerns include negative electromagnetic effects, adverse recreational and visual resource impacts, fire hazards, interference with adjacent farming, and decrease in property values.
- Oppose corridor's location on private lands; support public projects on public lands.
- Siting energy projects on private land results in a major loss of agricultural land as well as impacts on property values, agricultural productivity, local businesses, ranching, fishing, guiding, tourism, farming, geology camps, recreation, hunting, timber and mineral industries, spread of noxious weeds, permanently converting agricultural lands to non-agricultural use, and impacts on irrigation systems and irrigated crop lands.
- Support recommended revision to collocate with two existing transmission lines, which would reduce impacts.
- Consider socio-cultural impacts including environmental racism and potential impacts on cultural features (historic districts, cemeteries, battlegrounds, churches, etc.).

- Montana Laws MCA 75-1-103, MCA 70-30-110, MCA 90-4-1001 protect private landowners in Montana.
- No installation of permanent structures will be allowed within MDT ROWs. Any crossings of MDT roadways must be permitted by MDT and will have height requirements. No permanent or temporary access from Interstates (I-15 or I-90) ROW.

These concerns should be considered during any land use planning revisions that would affect the corridor.

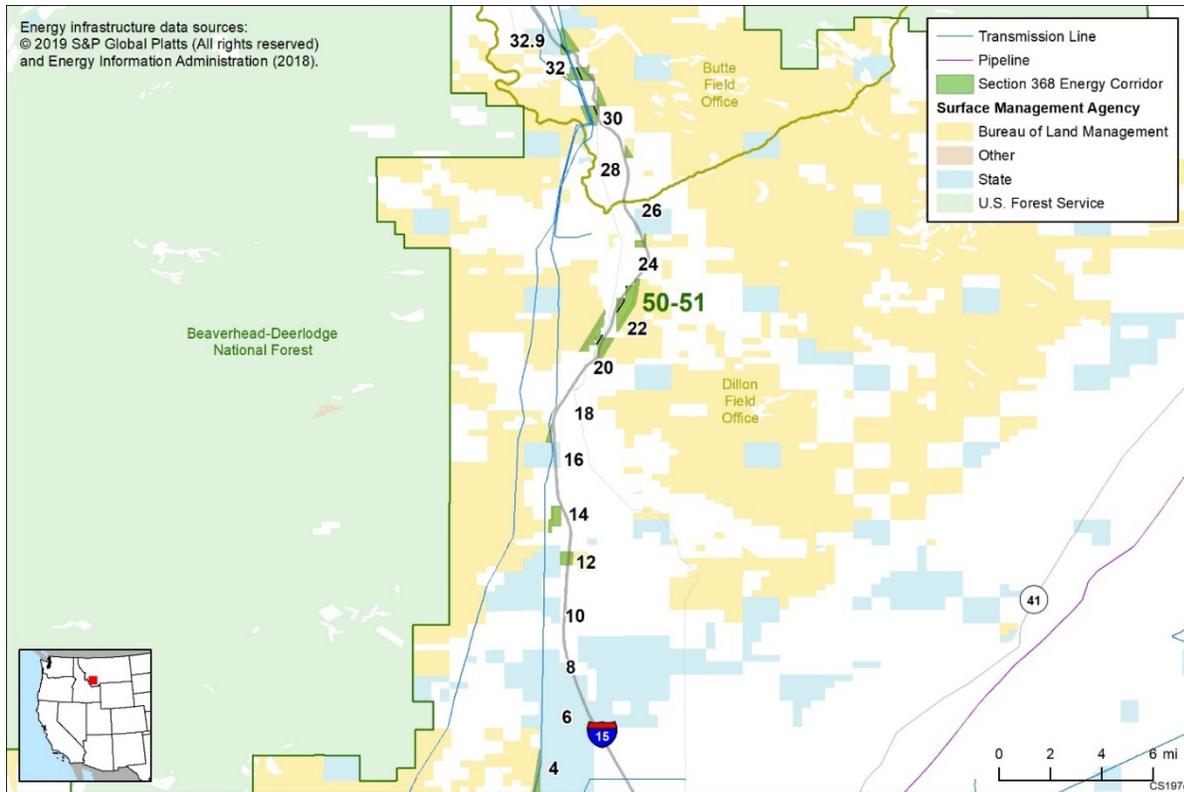


Figure 3.5-51b. Corridor 50-51, as designated

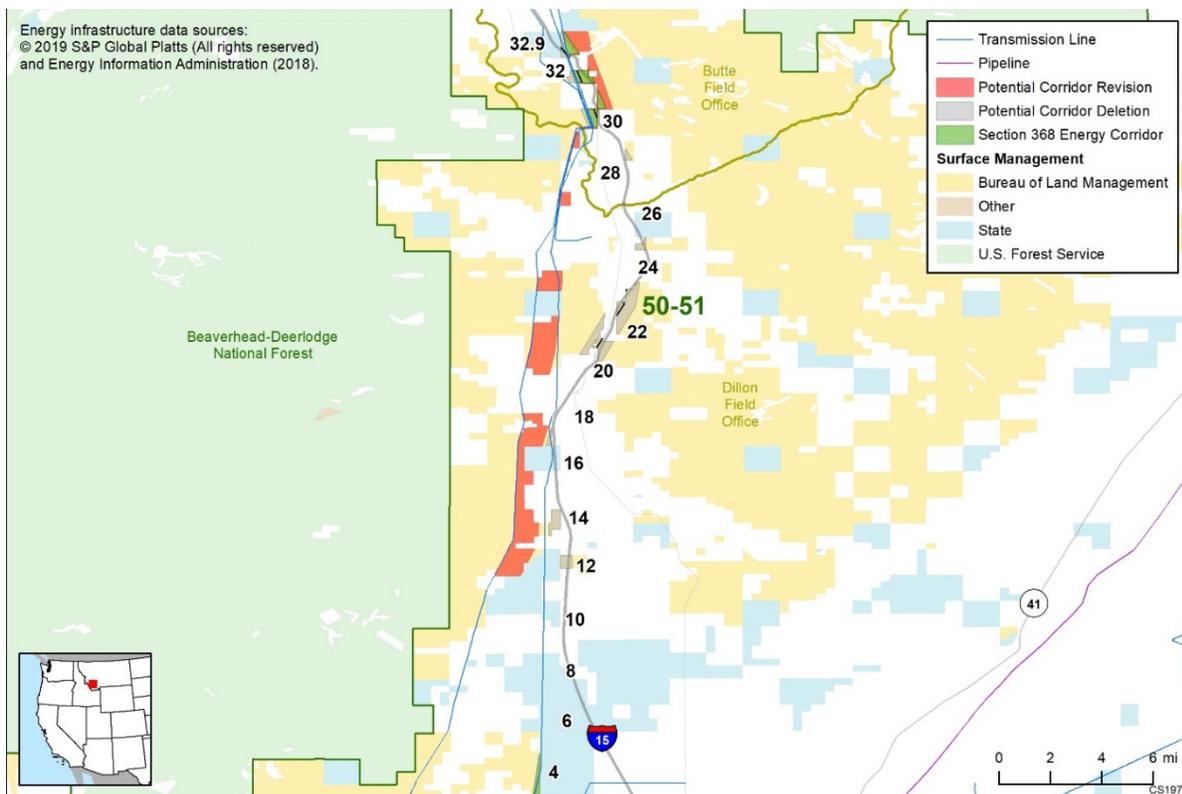


Figure 3.5-51c. Recommended Revision to Corridor 50-51

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 50-51, specific issues that would be addressed through recommended IOP revisions or additions include:

- Wildlife species connectivity and habitat have been identified within the corridor. The Agencies could consider an IOP for habitat connectivity so that projects within Section 368 energy corridors are sited and designed in a manner that minimizes impacts on habitat connectivity.

Corridor Abstract

Comprehensive background information and the Agency’s review and analysis of the existing corridor can be located in Corridor Abstract 50-51 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 50-203 (Dillon to Idaho Falls Corridor)

Agency Jurisdictions

Bureau of Land Management

Dillon Field Office
Upper Snake Field Office

Forest Service

Caribou-Targhee National Forest

Idaho Counties

Bingham County
Bonneville County
Clark County
Jefferson County

Montana County

Beaverhead County

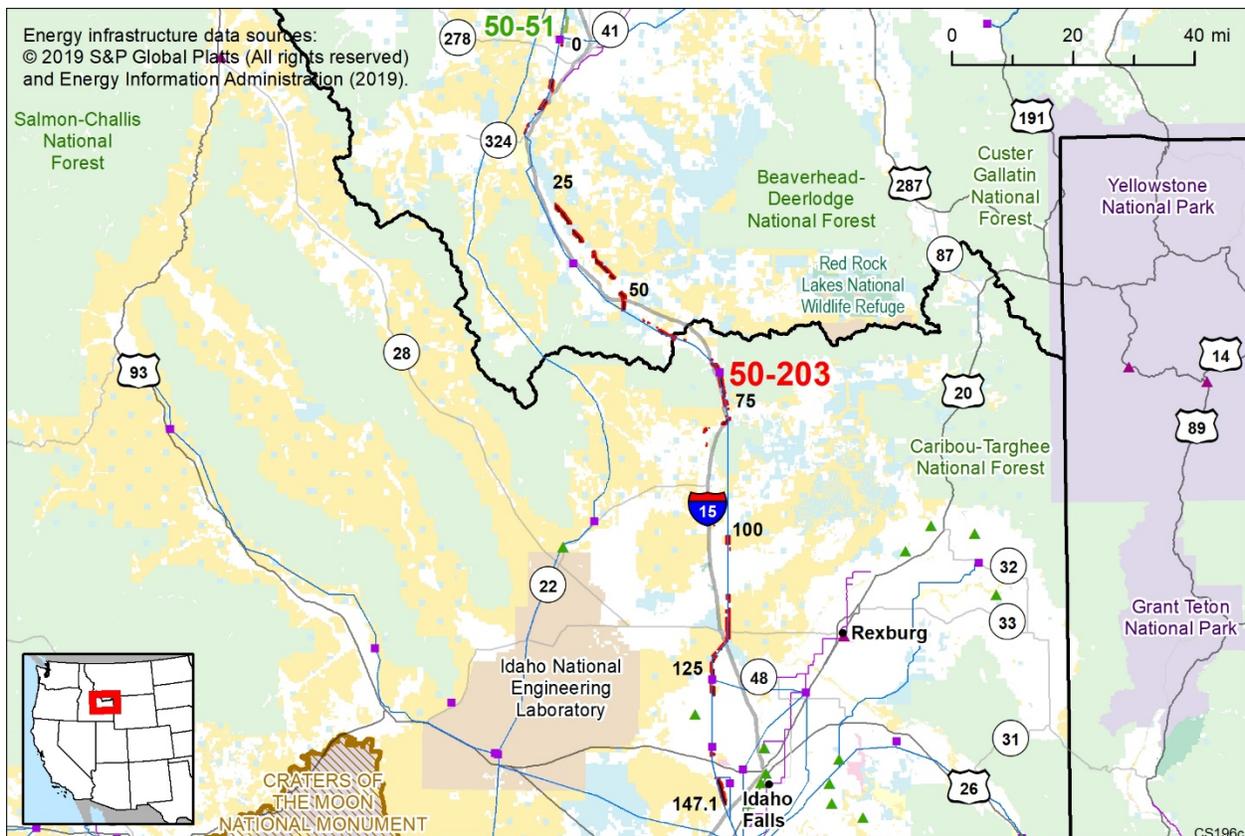


Figure 3.5-52. Corridor 50-203 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

- Dillon RMP (2006)
- Medicine Lodge RMP (1985)
- Targhee National Forest Revised Forest Plan (1997)
- IDMT GRSG ARMPA (2015)

Corridor width: 3,500 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Modifications Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).
 - Change the VRM and VQO designations where corridor crosses VRM Class II areas and VQO Partial Retention designation areas (MP 60 to MP 77, MP 104, MP 129, MP 138 to MP 139, and MP 143 to MP 147).
- Implement minor adjustments to avoid environmentally sensitive areas.
 - From MP 10 to MP 11, shift the corridor slightly to the west so that Interstate 15 or the existing transmission line is the eastern edge of the corridor; this would avoid the Lewis and Clark NHT and WSR Study River segment of the Beaverhead River while maintaining the corridor width on federal lands. However, the terrain along this route could make future siting of facilities difficult.
 - There are multiple GRSG leks within two miles of the corridor. Microsite during land use planning to avoid or minimize impact on GRSG leks. However, GRSG habitat areas are prevalent on both sides of the corridor and cannot be avoided.
 - From MP 118 to MP 123, shift the corridor slightly northwest so that the existing transmission line is the eastern border of the corridor to reduce jurisdictional gaps and avoid the Market Lake Wildlife Management Area while maintaining corridor width on federal land.

At the time of the review, the existing corridor location (Figure 3.5-52) with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a link to other Section 368 energy corridors and creating a continuous corridor network from Idaho into Montana across BLM- and USFS-administered lands. The recommended minor revisions would minimize impacts on the Lewis and Clark NHT, a WSR segment, and the Market Lake Wildlife Management Area to the greatest extent possible while maintaining a preferred route for potential future energy development collocated with existing infrastructure.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Siting energy projects on private land results in a major loss of agricultural land and interference with adjacent farming as well as impacts on property values, agricultural productivity, local businesses, ranching, fishing, guiding, tourism, farming, geology camps, recreation, hunting, timber and mineral industries, spread of noxious weeds, permanently converting agricultural lands to non-agricultural use, impacts on irrigation systems and irrigated crop lands, negative electromagnetic effects, adverse visual resource impacts, and fire hazards.

- The corridor runs through an important linkage area between the Greater Yellowstone Ecosystem and the Central Idaho wilderness complex.
- Support recommended revision to avoid Lewis and Clark NHT, WSR Study River segment, and the Markely Lake Wildlife Management Area and encourage the Agencies to find further ways to collocate corridors with existing infrastructure when it minimizes the impact on important resources.
- Recommend shifting corridor to avoid GRSG leks whenever possible.
- Corridor follows southeastern edge of northern section of the Beaverhead Sage-steppe Global IBA from MP 17 to MP 19 and along the southwestern edge of southern section of the IBA from MP 31 to MP 49. The IBA represents the largest intact sagebrush habitats that remain in southwestern Montana.
- Socio-cultural impacts including environmental racism and potential impacts on cultural features (historic districts, cemeteries, battlegrounds, churches, etc.).
- Montana Laws MCA 75-1-103, MCA 70-30-110, MCA 90-4-1001 protect private landowners in Montana.
- No installation of permanent structures will be allowed within MDT ROWs. Any crossings of MDT roadways must be permitted by MDT and will have height requirements. No permanent or temporary access from Interstates (I-15 or I-90) ROW.

These concerns should be considered during any land use planning revisions that would affect the corridor.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 50-203, specific issues that would be addressed through recommended IOP revisions or additions include:

- The Lewis and Clark NHT and the Continental Divide NST intersect the corridor. Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.
- Wildlife species connectivity and habitat have been identified within the corridor. The Agencies could consider an IOP that minimizes impacts on habitat connectivity.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 50-203 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 51-204 (Butte to Helena Corridor)

Agency Jurisdictions

Bureau of Land Management
Butte Field Office

Forest Service

Beaverhead-Deerlodge National Forest

Montana County

Jefferson County

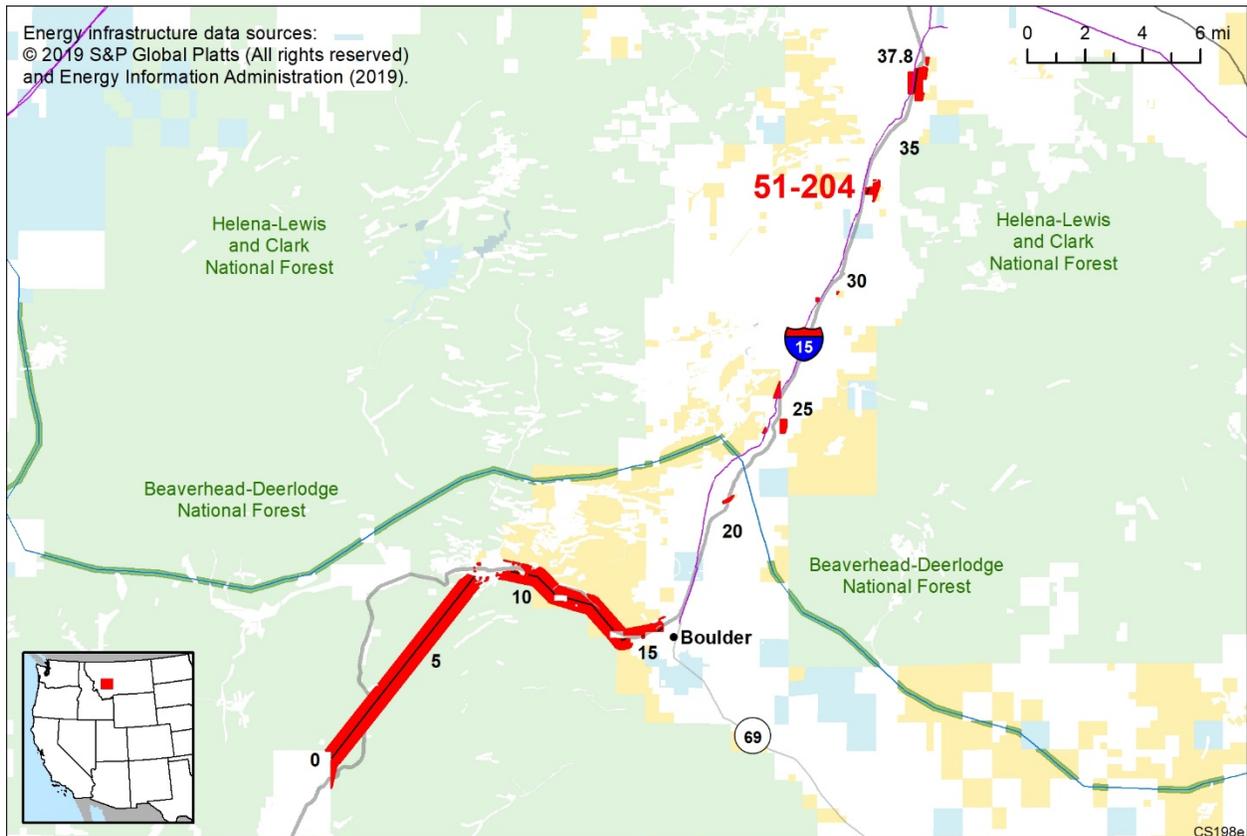


Figure 3.5-53a. Corridor 51-204 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Butte RMP (2009)

Beaverhead-Deerlodge National Forest LMP (2009)

IDMT GRSG ARMPA (2015)

Corridor width: 3,500 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Enhancements Summary and Rationale

- At MP 9, re-route to follow existing 100-kV transmission lines north intersecting Corridor 229-254 at MP 266, and following Corridor 229-254 until it joins with Corridor 51-204 at MP 22 to avoid the town of Boulder (see Figure 3.5-53b and c). This could also be considered as a secondary route (corridor braid) in addition to the current location.
- Delete the corridor from MP 16 to MP 38 because there is very little federal land, and the corridor intersects with the Elkhorn Mountains ACEC.
- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

At the time of the review, the existing corridor location (Figure 3.5-53a) with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a link to other Section 368 energy corridors (Corridor 229-254), creating a pathway for electrical and pipeline transmission in Montana. There is limited federal land, but the recommended revisions would avoid the town of Boulder and an ACEC while maintaining a preferred route for potential future energy development collocated with existing infrastructure (i.e., 100-kV transmission lines). The Agencies should engage with local government and communities during the land use planning process when considering corridor revisions.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Siting energy projects on private land results in a major loss of agricultural land and interference with adjacent farming as well as impacts on property values, agricultural productivity, local businesses, ranching, fishing, guiding, tourism, farming, geology camps, recreation, hunting, timber and mineral industries, spread of noxious weeds, permanently converting agricultural lands to non-agricultural use, impacts on irrigation systems and irrigated crop lands, negative electromagnetic effects, adverse visual resource impacts, and fire hazards.
- Socio-cultural impacts including environmental racism and potential impacts on cultural features (historic districts, cemeteries, battlegrounds, churches, etc.).
- Montana Laws MCA 75-1-103, MCA 70-30-110, MCA 90-4-1001 protect private landowners in Montana.
- No installation of permanent structures will be allowed within MDT ROWs. Any crossings of MDT roadways must be permitted by MDT and will have height requirements. No permanent or temporary access from Interstates (I-15 or I-90) ROW.

These concerns should be considered during any land use planning revisions that would affect the corridor.

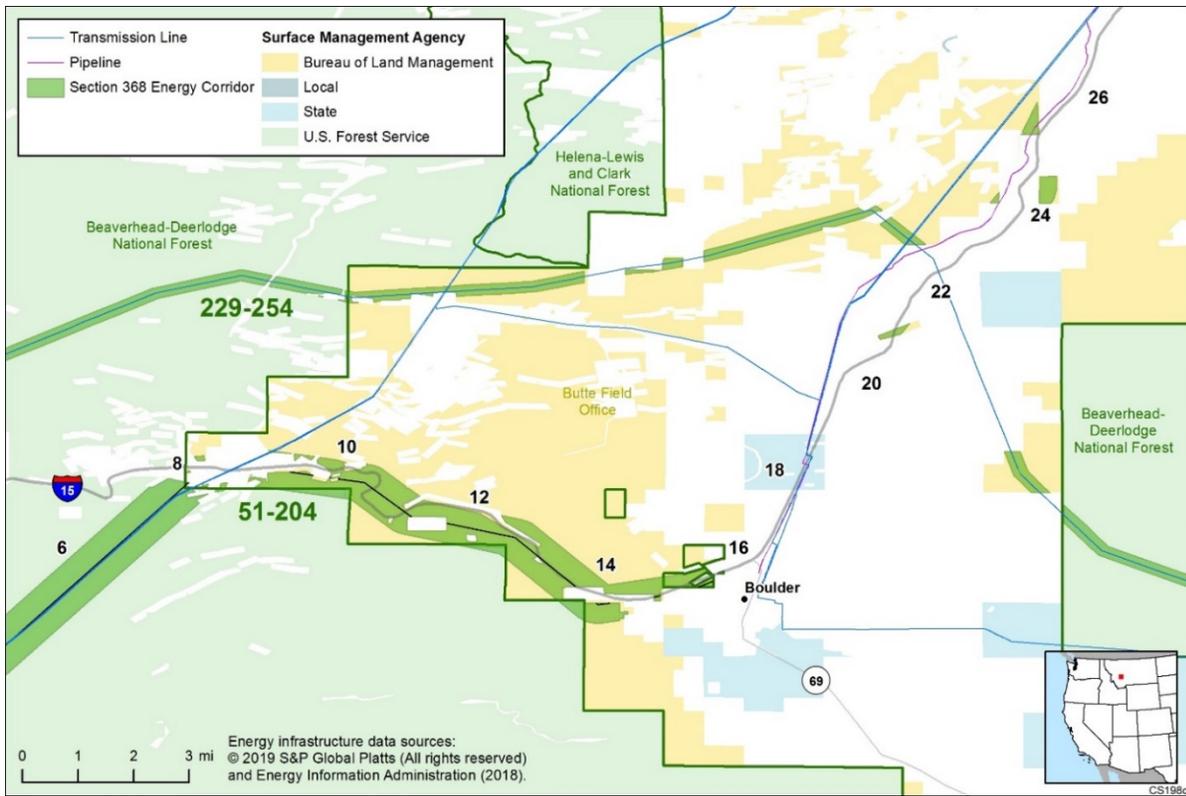


Figure 3.5-53b. Corridor 51-204, as designated

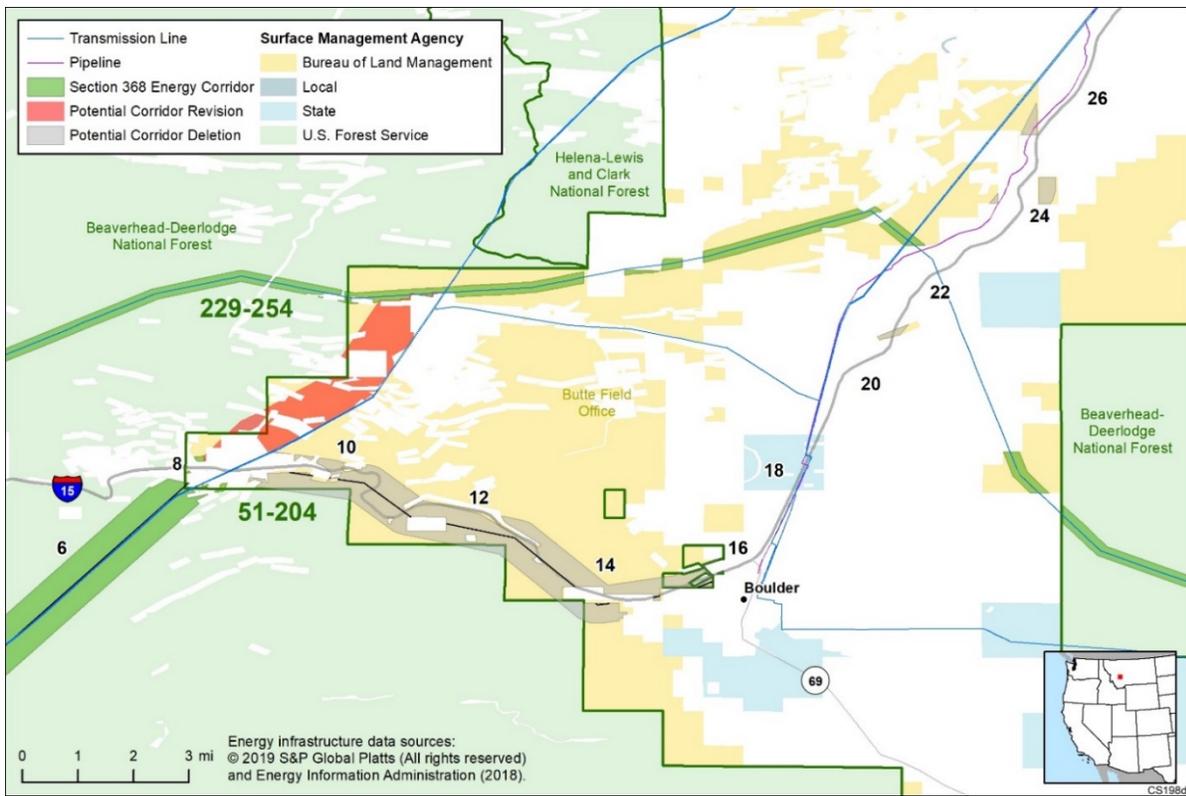


Figure 3.5-53c. Recommended Revision to Corridor 51-204

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 51-204, specific issues that would be addressed through recommended IOP revisions or additions include:

- The Agencies could consider an IOP for habitat connectivity so that projects within Section 368 energy corridors are sited and designed in a manner that minimizes impacts on habitat connectivity.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 51-204 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 51-205 (Interstate 90 Corridor)

Agency Jurisdictions

Bureau of Land Management
Butte Field Office

Forest Service

Beaverhead-Deerlodge National Forest

Montana Counties

Jefferson County
Silver Bow County

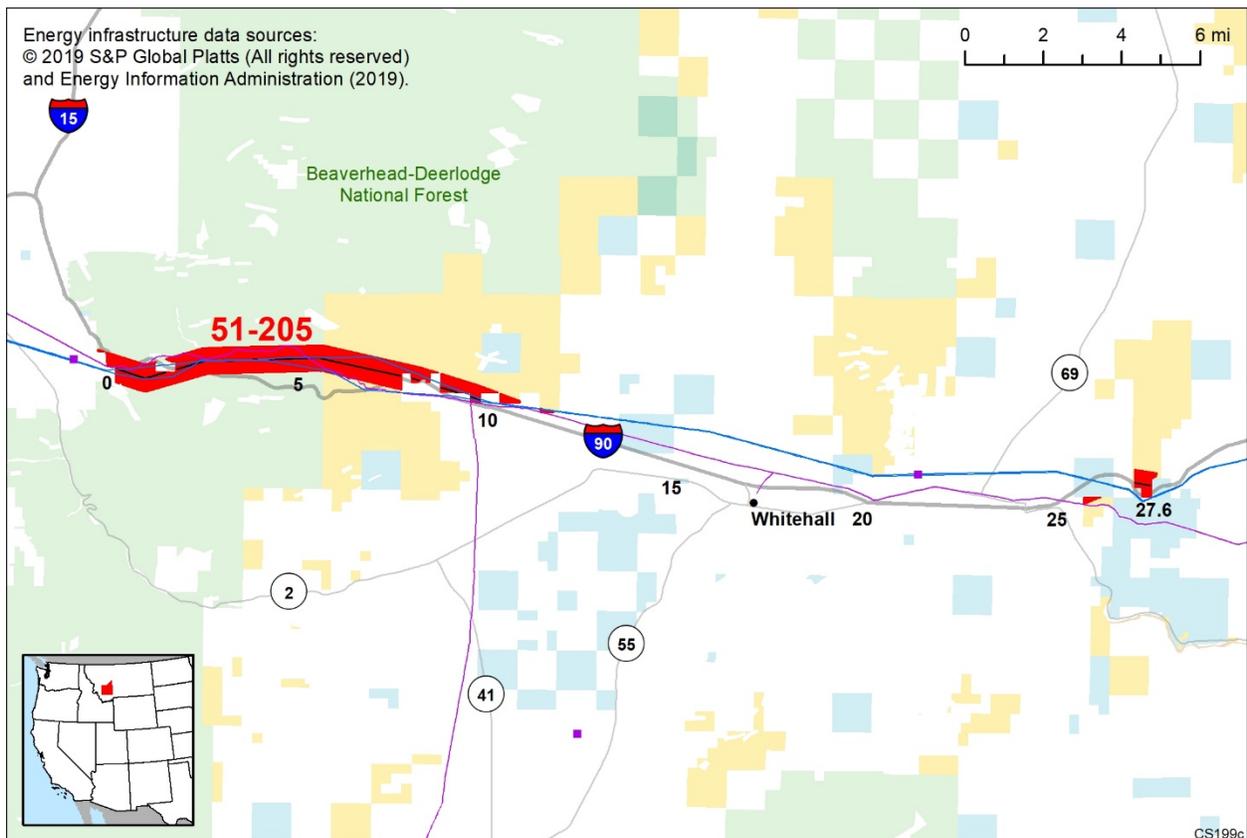


Figure 3.5-54. Corridor 51-205 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Butte RMP (2009)
Beaverhead-Deerlodge National Forest LMP (2009)
IDMT GRSG ARMPA (2015)

Corridor width: 3,500 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Enhancements Summary and Rationale

- Consider deleting corridor from MP 12 to MP 28 because there is very little federal land.
- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
 - Shift the corridor north between MP 0 and MP 12 so the existing 230-kV transmission line is the southern corridor boundary, to avoid I-90 and collocate with existing infrastructure.
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

At the time of the review, the existing corridor location (Figure 3.5-54) with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by creating an interstate pathway for electrical and pipeline transmission across Montana. The recommended minor revisions would avoid private lands and the interstate while maintaining a preferred route for potential future energy development collocated with existing infrastructure. The Agencies should engage with local government and communities during the land use planning process when considering corridor revisions.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- The corridor is fragmented with subdivisions and private land holdings. The proposed Mountain States Intertie transmission project considered this corridor but did not go forward.
- Consider the coal strip mine north of the corridor around MP 22.
- Engage with local government for recommended corridor revisions.
- Consider airfields and their relationships to corridors.
- Shift the corridor away from I-90.
- Siting energy projects on private land results in a major loss of agricultural land and interference with adjacent farming as well as impacts on property values, agricultural productivity, local businesses, ranching, fishing, guiding, tourism, farming, geology camps, recreation, hunting, timber and mineral industries, spread of noxious weeds, permanently converting agricultural lands to non-agricultural use, and impacts on irrigation systems and irrigated crop lands, negative electromagnetic effects, adverse visual resource impacts, and fire hazards.
- Socio-cultural impacts including environmental racism and potential impacts on cultural features (historic districts, cemeteries, battlegrounds, churches, etc.).
- Montana Laws MCA 75-1-103, MCA 70-30-110, MCA 90-4-1001 protect private landowners in Montana.

- No installation of permanent structures will be allowed within MDT ROWs. Any crossings of MDT roadways must be permitted by MDT and will have height requirements. No permanent or temporary access from Interstates (I-15 or I-90) ROW.

These concerns should be considered during any land use planning revisions that would affect the corridor.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 51-205, specific issues that would be addressed through recommended IOP revisions or additions include:

- The Continental Divide NST and the corridor intersect. The Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 51-205 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 55-240 (Evanston to Granger Corridor)

Agency Jurisdictions

Bureau of Land Management
Kemmerer Field Office

Wyoming Counties

Sweetwater County
Uinta County

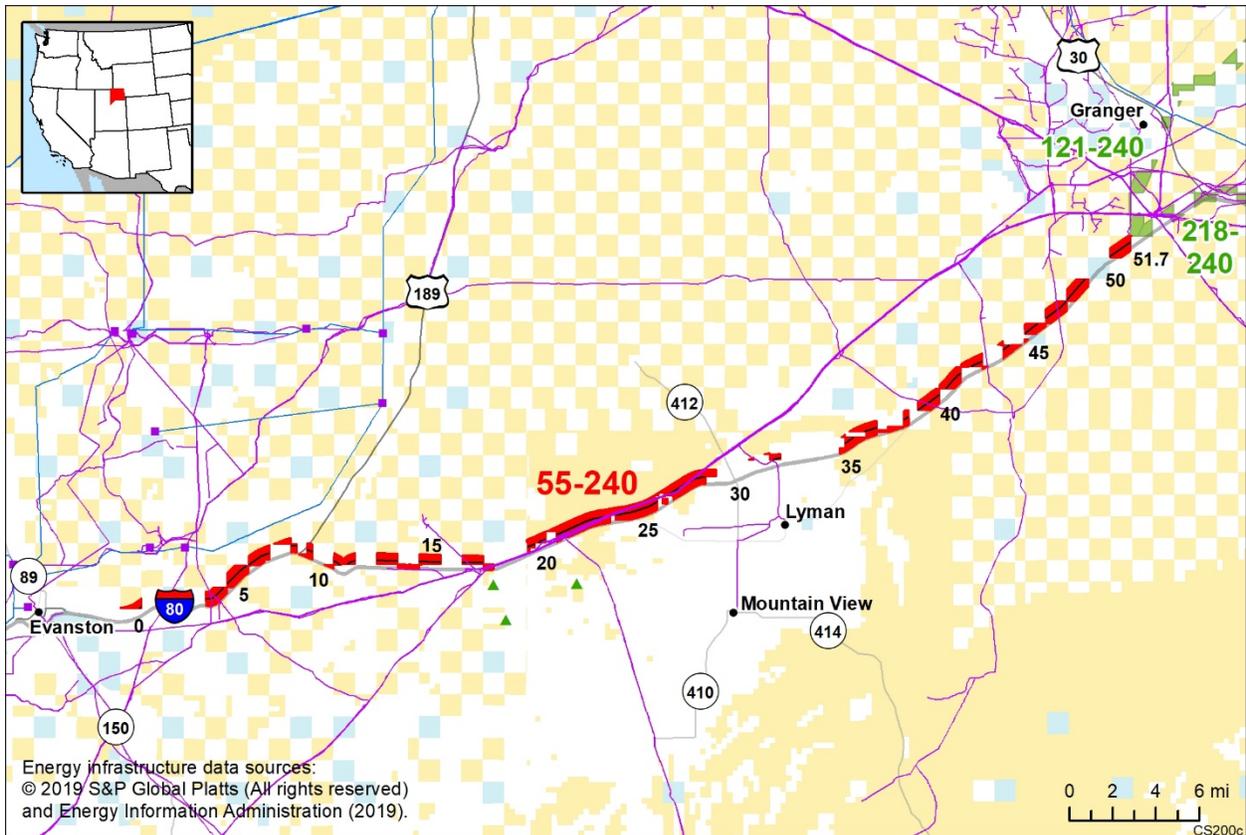


Figure 3.5-55. Corridor 55-240 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

- Kemmerer RMP (2010)
- Wyoming GRSG ARMPA (2015)
- Wyoming Pipeline Corridor Initiative ARMPA (2021)

Corridor width: 3,500 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Modifications Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).
- Implement minor adjustments to avoid environmentally sensitive areas.
 - From MP 35 to MP 39, shift the corridor north to avoid California NHT/Oregon NHT/Mormon Pioneer NHT/Pony Express NHT/Four Trails Feasibility Study Trail.

At the time of the review, the existing corridor location (Figure 3.5-55) with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a link to multiple Section 368 energy corridors to the east, providing a continuous corridor network across southern Wyoming to Cheyenne across BLM-administered lands. The recommended revision would minimize impacts on NHT and Study Trails.

Additional Stakeholder Input

No specific input was received during the Regions 4, 5, and 6 stakeholder workshops and no specific input was received on the Regions 4, 5, and 6 Report.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 55-240, specific issues that would be addressed through recommended IOP revisions or additions include:

- The California, Oregon, Mormon Pioneer, and Pony Express NHTs and the Four Trails Feasibility Study Trail intersect the corridor. The Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 55-240 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 61-207 (Page-Phoenix Corridor)

Agency Jurisdictions

Bureau of Land Management
Hassayampa Field Office

Forest Service
Kaibab National Forest
Prescott National Forest

Arizona Counties

Coconino County
Maricopa County
Yavapai County

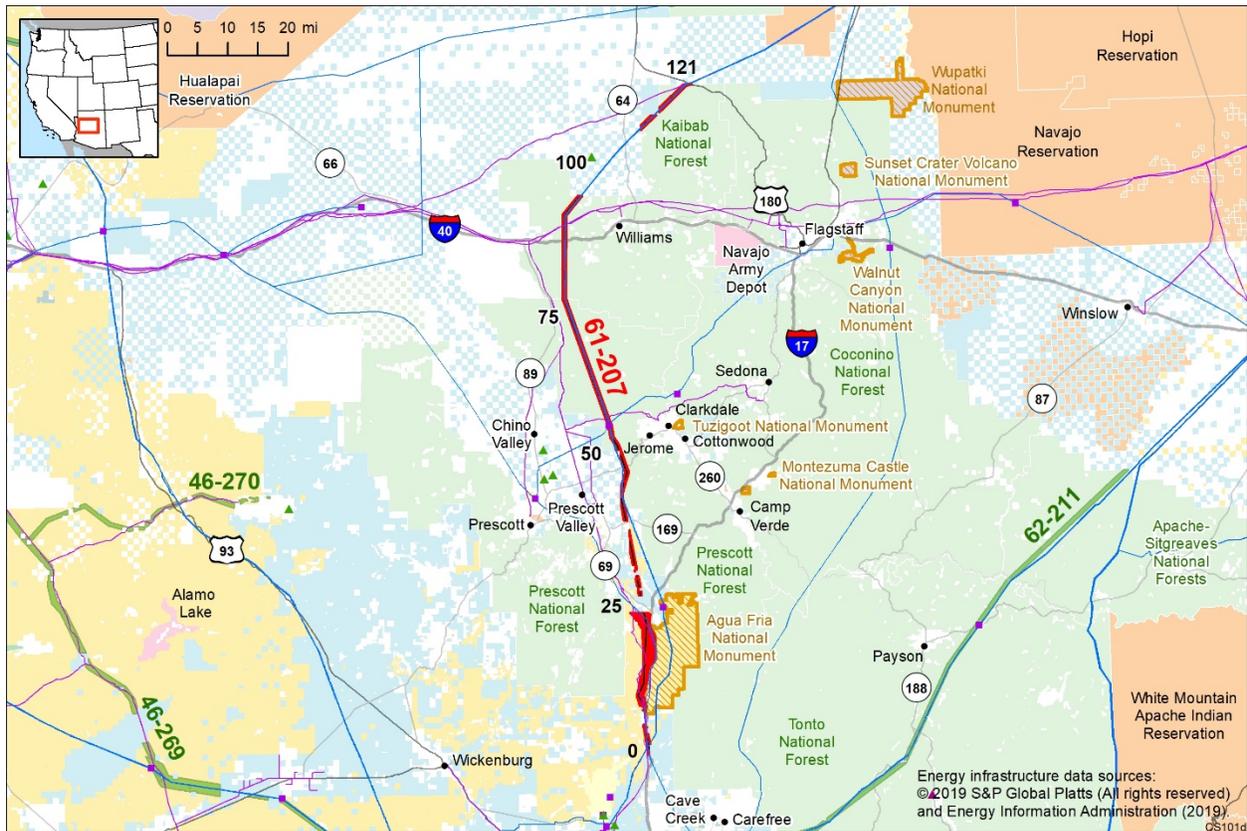


Figure 3.5-56. Corridor 61-207 and nearby electric transmission lines and pipelines (subject corridor in red).

Land and Resource Management Plans

- Bradshaw-Harquahala RMP (2010)
- Kaibab National Forest LMP (2014)
- Prescott National Forest LMP (2015, as slightly revised 2016)

Corridor width: variable from 2,900 ft to 16,300 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Modifications Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).
 - The corridor crosses the Verde River, a WSR-eligible segment, at MP 65. The corridor designation and WSR-eligible segment may have conflicting management objectives. There is a need to provide clarification on the management prescriptions in the land use plan.
 - The Bradshaw-Harquahala RMP states that no net loss will occur in the quality or quantity of Category I and II Sonoran Desert Tortoise habitat to the extent practicable. BLM would address and include mitigation measures in decision documents to offset the loss of quality or quantity of Category I, II, and III tortoise habitats. Future ROWs in the corridor would be mitigated in accordance with the Desert Tortoise Range-wide Plan and other applicable policy guidance. The corridor designation and RMP management prescriptions have conflicting management objectives. There is a need to provide clarification on the management prescriptions in the land use plan.

At the time of the review, the existing corridor location (Figure 3.5-56) with the above changes is considered to be the best balance in meeting the siting principles. The preferred methodology to mitigate undue degradation of resources, like designated areas and tortoise habitat, is to collocate future energy infrastructure across public land with existing infrastructure to the extent feasible. Energy infrastructure already crosses the Upper Verde River; new infrastructure and vegetation clearing could lead to additional impacts on the scenic integrity of the river. As such, the current location of the corridor minimizes impacts by collocating with existing infrastructure as well as avoiding the Agua Fria National Monument. Rerouting the corridor to avoid Sonoran Desert Tortoise habitat is not a likely solution due to the prevalence of habitat and value in collocating infrastructure to limit disturbance. Collocating also limits the number of access roads, minimizing possible mortality from cars and from people stopping to pick tortoises up, as well as minimizing impacts on tortoise habitat. The recommended corridor revisions would support connectivity to multiple energy generation sources. There is one substation within the corridor and a BLM-designated REDA and wind farm are within five miles of the corridor.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Recommend that access roads require signage that does not promote motorized travel.
- This area is important to pronghorn during fawning season. The Agencies should coordinate with Arizona Game and Fish Department to ensure construction periods do not cause disturbance to Pronghorn during fawning season.

These concerns should be considered during any land use planning revisions that would affect the corridor.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 61-207, specific issues that would be addressed through recommended IOP revisions or additions include:

- MTR-VR intersects the corridor. Adherence to the existing IOP regarding coordination with DoD would be required. The Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.

Corridor Abstract

Comprehensive background information and the Agencies' review and analysis of the existing corridor can be located in Corridor Abstract 61-207 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 62-211 (Four Corners-Phoenix Corridor)

Agency Jurisdictions

Forest Service

Apache Sitgreaves National Forest
Tonto National Forest

Arizona Counties

Coconino County
Gila County
Maricopa County
Navajo County

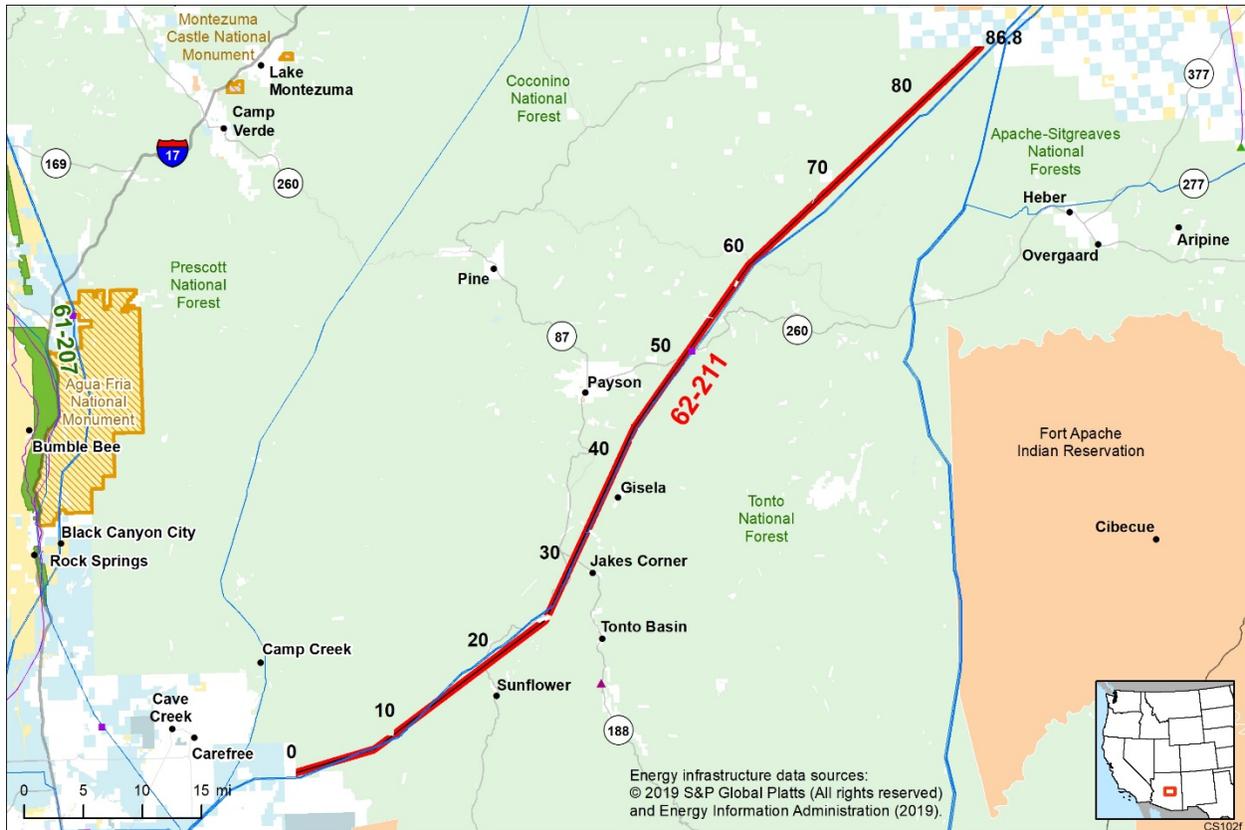


Figure 3.5-57a. Corridor 62-211 and nearby electric transmission lines and pipelines (subject corridor in red).

Land and Resource Management Plans (Forest Plans)

Apache-Sitgreaves National Forests LMP (2015, as slightly revised 2016)
Tonto National Forest Plan (1985)

Corridor width: 3,500 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Modifications Summary and Rationale

- Shift the corridor between MP 60 and MP 87, less than one mile east and south along the existing 345-kV transmission lines so that the existing lines are the northern boundary of the corridor rather than to the corridor being north of the existing lines (Figures 3.5-57b and c).
- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).
 - The corridor designation and the SIO have conflicting management objectives.

At the time of the review, the existing corridor location (Figure 3.5-57a) with the above changes is considered to be the best balance in meeting the siting principles. The recommended corridor revision would allow maximum future build-out capacity and avoid impacts on some sensitive resources. The corridor provides continued electrical energy transmission from the Four Corners Generating Station to Phoenix, Arizona. Following the best terrain and aligning new ROWs parallel to existing infrastructure should help avoid topography concerns associated with the current corridor alignment. The recommended corridor revision would avoid potential impacts on General George Crook NRT, the Mogollon Rim, Chevelon Creek Eligible WSR, Chevelon Crossing, aquatic ESA-listed species, citizen's proposed wilderness, USFS inventoried roadless areas and USFS potential wilderness areas, scenic integrity, cultural resource site density, Steep Ridge, and the Vincent Ranch property. The recommended corridor revision would support connectivity to multiple energy generation sources. A proposed wind energy project on the Apache-Sitgreaves National Forest crosses the corridor that would benefit from tying into the energy transmission grid at this location. If authorized, wind turbines and associated infrastructure will run parallel to the Mogollon Rim escarpment. The corridor was identified as a corridor of concern in the Settlement Agreement regarding access to coal, impacts on citizen-proposed and designated Wilderness, NHP, WSR, and Mexican spotted owl critical habitat. The recommended corridor revision would avoid some of these concerns.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Support the realignment of the corridor.
- Avoid Forest Service potential wilderness areas.
- Consider revisions to the corridor where the corridor climbs up the Mogollon Rim to the ASNFs boundary.

These concerns should be considered during any land use planning revisions that would affect the corridor.

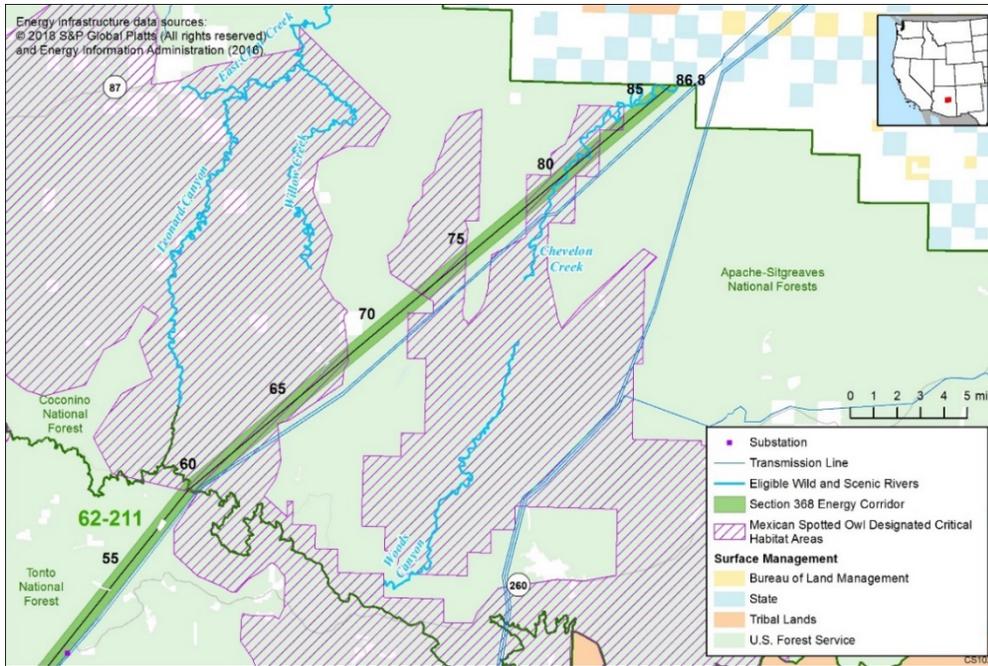


Figure 3.5-57b. Corridor 62-211, as designated.

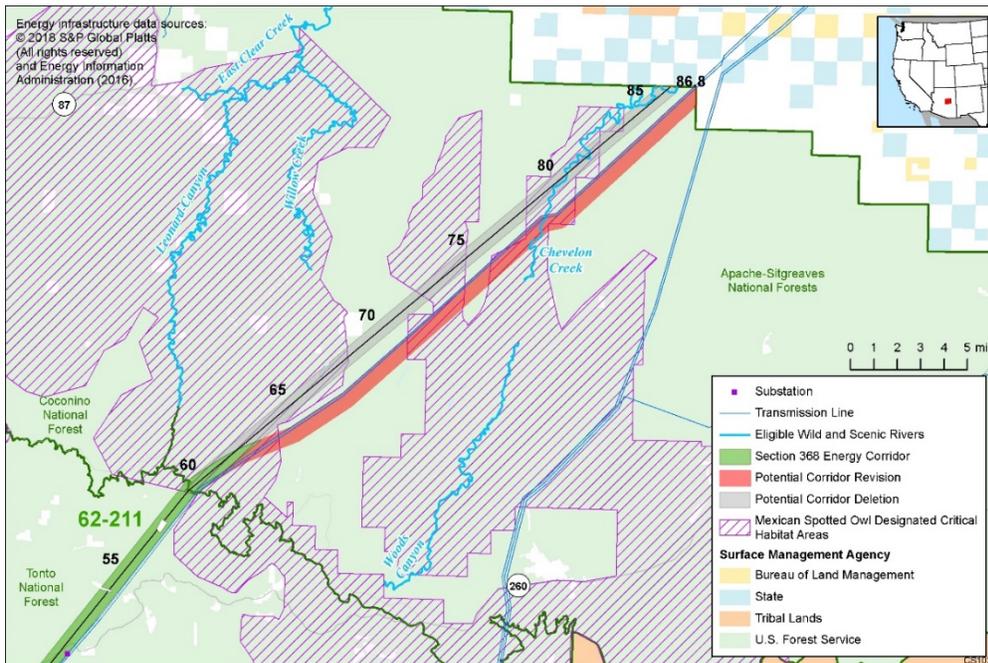


Figure 3.5-57c. Recommended Revision to Corridor 62-211.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 62-211, specific issues that would be addressed through proposed IOP revisions or additions include:

- The Arizona NST, General George Crook NRT, and the Mogollon Rim intersect the corridor. The recommended corridor revision would avoid some of these impacts, but the Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.
- MTR-IR and VR intersect the corridor. Adherence to the existing IOP regarding coordination with DoD would be required. The Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 62-211 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 66-209 (Spanish Fork Corridor)

Agency Jurisdictions

Utah County

Bureau of Land Management
Salt Lake Field Office

Utah County

Forest Service

Uinta-Wasatch-Cache National Forest

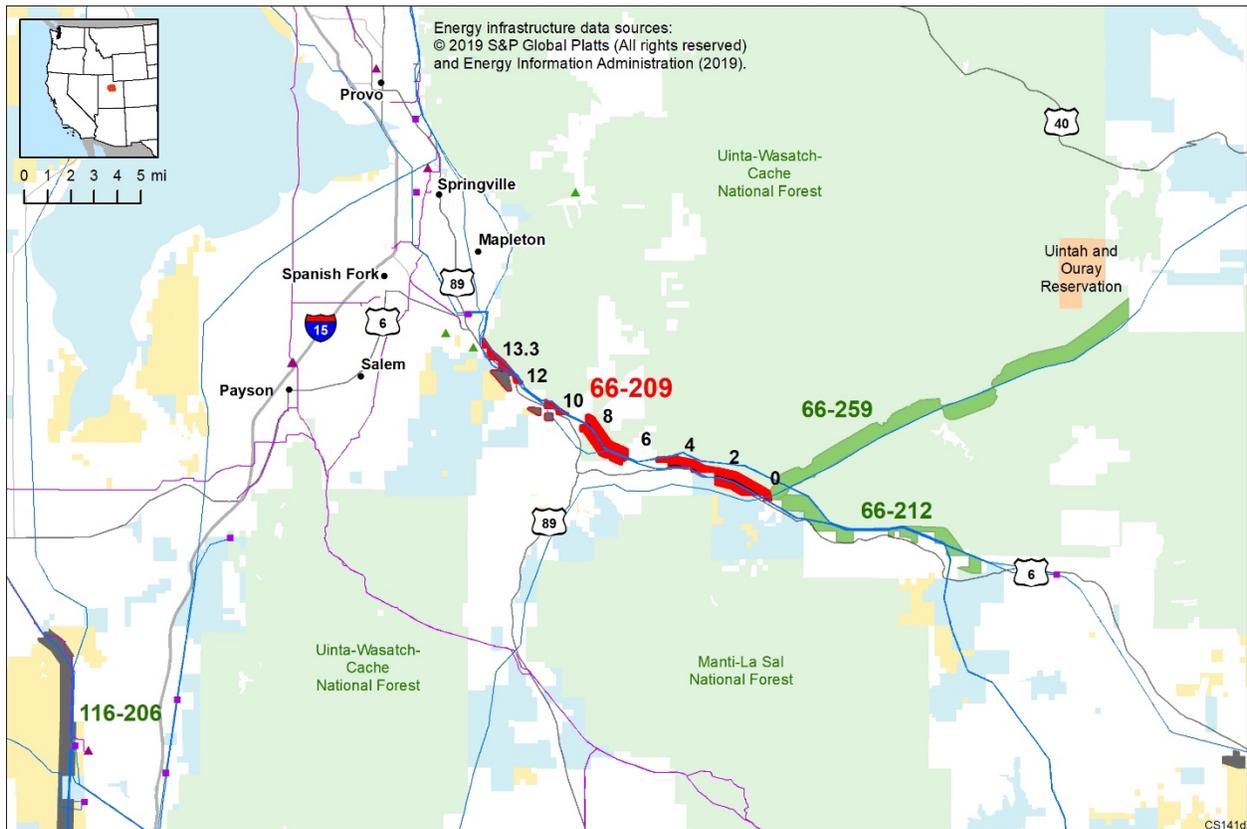


Figure 3.5-58. Corridor 66-209 and nearby electric transmission lines and pipelines (subject corridor in red).

Land and Resource Management Plans

Pony Express RMP (1990)

Uinta National Forest LMP (2003, as amended 2009)

Corridor width: 3,500 ft.

Designated use: electric-only.

Recommended Corridor Modifications Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment to better follow existing infrastructure and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan for Corridor 66-209 and incorporate into Agency land use plans to provide applicable guidance, current policy and technical standards for improved management (see Section 2.5). The corridor is not designated due to the NDAA for FY 2000; also, land use plans within Salt Lake FO cannot be amended at this time under the NDAA.

At the time of the review, the existing corridor location (Figure 3.5-58) with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by linking multiple Section 368 energy corridors to create a continuous utility corridor network. The corridor provides maximum utility and minimum impact on the environment because the corridor is collocated with a number of existing transmission lines; the Energy Gateway South Transmission Project and the TransWest Express Transmission Project preferred routes are authorized within the corridor. However, congestion from existing transmission lines, a highway river, railroad, and challenging terrain may limit future development within the corridor. The end of the corridor is less than 0.5 mi from a wind park, and a hydroelectric power plant is within 2 miles of the corridor, providing transmission access to renewable energy development.

Additional Stakeholder Input

No specific input was received on the Regions 2 and 3 Report.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 66-209, no recommended IOP revisions or additions have been identified for this corridor.

Corridor Abstract

Comprehensive background information and the Agencies' review and analysis of the existing corridor can be located in Corridor Abstract 66-209 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 66-212 (Highway 6 Central Corridor)

Agency Jurisdictions

Bureau of Land Management

Moab Field Office
 Monticello Field Office
 Price Field Office
 Salt Lake Filed Office

Forest Service

Uinta-Wasatch-Cache National Forest

Utah Counties

Carbon County
 Emery County
 Grand County
 San Juan County
 Utah County

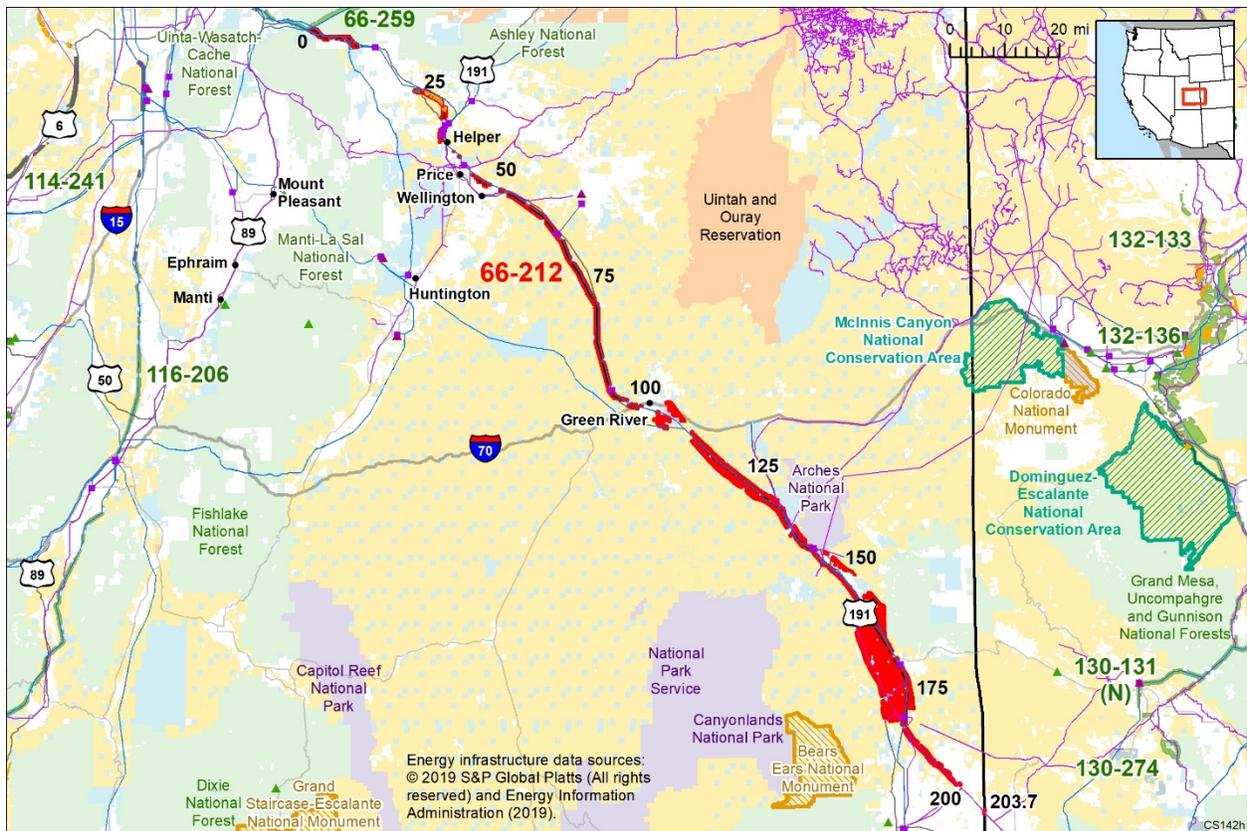


Figure 3.5-59. Corridor 66-212 and nearby electric transmission lines and pipelines (subject corridor in red).

Land and Resource Management Plans

Moab RMP (2008)
 Monticello RMP (2008)
 Pony Express RMP (1990)
 Price RMP (2008)

Uinta National Forest LMP (2003, as amended 2009)

Utah GRSG ARMPA (BLM 2015g), amended Pony Express RMP and removed the corridor between MP 25 and MP 31

Corridor width: variable from 2,300 ft to 29,300 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Modifications Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5). The corridor is not designated due to the NDAA for FY 2000; also, land use plans within Salt Lake FO cannot be amended at this time under the NDAA.
 - The corridor intersects the Behind the Rocks ACEC, Long Canyon ACEC, and Mill Creek ACEC. The corridor designation and management prescriptions for the ACECs have conflicting management objectives. There is a need to provide clarification on the management prescriptions in the land use plan; options include revising the corridor, revising the ACEC boundary, or providing clarification that avoiding the ACEC has already been reviewed and the best method to meet the siting principles is through minimizing or mitigating impacts on a case-by-case basis.

At the time of the review, the existing corridor location (Figure 3.5-59) with the above changes is considered to be the best balance in meeting the siting principles. The preferred methodology to mitigate undue degradation of resources, such as designated areas and critical habitat, is to collocate future energy infrastructure across public land with existing infrastructure to the extent feasible. Alternate routes were pursued for this corridor. However, the current route maximizes utility and minimizes impacts because it has multiple transmission lines and pipeline projects as well as a railroad and a highway. There is potential for future projects to use most of the designated corridor although a portion of the corridor is essentially at capacity because of cultural constraints between MP 42 and MP 63, multiple energy and transportation infrastructure projects, and a reduced width adjacent to Arches National Park (MP 141 to MP 145). The corridor was identified as a corridor of concern in the Settlement Agreement regarding access to coal plant, impacts on NHPs, America's Byways, Old Spanish NHT, WSAs, proposed wilderness, critical habitat, and proximity to Arches National Park. There were concerns that the corridor was designated to serve coal-generated electricity. The establishment of the San Juan County Energy Zone and closure of the Carbon Power Plant near Helper may alleviate the concern and support connectivity to multiple energy generation sources.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Narrow the corridor through northern San Juan County to match the width of the corridor through Emery and Grand counties to avoid impacts on lands with wilderness characteristics and citizens' proposed wilderness.

- Lands with wilderness characteristics span the corridor between MP 80 and MP 101, MP 117 and MP 121 and MP 140 and MP 144, and MP 162 and MP 172.
- The Shafer Basin/Long Canyon ACEC is located between MP 144 and MP 147; and the Behind the Rocks ACEC between MP 147 and MP 149.

These concerns should be considered during any land use planning revisions that would affect the corridor.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 66-212, specific issues that would be addressed through recommended IOP revisions or additions include:

- The Old Spanish NHT intersects the corridor. The Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.
- Agencies could consider an IOP to provide guidance on the review process for applications within corridors with incomplete inventories. The recommended IOP would assist with avoiding, minimizing, and/or mitigating impacts on lands with wilderness characteristics.
- MTR-IR and SUA intersect the corridor. Adherence to the existing IOP regarding coordination with DoD would be required. Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.

Corridor Abstract

Comprehensive background information and the Agencies' review and analysis of the existing corridor can be located in Corridor Abstract 66-212 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 66-259 (Willow Creek Corridor)

Agency Jurisdiction

Forest Service

Uinta-Wasatch-Cache National Forest

Utah Counties

Utah County

Wasatch County



Figure 3.5-60. Corridor 66-259 and nearby electric transmission lines and pipelines (subject corridor in red).

Land and Resource Management Plan

Uinta National Forest LMP (2003, as amended 2009)

Corridor width: 3,500 ft, but several pinch points including one <100-ft wide.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Modifications Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
 - The corridor has several pinch points, the narrowest being 100-ft wide at MP 11; the corridor cannot accommodate additional infrastructure at this location. The USFS should consider widening the corridor at the pinch point locations and making some minor adjustments to the inventoried roadless area boundaries.
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

At the time of the review, the existing corridor location (Figure 3.5-60) with the above changes is considered to be the best balance in meeting the siting principles. The corridor is collocated with, or adjacent to, an existing 345-kV transmission line. The TransWest Express Transmission Project preferred route deviated from the corridor at MP 11 where the corridor has a narrowed width. Widening the corridor would allow future development within the corridor. The corridor promotes efficient use of the landscape by providing a pathway for electrical energy transmission in central Utah. The corridor was identified as a corridor of concern in the Settlement Agreement because it appeared to serve mostly coal-generated electricity; however, the TransWest Express Transmission Project is designed to transport wind-generated power from Wyoming to the desert southwest.

Additional Stakeholder Input

No specific input was received on the Regions 2 and 3 Report.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 66-259, specific issues that would be addressed through recommended IOP revisions or additions include:

- The 418008 inventoried roadless area/Chipman Creek is adjacent to the corridor. The Agencies could consider a coordination IOP related to inventoried roadless areas to help minimize conflicts with the Roadless Rule.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 66-259 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 68-116 (Page Corridor)

Agency Jurisdiction

Bureau of Land Management

Arizona Strip Field Office
Kanab Field Office

Arizona County

Coconino County, AZ

Utah County

Kane County, UT

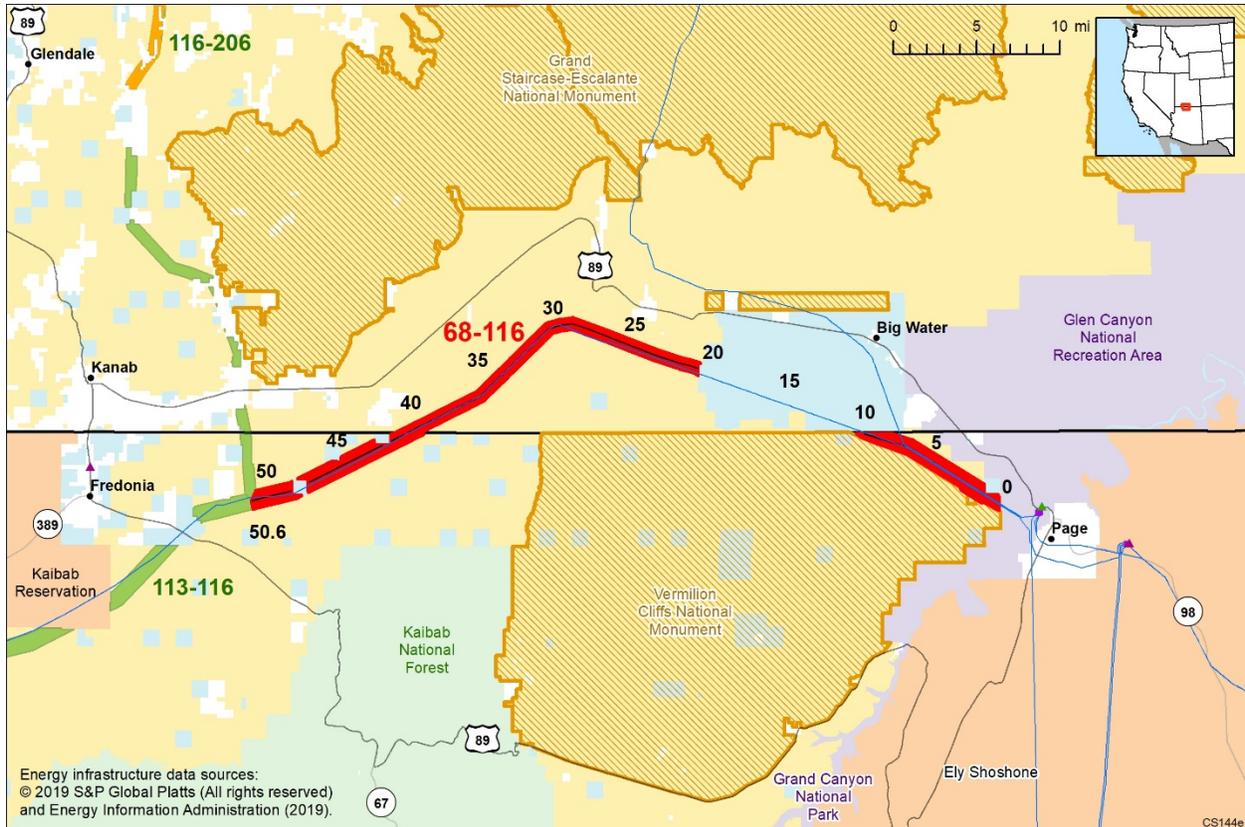


Figure 3.5-61. Corridor 68-116 and nearby electric transmission lines and pipelines (subject corridor in red).

Resource Management Plans

Arizona Strip RMP (2008)
Kanab RMP (2008)

Corridor width: variable width ranging from 3,500 ft in Kanab FO to 5,280 ft in Arizona Strip FO.
Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Modifications Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).
 - VRM Class II areas intersect the corridor in Utah. Future development within the corridor could be limited as VRM Class II allows for low-level of change to the characteristic landscape. There is a need to provide clarification on the management prescriptions in the land use plan; options include revising the corridor, revising the VRM class within the corridor, or providing clarification that avoiding the VRM class has already been reviewed and the best method to meet the siting principles is through minimizing or mitigating impacts on a case-by-case basis.

At the time of the review, the existing corridor location (Figure 3.5-61) with the above changes is considered to be the best balance in meeting the siting principles. The corridor maximizes utility and minimizes impact by collocating with existing infrastructure. The corridor promotes efficient use of the landscape because it provides an east-west route for energy infrastructure in north-central Arizona and south-central Utah. The corridor was identified as a corridor of concern in the Settlement Agreement regarding the Grand Staircase National Monument and Paria River. The boundaries of the Grand Staircase-Escalante National Monument were revised and the corridor is no longer within the boundaries of the National Monument, which removes any conflicts between the energy corridor and the National Monument. The corridor supports connectivity to multiple energy generation sources. The Glen Canyon Dam Hydroelectric Plant (1,312 MW) is located near the eastern end of the corridor. The coal-fired Navajo Generating Station (2,250 MW), also located near the eastern end of the corridor, shut down in November 2019. A REDA is adjacent to the corridor.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Revise the VRM class units within the corridor to VRM Class IV.
- Consider impacts on the Pine Hollow proposed wilderness area.
- Although the boundaries of the Grand Staircase Escalante National Monument have been changed, the decision is being challenged in court.

These concerns should be considered during any land use planning revisions that would affect the corridor.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 68-116, specific issues that would be addressed through recommended IOP revisions or additions include:

- Wildlife migration corridors have been identified within the corridor. The Agencies could consider an IOP to help minimize impacts on wildlife migration corridors and habitats.

- MTR-IR intersects the corridor. Adherence to the existing IOP regarding coordination with DoD would be required. The Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.
- The Kaibab-Paiute Tribe has concerns about infrastructure crossing Kanab Creek, particularly by natural gas or petroleum pipelines. The Agencies could consider a revision to the existing IOP to include early tribal engagement during the conceptual stage of route planning for energy projects to help address tribal concerns.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 68-116 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 73-129 (West Wamsutter Corridor)

Agency Jurisdictions

Bureau of Land Management
Rawlins Field Office

Wyoming County

Sweetwater County

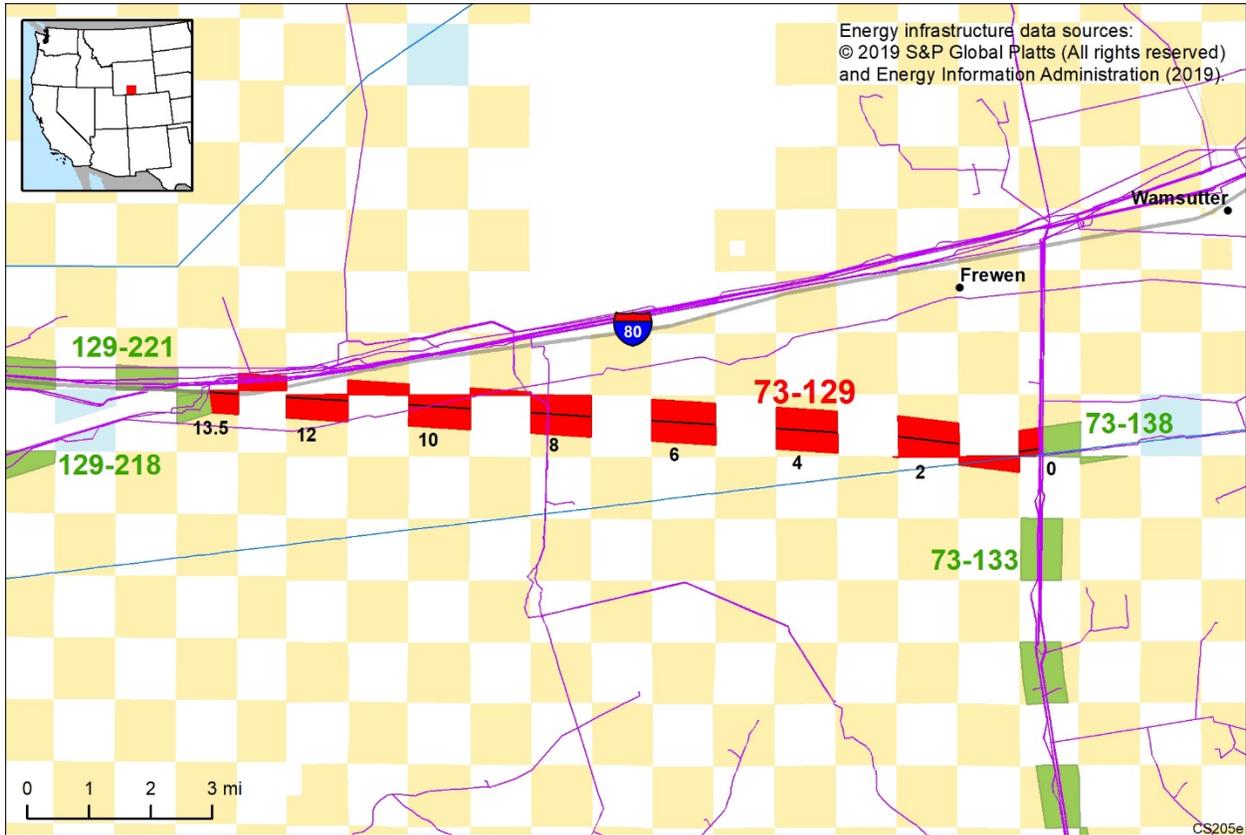


Figure 3.5-62a. Corridor 73-129 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Rawlins RMP (2008)

Wyoming GRSG ARMPA (2015)

Wyoming Pipeline Corridor Initiative ARMPA (2021)

Corridor width: 3,500 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Enhancements Summary and Rationale

- Shift entire corridor along the authorized Gateway West transmission line route (Figure 3.5-62b and c).
- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

At the time of the review, the existing corridor location (Figure 3.5-62a) with the above changes is considered to be the best balance in meeting the siting principles. This short distance corridor in south central Wyoming provides a link between multiple Section 368 energy corridors. The corridor connects Corridors 129-218 and 129-221 to Corridors 73-133 and 73-138. The recommended revision is consistent with other recommended corridor revisions along the Gateway West route. It creates a preferred route for potential future energy development collocated with planned infrastructure and provides connectivity to renewable energy generation.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Support recommended revisions to collocate the corridor with Gateway West. Collocating projects helps to reduce habitat fragmentation, disturbance, erosion, and the size of the area needing reclaimed.

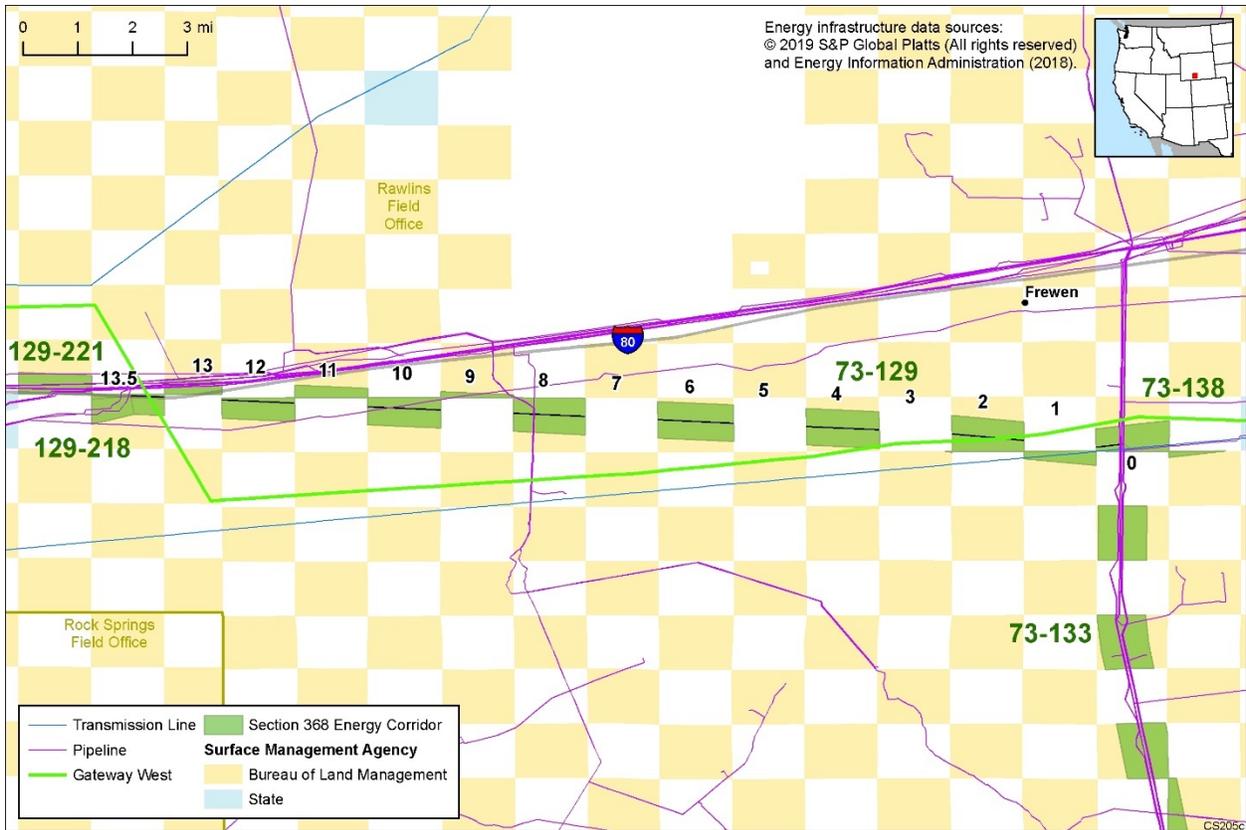


Figure 3.5-62b. Corridor 73-129, as designated

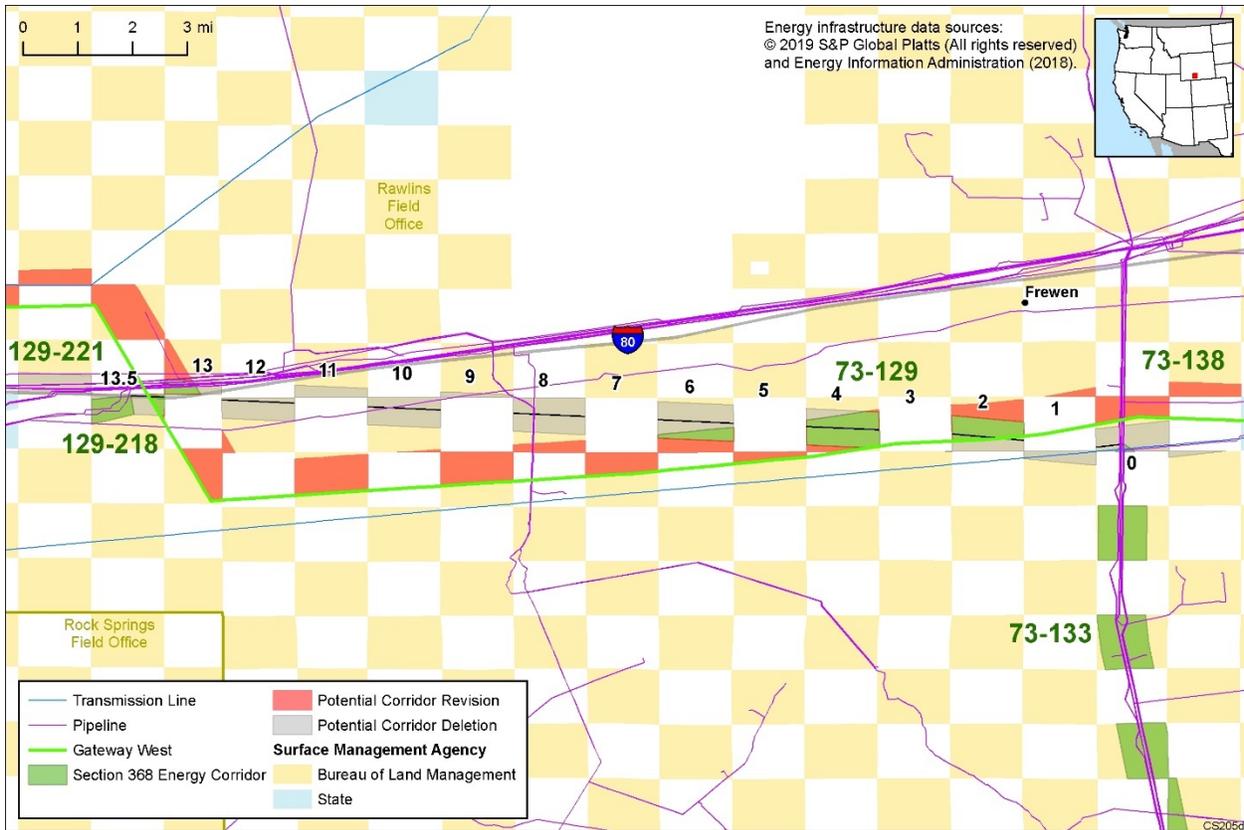


Figure 3.5-62c. Recommended Revision to Corridor 73-129

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 73-129, no recommended IOP revisions or additions have been identified.

Corridor Abstract

Comprehensive background information and the Agency’s review and analysis of the existing corridor can be located in Corridor Abstract 73-129 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 73-133 (Wamsutter to Maybell Corridor)

Agency Jurisdiction

Bureau of Land Management

Little Snake Field Office
Rawlins Field Office

Colorado County

Moffat County

Wyoming County

Sweetwater County

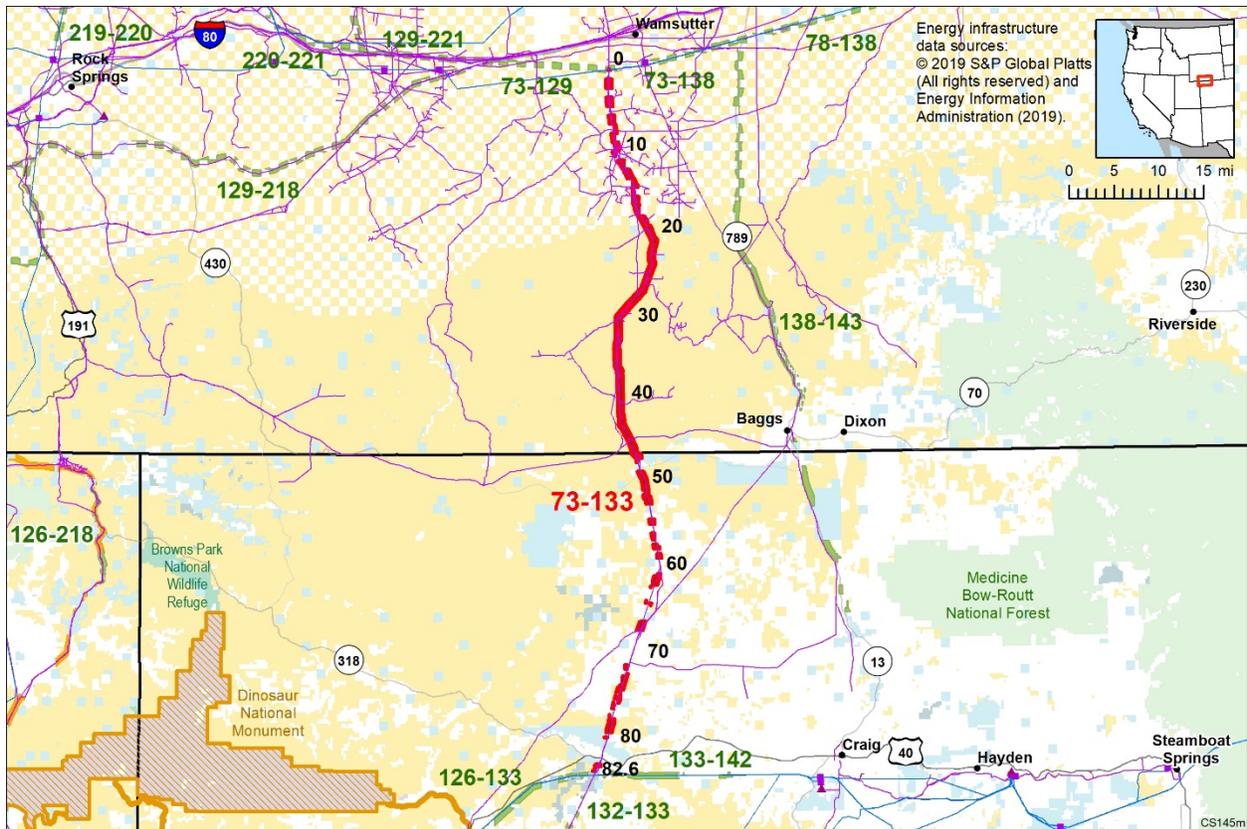


Figure 3.5-63a. Corridor 73-133 and nearby electric transmission lines and pipelines (subject corridor in red).

Resource Management Plan

- Rawlins RMP (2008)
- Little Snake RMP (2011)
- Wyoming GRSG ARMPA (2015)
- Wyoming Pipeline Corridor Initiative ARMPA (2021)

Corridor width: 3,500 ft.
Designated Use: underground-only.

Recommended Corridor Modifications Summary and Rationale

- Shift the corridor to the east between MP 46 and MP 57 so that the existing pipelines are the western boundary of the corridor, rather than the centerline (Figures 3.5-63b and c).
- Shift the corridor to the east between MP 72 and MP 79 so that the existing pipeline is the western border of the corridor (Figures 3.5-63d and e).
- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5)
 - The corridor intersects GRSG PHMAs. The NWCO GRSG ARMPA has a requirement to manage areas within PHMAs as avoidance areas for BLM ROW permits, including high-voltage transmission line ROWs. The corridor designation and management prescription for the PHMAs have conflicting management objectives that need to be addressed.

At the time of the review, the existing corridor location (Figure 3.5-63a) with the above changes is considered to be the best balance in meeting the siting principles. The recommended corridor revision would minimize impacts by avoiding lands with wilderness characteristics, the Spring Creek drainage, and cultural sites and maximize utility by collocating with existing and planned infrastructure and increasing the capacity within the corridor. The corridor promotes efficient use of the landscape by connecting multiple Section 368 energy corridors on both the north and south ends, creating an underground interstate pathway from Wyoming to Colorado. There are two corridors (Corridor 73-133 and Corridor 138-143 [recommended for deletion]) that run north-south in this area, providing connectivity between Wyoming and Colorado. Corridor 73-133 is underground only to allow for future pipeline development. The Agencies could consider upgrading the 3,500-ft Wamsutter-Powder Rim locally designated utility corridor in Wyoming along the authorized TransWest Express route (west of Corridor 73-133) to a Section 368 energy corridor. The corridor could be designated as electric-only to allow for future electrical transmission (see *Summary for the Wamsutter-Powder Rim Corridor Addition*).

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Shift the corridor at MP 46 to avoid intersection with the lands with wilderness characteristic unit CON-010-047.

These concerns should be considered during any land use planning revisions that would affect the corridor.

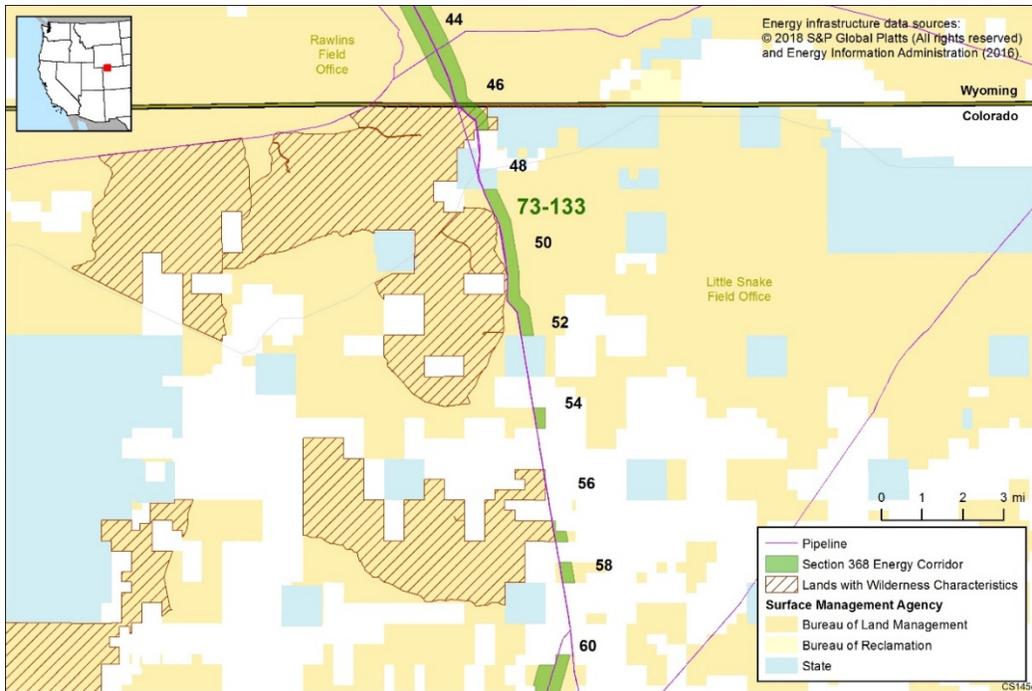


Figure 3.5-63b. Corridor 73-133, as designated (MP 45 to MP 60).

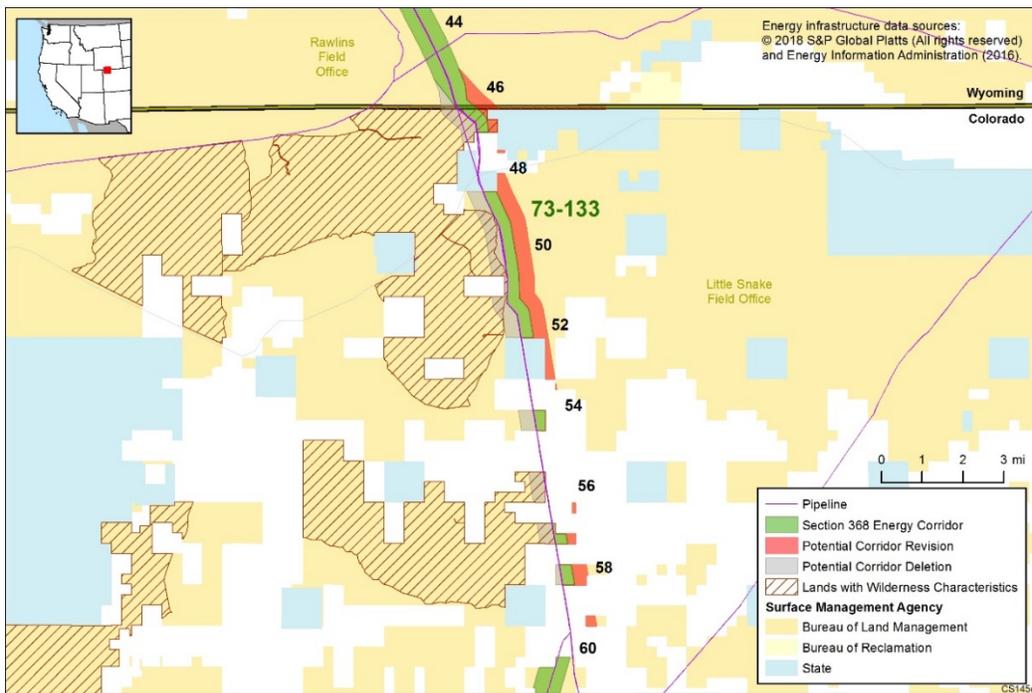


Figure 3.5-63c. Recommended Revision to Corridor 73-133 (MP 45 to MP 60).

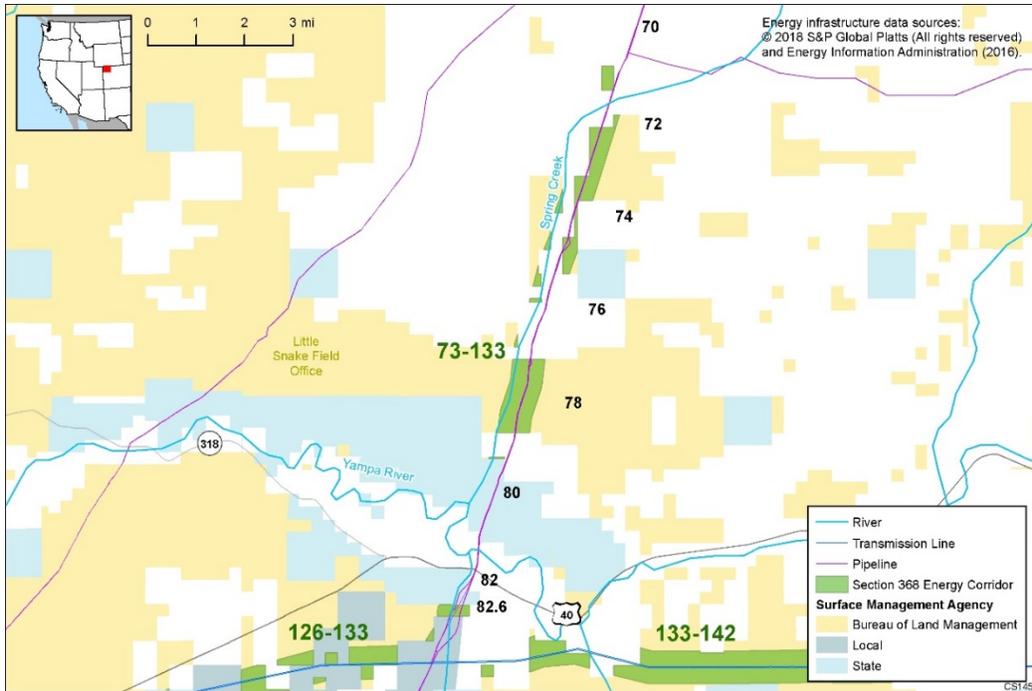


Figure 3.5-63d. Corridor 73-133, as designated (MP 72 to MP 79).

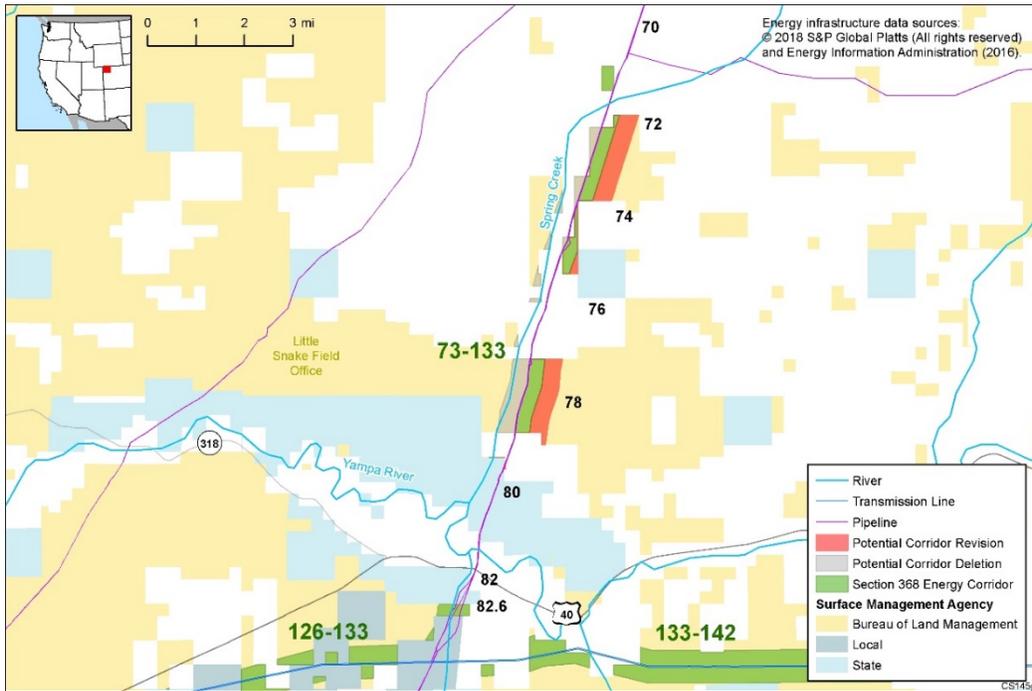


Figure 3.5-63e. Recommended Revision to Corridor 73-133 (MP 72 to MP 79).

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 73-133, specific issues that would be addressed through recommended IOP revisions or additions include:

- The Four Trails Feasibility Study Trail and the corridor intersect. Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.
- Wildlife migration corridors have been identified within the corridor. The Agencies could consider an IOP to help minimize impacts on wildlife migration corridors and habitats.
- Several lands with wilderness characteristics intersect the corridor. The Agencies could consider IOPs for lands with wilderness characteristics to ensure appropriate consideration occurs within the review process for future use or development(s) within the energy corridor.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 73-133 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 73-138 (East Wamsutter Corridor)

Agency Jurisdictions

Bureau of Land Management
Rawlins Field Office

Wyoming Counties

Carbon County
Sweetwater County

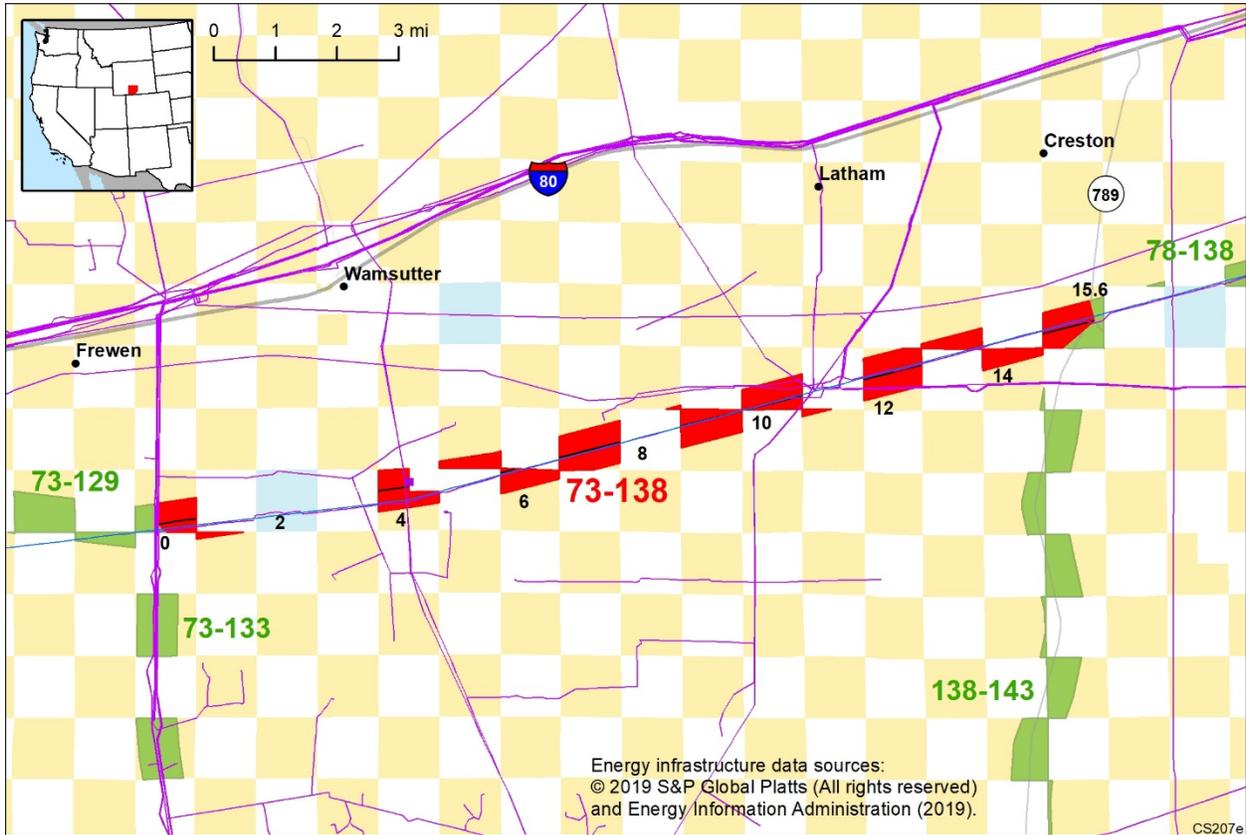


Figure 3.5-64a. Corridor 73-138 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Rawlins RMP (2008)

TransWest Express Transmission Project and Resource Management Plan Amendments ROD (2016)

Wyoming GRSG ARMPA (2015)

Wyoming Pipeline Corridor Initiative ARMPA (2021)

Corridor width: 3,500 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Enhancements Summary and Rationale

- Shift entire corridor along the authorized Gateway West transmission line route (Figure 3.5-64b and c).
- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

At the time of the review, the existing corridor location (Figure 3.5-64a) with the above changes is considered to be the best balance in meeting the siting principles. This short distance corridor in south central Wyoming provides a crucial link between multiple Section 368 energy corridors (Corridor 78-138 and Corridor 138-143 [recommended for deletion] to Corridors 73-133 and 73-129). The recommended revision is consistent with other recommended corridor revisions along the Gateway West route. It creates a preferred route for potential future energy development collocated with planned infrastructure and provides connectivity to renewable energy generation.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Support recommended revisions to collocate the corridor with Gateway West. Collocating projects helps to reduce habitat fragmentation, disturbance, erosion, and the size of the area needing reclaimed.

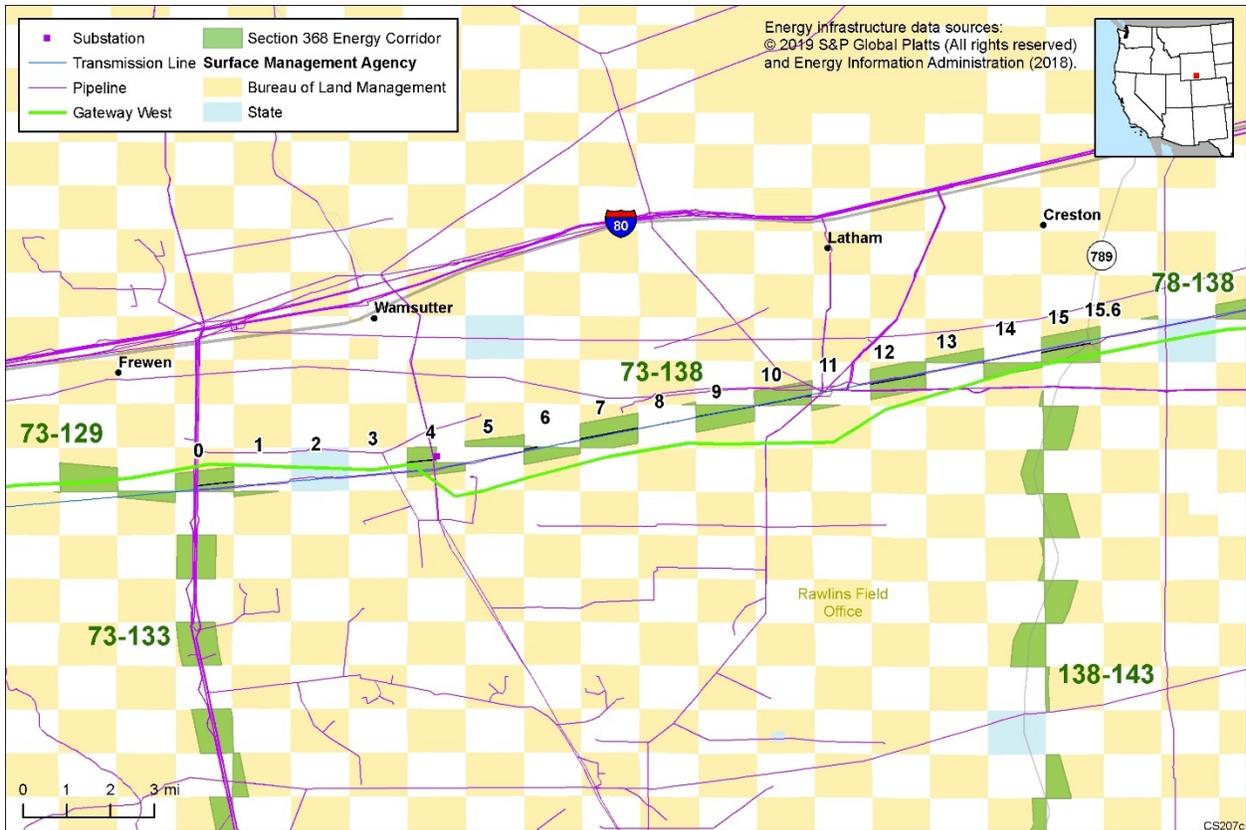


Figure 3.5-64b. Corridor 73-138, as designated

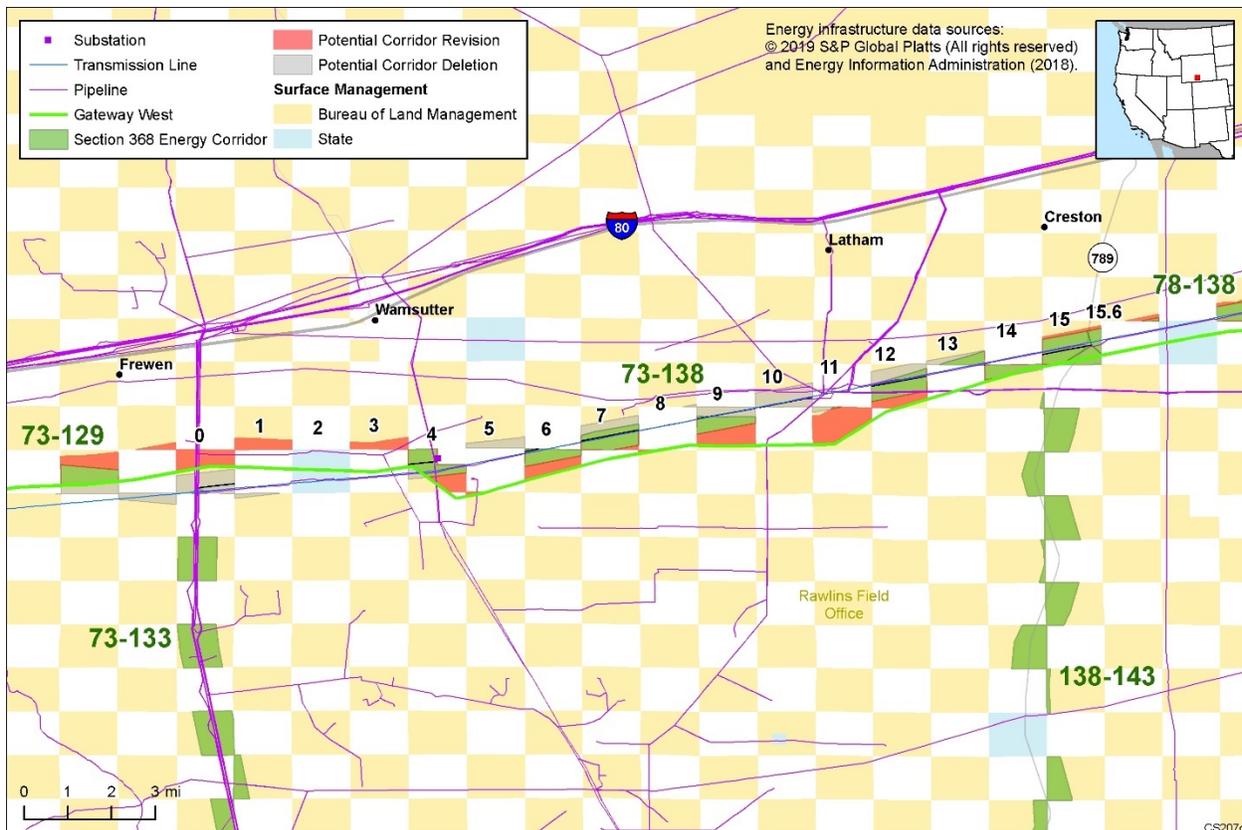


Figure 3.5-64c. Recommended Revision to Corridor 73-138

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 73-138, no recommended IOP revisions or additions have been identified.

Corridor Abstract

Comprehensive background information and the Agency’s review and analysis of the existing corridor can be located in Corridor Abstract 73-138 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 78-85 (Laramie Corridor)

Agency Jurisdictions

Bureau of Land Management
Rawlins Field Office

Wyoming Counties

Albany County
Carbon County

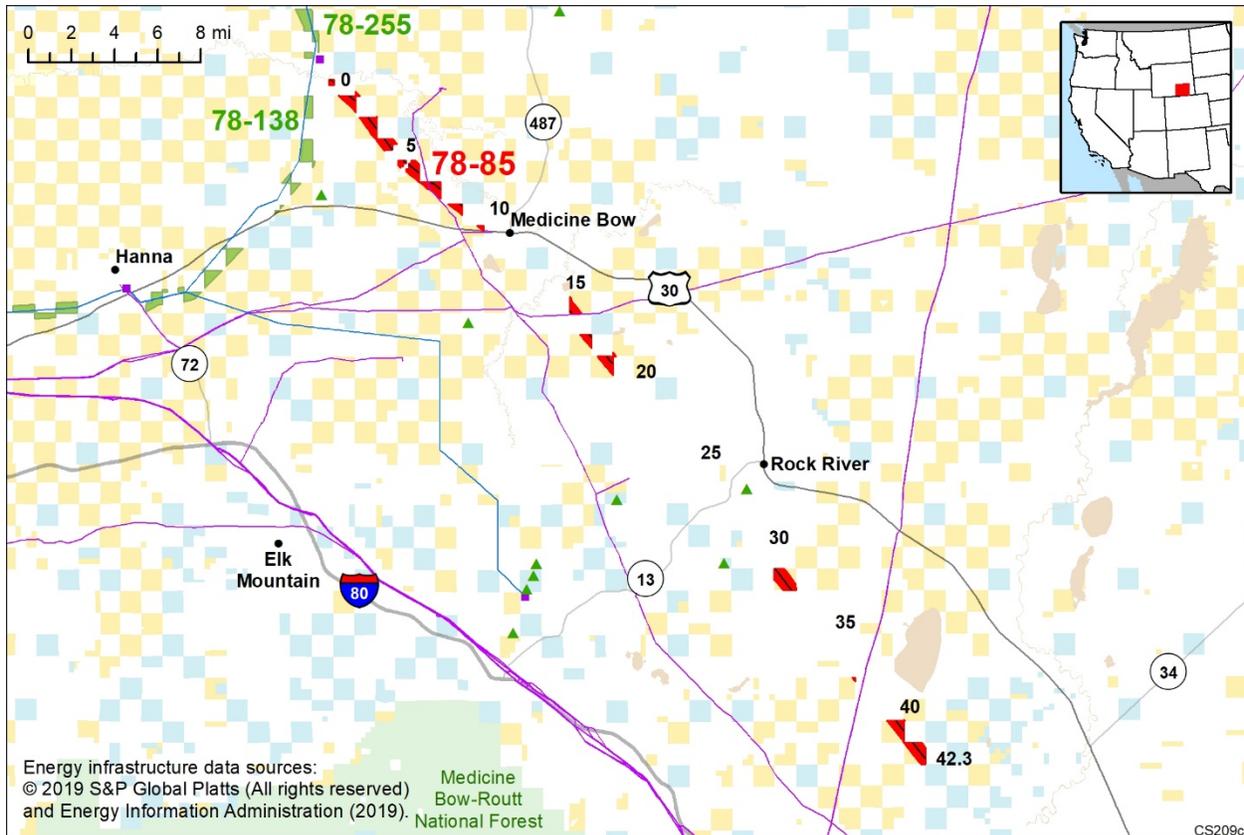


Figure 3.5-65. Corridor 78-85 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Rawlins RMP (2008)

WY GRSG ARMPA (BLM 2015)

Wyoming Pipeline Corridor Initiative ARMPA (2021)

Corridor width: 3,500 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

At the time of the review, the existing corridor location (Figure 3.5-65) with the above changes is considered to be the best balance in meeting the siting principles. The corridor provides a north-south pathway for energy transport in Wyoming. There are limited federal lands, but the corridor connects multiple Section 368 energy corridors to the north, creating a continuous corridor network in southeastern Wyoming across BLM-administered lands collocated with an existing transmission line.

Additional Stakeholder Input

No specific input was received during the Regions 4, 5, and 6 stakeholder workshops and no specific input was received on the Regions 4, 5, and 6 Report.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 78-85, specific issues that would be addressed through recommended IOP revisions or additions include:

- MTR-IR and the corridor intersect. Adherence to the existing IOP regarding coordination with DoD would be required. The Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 78-85 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 78-138 (Rawlins Corridor)

Agency Jurisdictions

Bureau of Land Management
Rawlins Field Office

Wyoming Counties

Carbon County
Sweetwater County

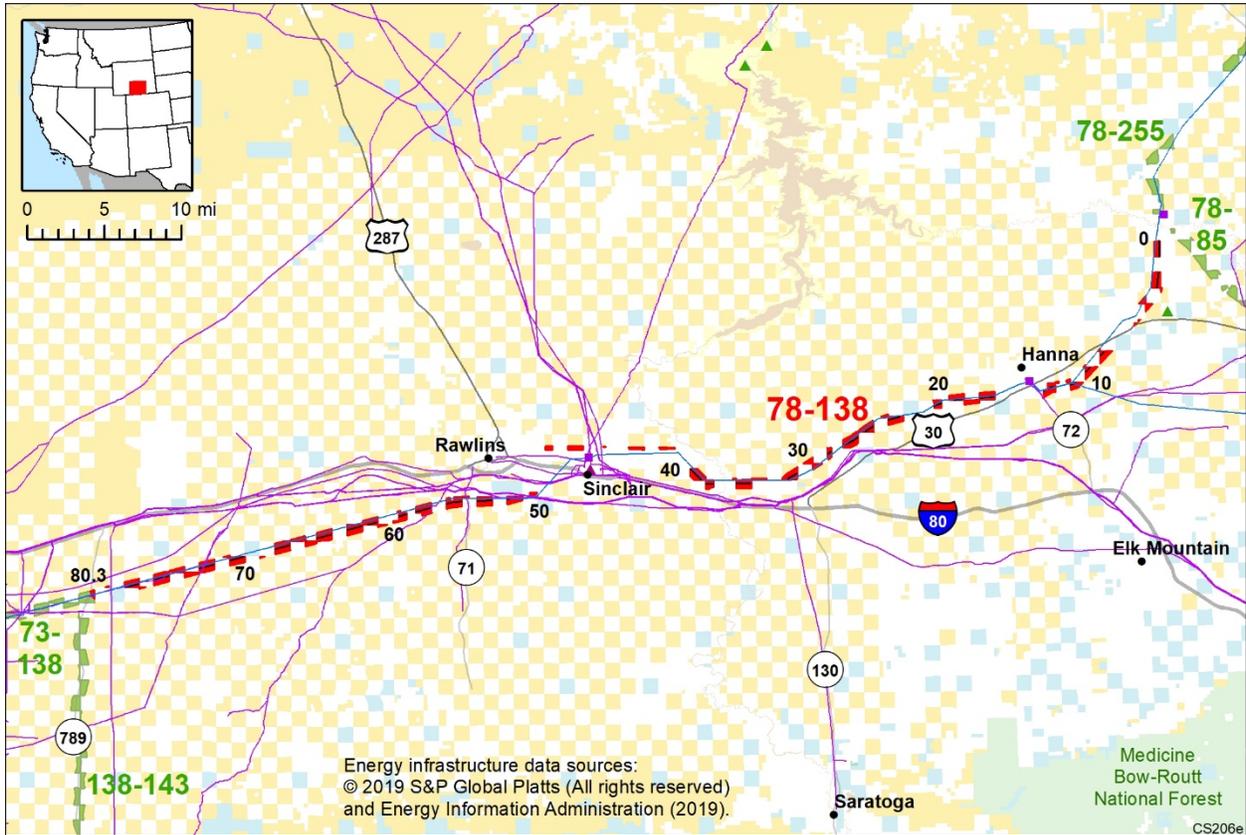


Figure 3.5-66a. Corridor 78-138 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Rawlins RMP (2008)

TransWest Express Transmission Project and RMP Amendments ROD (2016)

WY GRSR ARMPA (2015)

Wyoming Pipeline Corridor Initiative ARMPA (2021)

Corridor width: 3,500 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Enhancements Summary and Rationale

- Shift entire corridor along the authorized Gateway West transmission line route (Figure 3.5-66b and c).
- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

At the time of the review, the existing corridor location (Figure 3.5-66a) with the above changes is considered to be the best balance in meeting the siting principles. The corridor connects multiple corridors to the east and west, creating a continuous east-west corridor network through southern Wyoming across BLM-administered lands. The recommended revision is consistent with other recommended corridor revisions along the Gateway West route. It creates a preferred route for potential future energy development collocated with planned infrastructure and provides connectivity to renewable energy generation. The recommended revision also avoids the Ft. Steele Historic Site. GRSG PHMA (ROW avoidance area) and the corridor intersect and are not compatible with the corridor's purpose as a preferred location for infrastructure. However, the corridor would be collocated with Gateway West where it intersects with GRSG PHMA.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Support the recommended revision to collocate the corridor with Gateway West because it also alleviates the conflict with the corridor and the Ft. Steele Historic Site (MP 30 to MP 40).

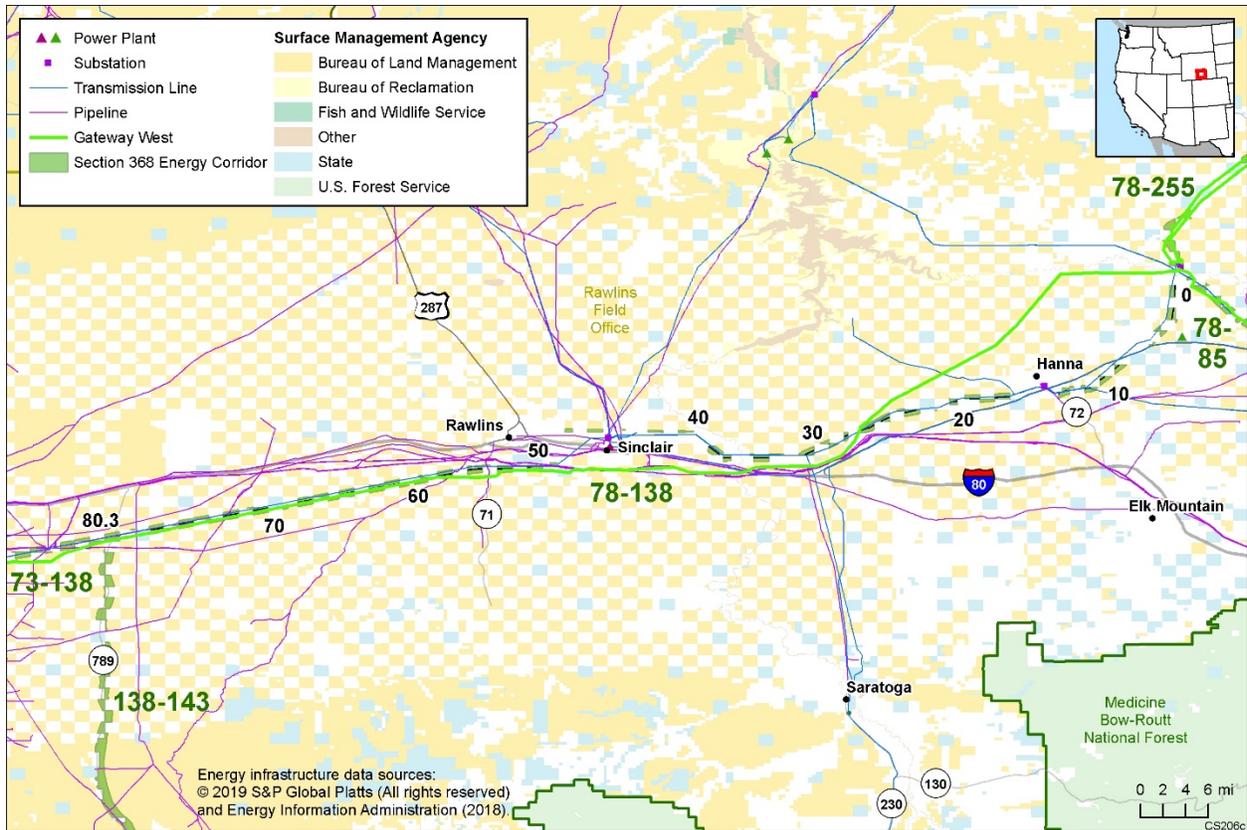


Figure 3.5-66b. Corridor 78-138, as designated

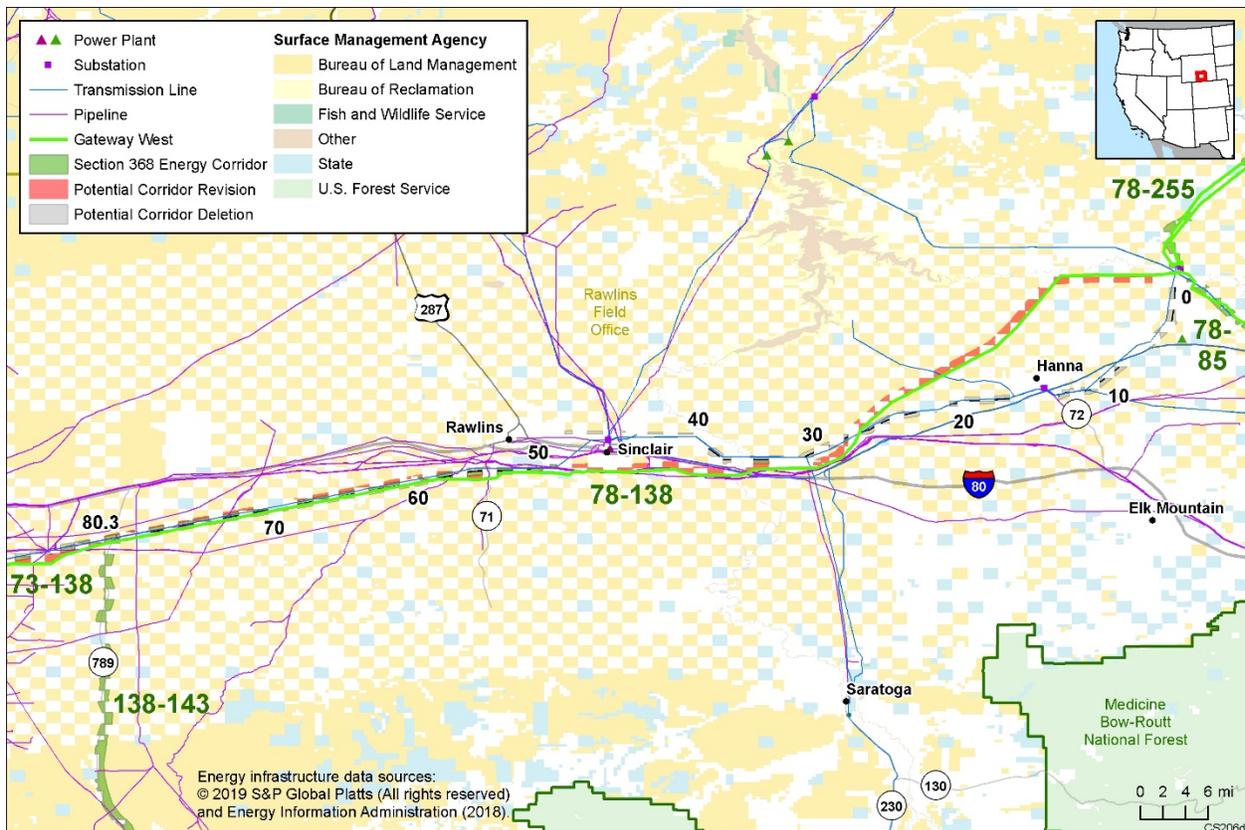


Figure 3.5-66c. Recommended Revision to Corridor 78-138

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 78-138, specific issues that would be addressed through recommended IOP revisions or additions include:

- The Four Trails Feasibility Study Trail and the Continental Divide NST SRMA intersect the corridor. The Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.

Corridor Abstract

Comprehensive background information and the Agency’s review and analysis of the existing corridor can be located in Corridor Abstract 78-138 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 78-255 (Shirley Basin Corridor)

Agency Jurisdictions

Bureau of Land Management
Casper Field Office
Rawlins Field Office

Wyoming Counties

Carbon County
Natrona County

Forest Service

Medicine Bow-Routt National Forest

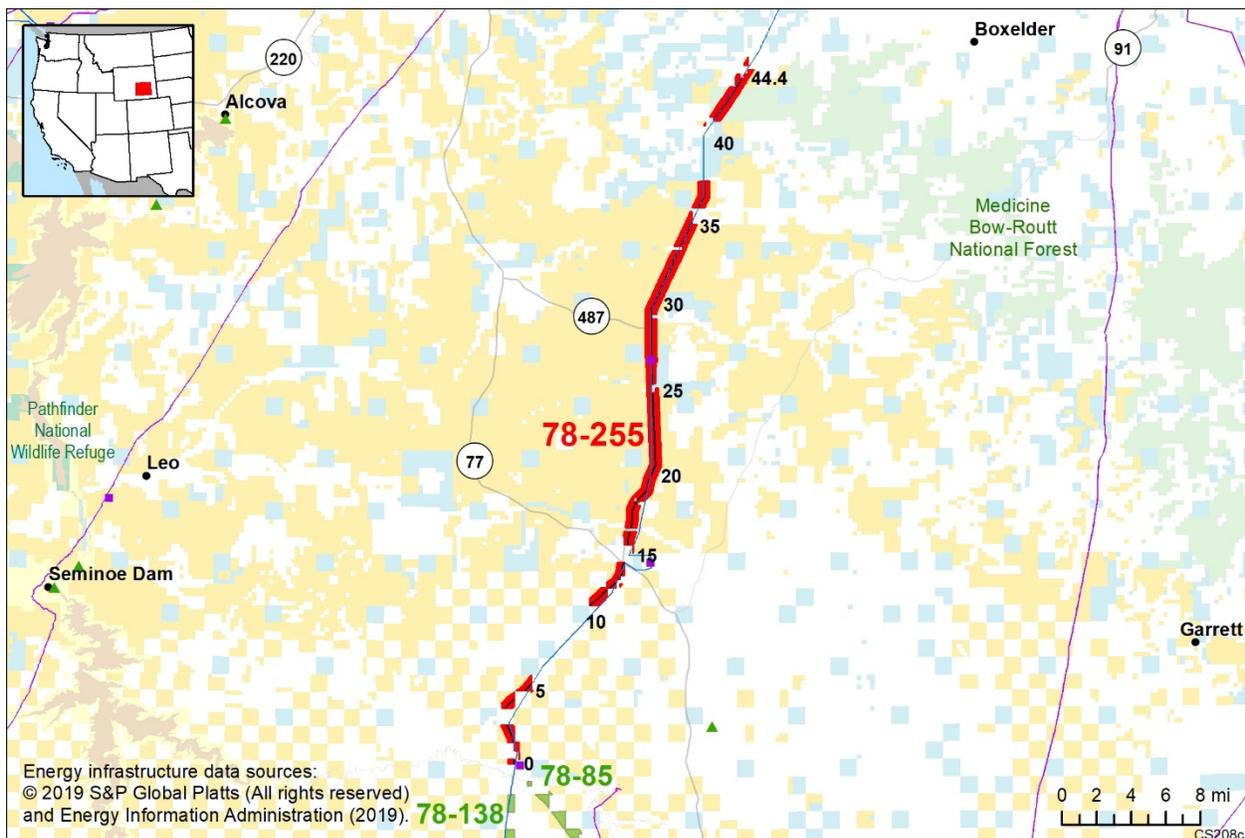


Figure 3.5-67. Corridor 78-255 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Casper RMP (2007)

Rawlins RMP (2008)

Medicine Bow National Forest LMP (2003)

Wyoming GRSG ARMPA (2015)

Forest Service GRSG ROD for Northwest Colorado and Wyoming and LMPAs for the Routt NF, Thunder Basin NG, Bridger-Teton NF, and Medicine Bow NF (2015)

Wyoming Pipeline Corridor Initiative ARMPA (2021)

Corridor width: 3,500 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

At the time of the review, the existing corridor location (Figure 3.5-67) is considered to be the best balance in meeting the siting principles. The corridor provides a north-south pathway for energy transport in southeastern Wyoming and connects to Corridors 78-138 and 78-85 to the south, creating a continuous corridor network that extends to the northeast across BLM- and USFS-administered lands. The corridor provides an important connection to wind energy transmission. The corridor was identified as a corridor of concern in the Settlement Agreement for GRSG core area and habitat. GRSG PHMA (ROW avoidance areas) are not compatible with the corridor's purpose as a preferred location for infrastructure. However, the corridor is collocated with an existing 230-kV transmission line and follows the recently authorized 500-kV Gateway West transmission line for its entire length. Future siting along existing infrastructure in the corridor is expected to be preferred over crossing undisturbed habitat.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Consider mitigation measures to minimize impacts on GRSG impacts (e.g., raptor perching deterrents on transmission lines).

These concerns should be considered during any land use planning revisions that would affect the corridor.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 78-255, specific issues that would be addressed through recommended IOP revisions or additions include:

- Lands with wilderness characteristics have been identified within the corridor area. The Agencies could consider an IOP to provide guidance on the review process for applications within corridors with incomplete inventories. The recommended IOP would assist with avoiding, minimizing, and/or mitigating impacts on lands with wilderness characteristics.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 78-255 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 79-216 (Casper to Billings Corridor)

Agency Jurisdictions

Bureau of Land Management

Billings Field Office
Casper Field Office
Cody Field Office
Lander Field Office
Worland Field office

Montana County

Carbon County

Wyoming Counties

Big Horn County
Converse County
Fremont County
Hot Springs County
Natrona County
Washakie County

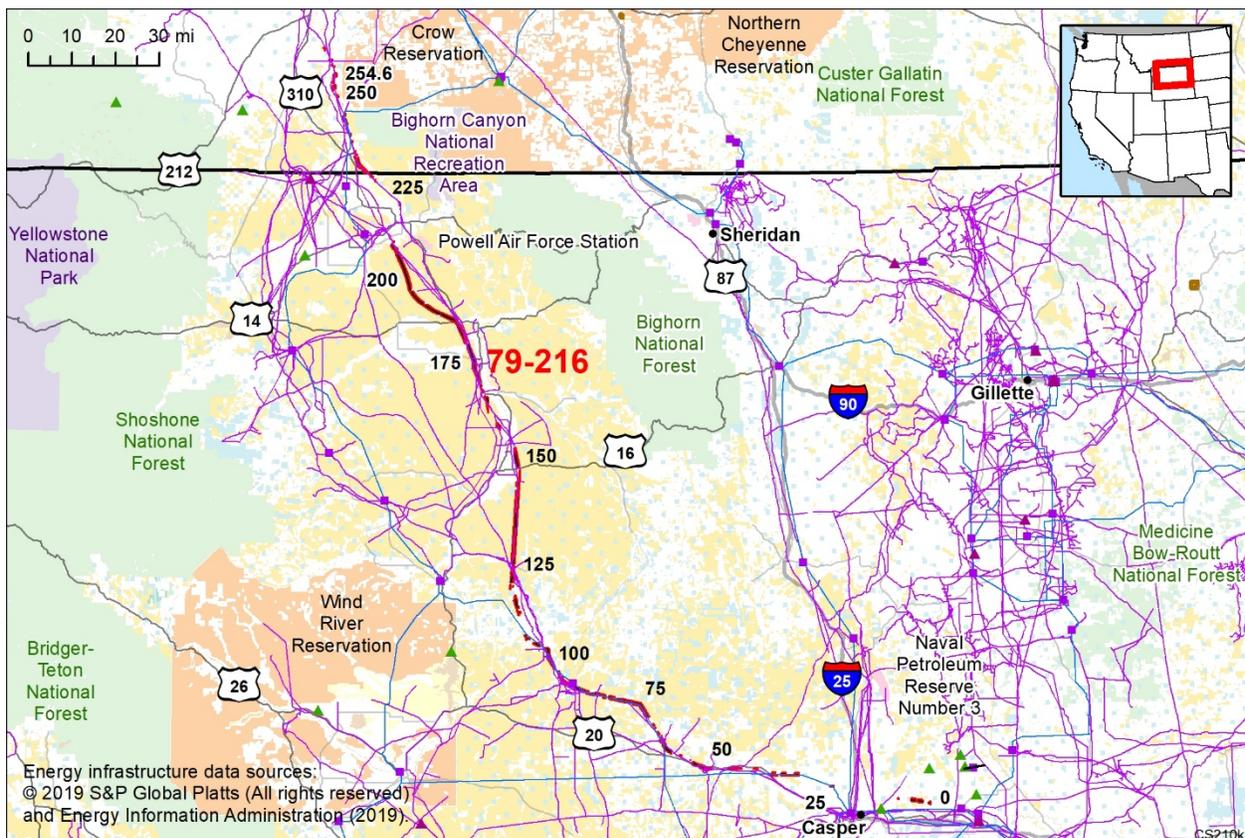


Figure 3.5-68a. Corridor 79-216 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Casper RMP (2007)
Humboldt National Forest LMP (1986)

Billings GRSG ARMPA (2019)
NVCA GRSG RMPA (BLM 2015)
Wyoming Pipeline Corridor Initiative ARMPA (2021)

Corridor width: 3,500 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Enhancements Summary and Rationale

- Delete corridor from MP 0 to MP 32 because there is very little federal land (Figure 3.5-68b and c).
- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
 - Shift the corridor along existing infrastructure in areas where it is not currently collocated (MP 103 to MP 147, MP 158 to MP 170, and MP 185 to MP 209). Consider shifting the corridor along the highway to avoid lands with wilderness characteristics from MP 185 to MP 198 (Figures 3.5-68d through 39i).
- Implement minor adjustments to avoid environmentally sensitive areas.
 - Microsite during land use planning to avoid or minimize impact on IBA and viewshed of Cedar Ridge.
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).
 - Consider changing the VRM class where the corridor intersects VRM Class II areas (MP 101 to MP 108).

At the time of the review, the existing corridor location (Figure 3.5-68a) with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing north-south connectivity for interstate energy transport from Casper, Wyoming, to Billings, Montana. The corridor was identified as a corridor of concern in the Settlement Agreement for GRSG core area and habitat. GRSG GHMA and PHMA (ROW avoidance areas) are not compatible with the corridor's purpose as a preferred location for infrastructure. However, GRSG PHMA and GHMA encompass the entire area and cannot be avoided, and the corridor (with above changes) is collocated with existing infrastructure. Future siting along existing infrastructure in the corridor is expected to be preferred over crossing undisturbed habitat. The recommended revision also avoids lands with wilderness characteristics.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Consider impacts on elk migration corridors and habitat, lands with wilderness characteristics, NHT, cultural properties, landscape characteristics, ACECs, sage-grouse core area and habitat, NRHPs, and other resource concerns.
- Consider whether there is demand for a north-south corridor in the area.

- Potential impacts on the viewshed for Cedar Ridge, an important Traditional Cultural Property.
- Shift corridor to collocate with existing transmission line from MP 125 to MP 147 to reduce impacts on GRSG.
- Shift corridor from MP 185 to MP 198 to avoid lands with wilderness characteristics and from MP 249 to MP 255 to avoid the Bridger Sage-steppe important bird area (IBA) which supports the largest concentration of GRSG in south-central Montana.

These concerns should be considered during any land use planning revisions that would affect the corridor.

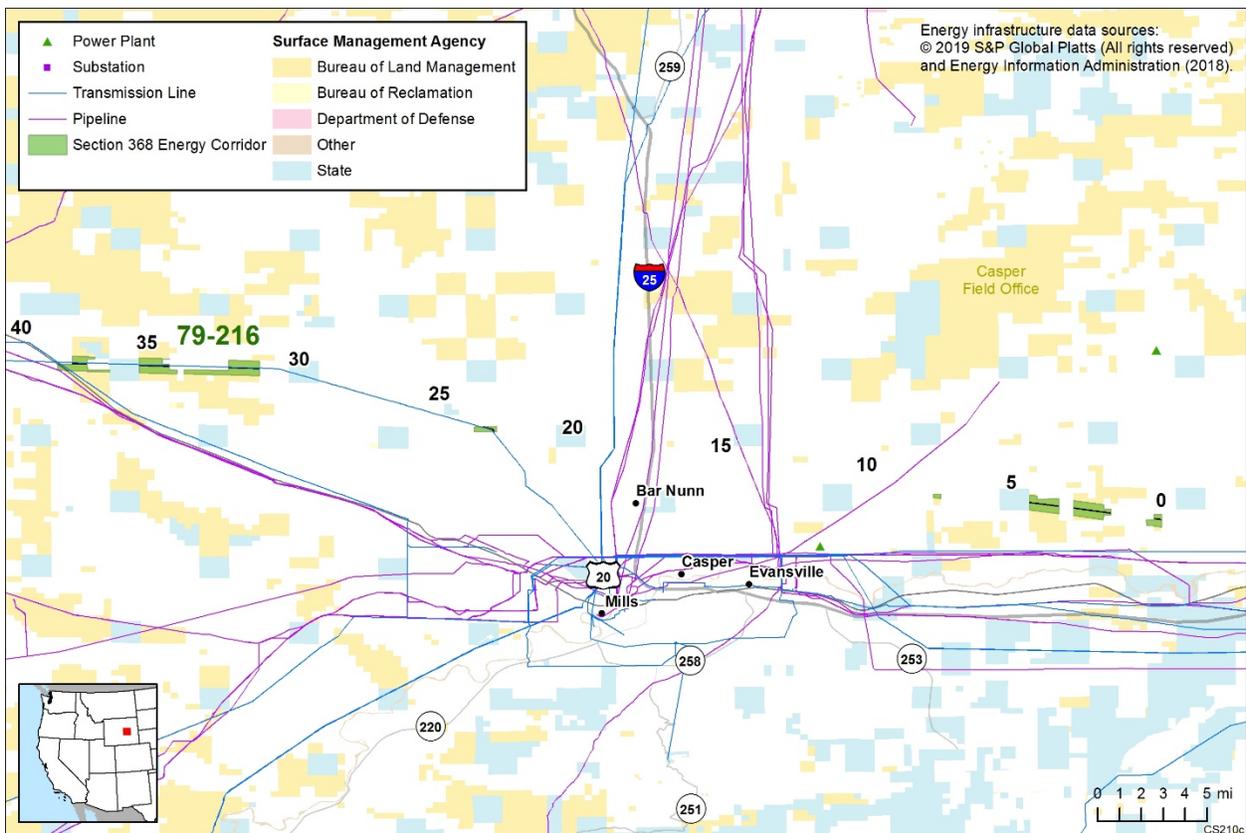


Figure 3.5-68b. Corridor 79-216, as designated (MP 0 to MP 32)

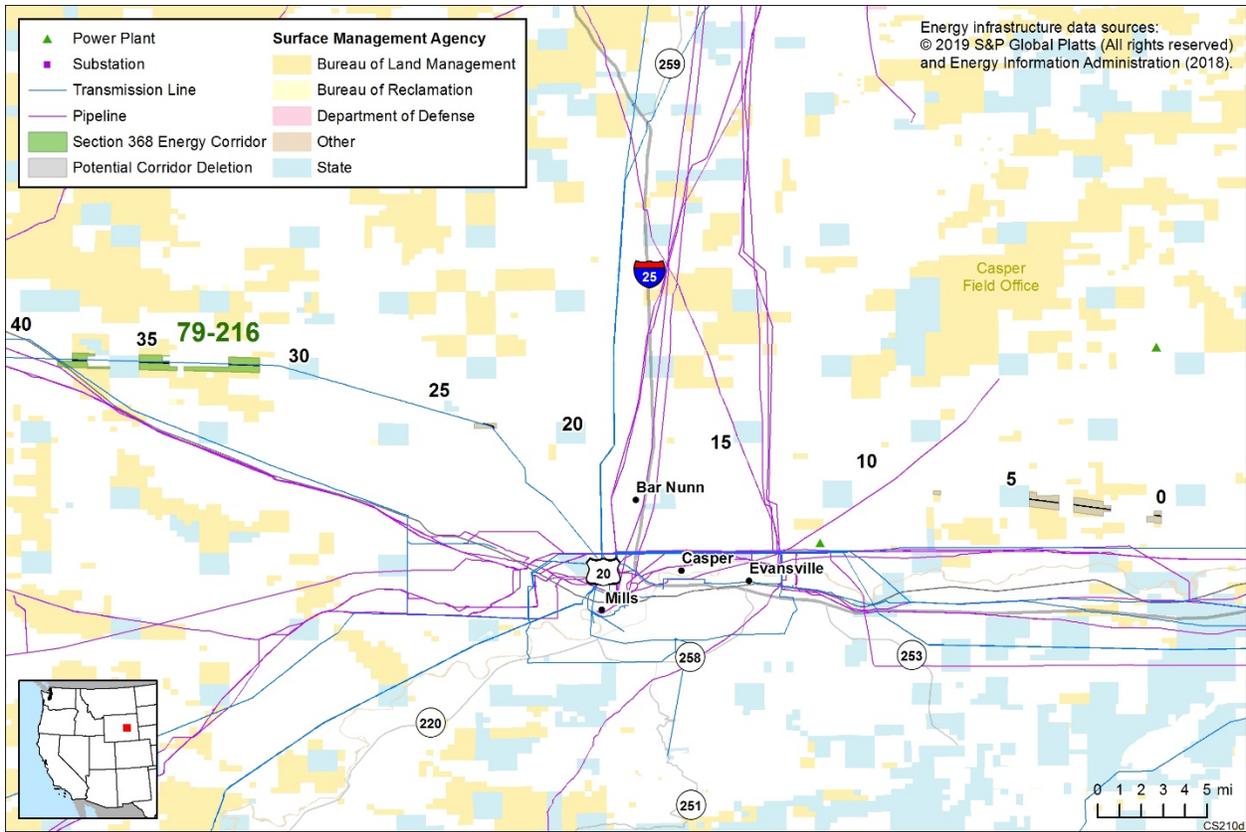


Figure 3.5-68c. Recommended Revision to Corridor 79-216 (MP 0 to MP 32)

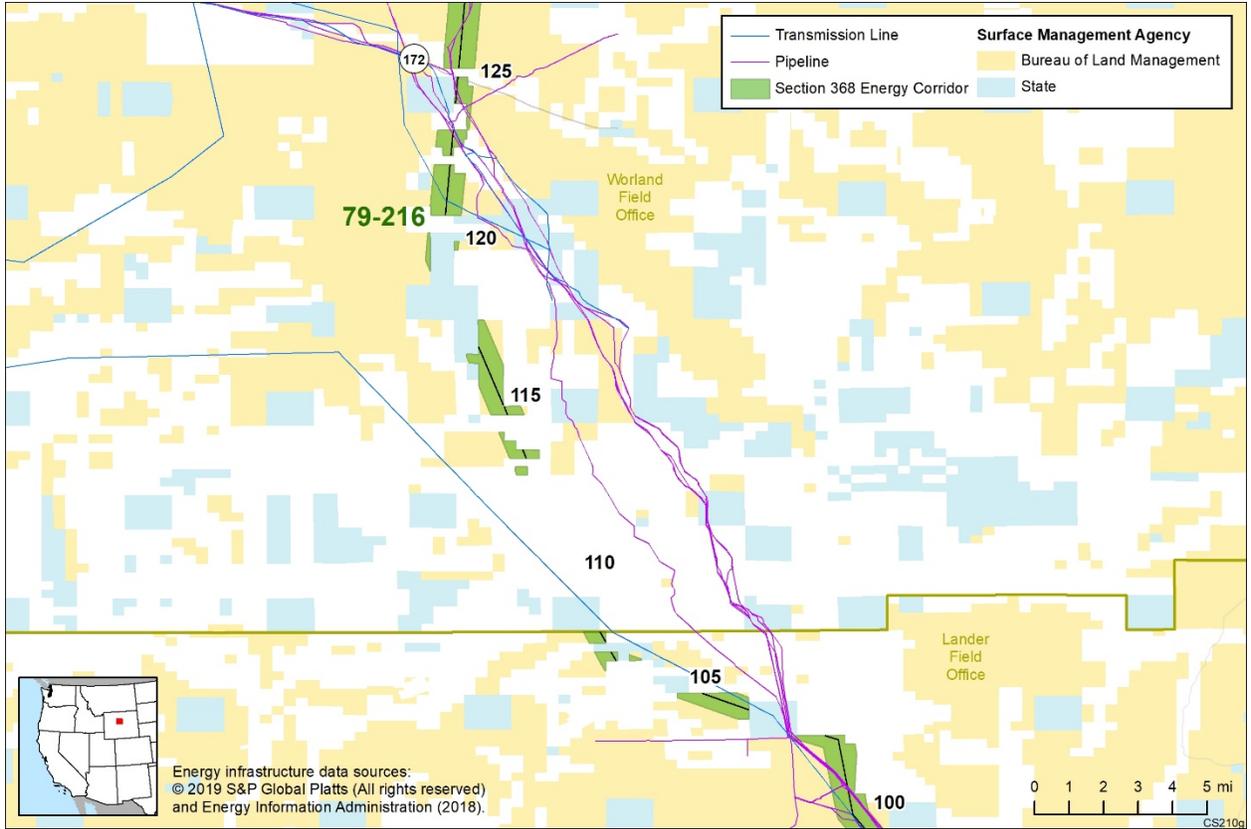


Figure 3.5-68d. Corridor 79-216, as designated (MP 103 to MP 125)

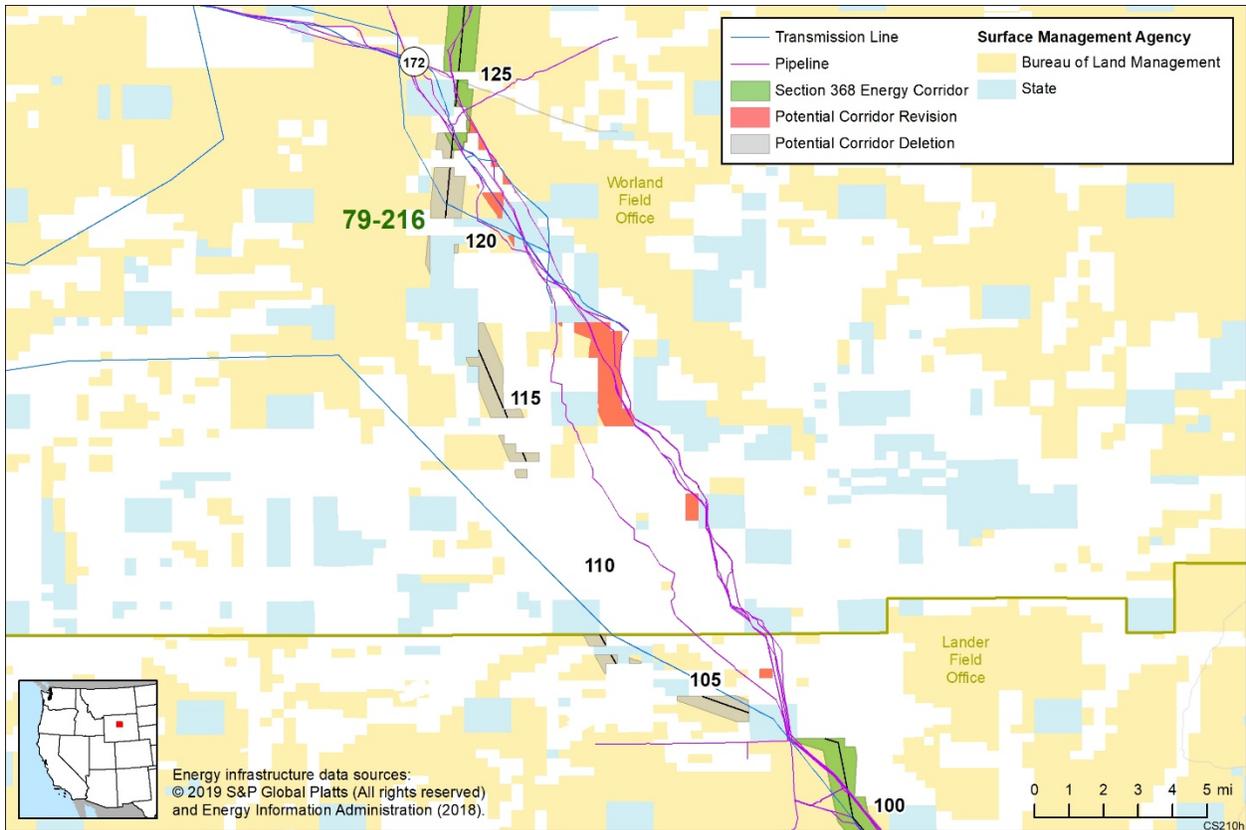


Figure 3.5-68e. Recommended Revision to Corridor 79-216 (MP 103 to MP 125)

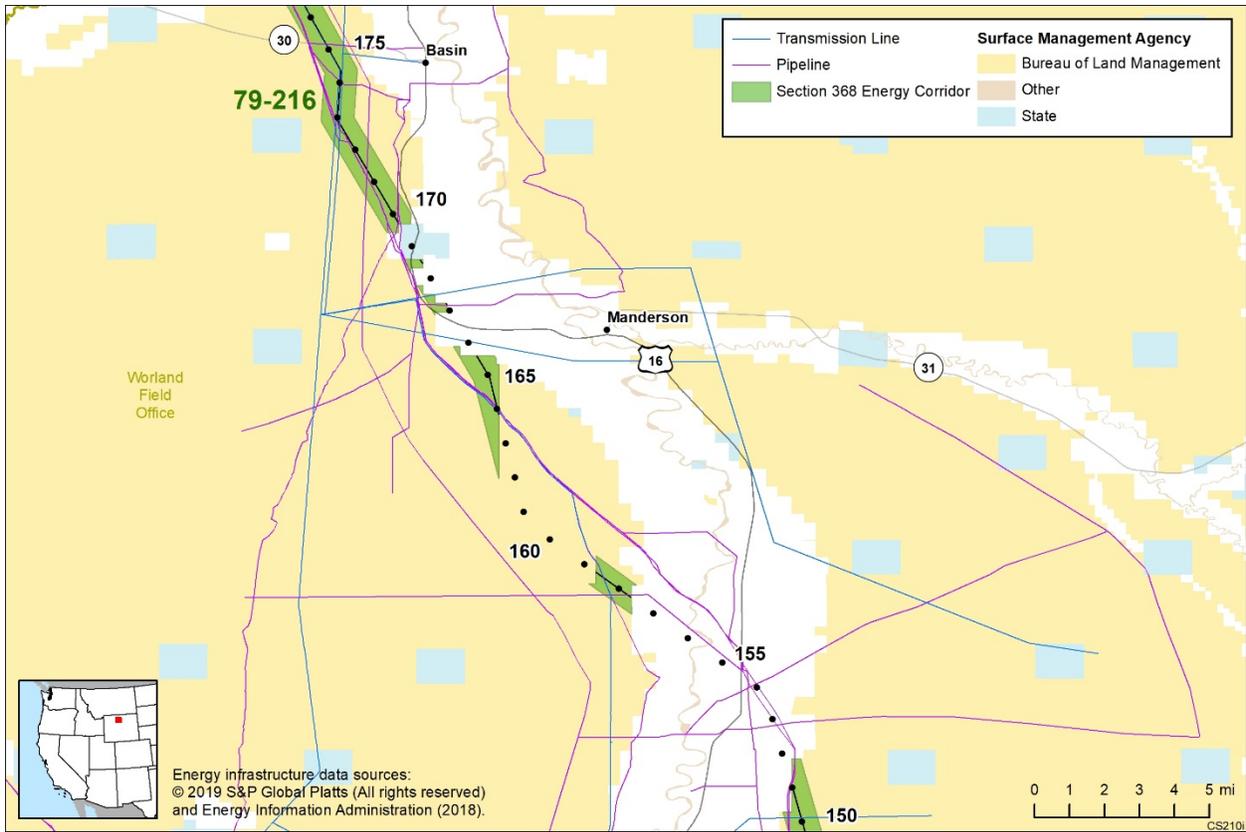


Figure 3.5-68f. Corridor 79-216, as designated (MP 158 to MP 170)

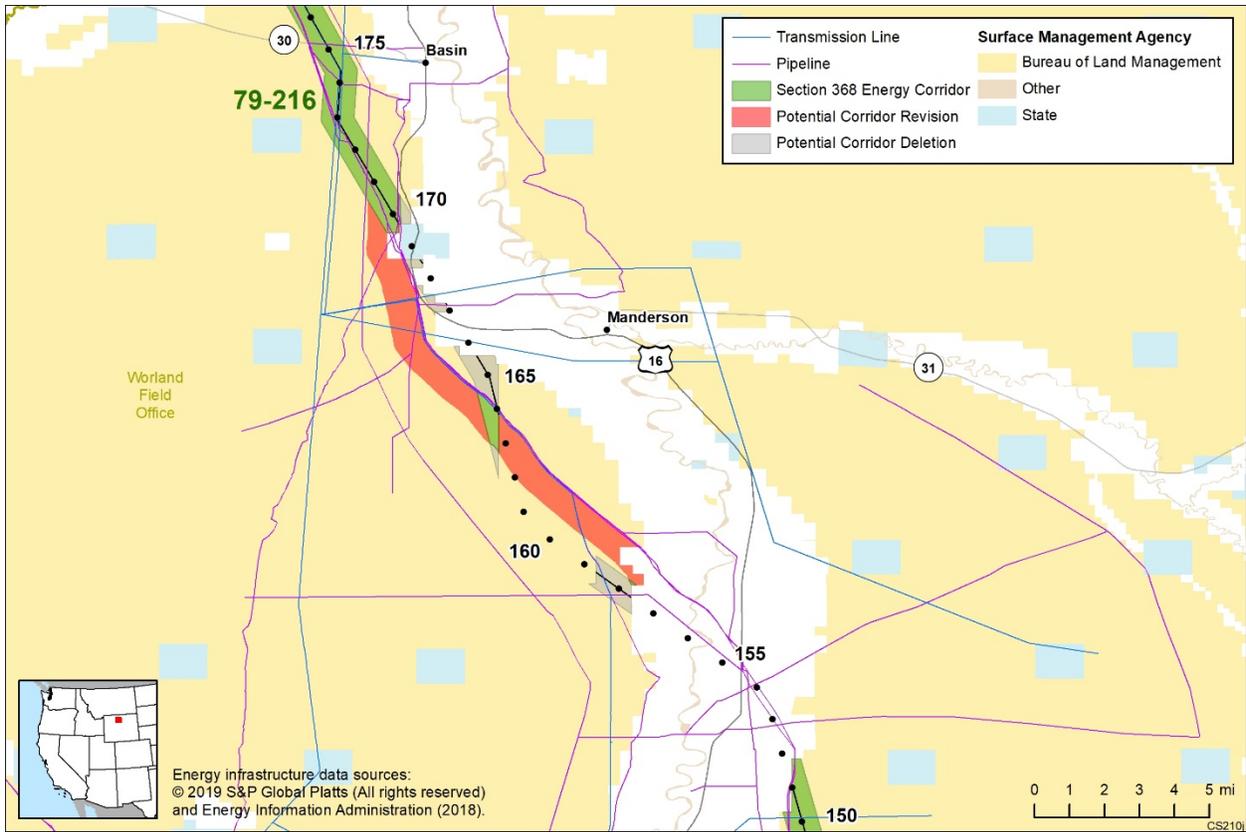


Figure 3.5-68g. Recommended Revision to Corridor 79-216 (MP 158 to MP 170)

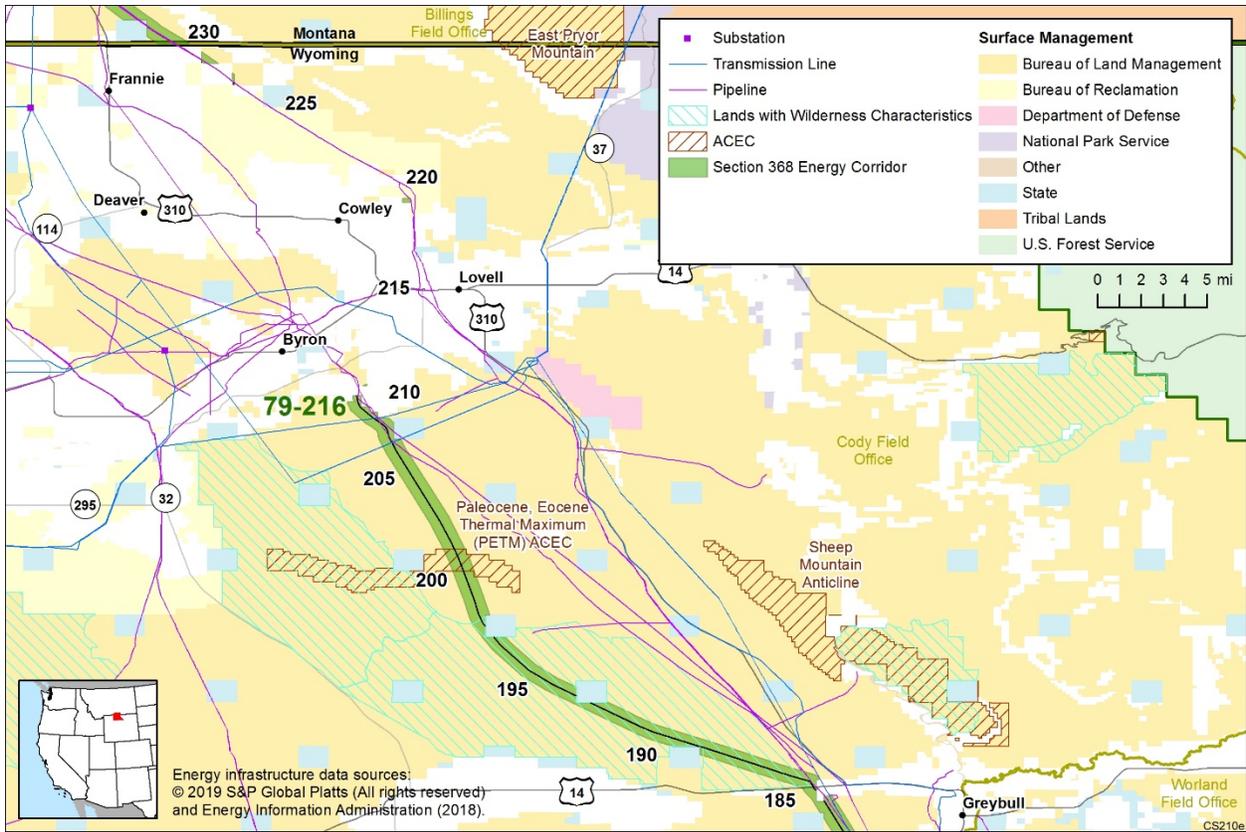


Figure 3.5-68h. Corridor 79-216, as designated (MP 185 to MP 209)

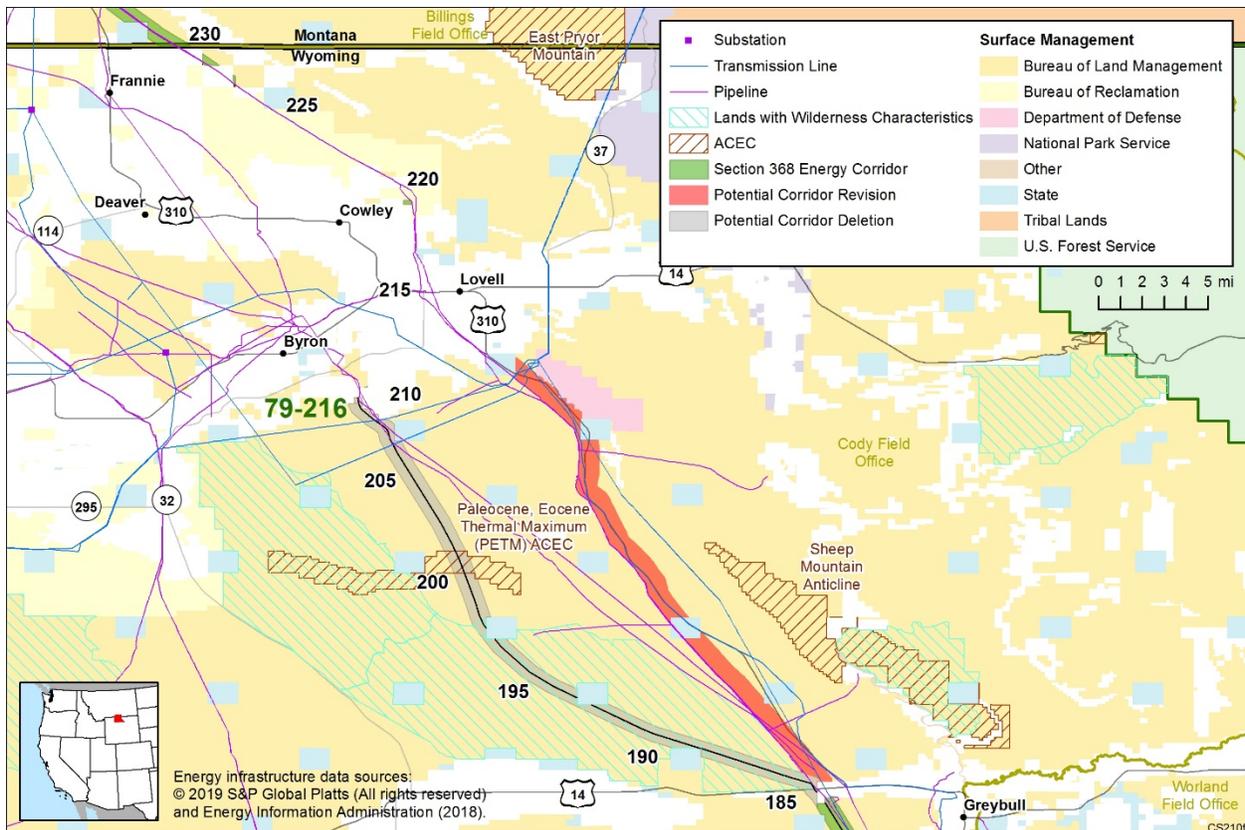


Figure 3.5-68i. Recommended Revision to Corridor 79-216 (MP 185 to MP 209)

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 79-216, specific issues that would be addressed through recommended IOP revisions or additions include:

- Lands with undetermined status for wilderness characteristics intersect and are adjacent to the corridor. The Agencies could consider an IOP to provide guidance on the review process for applications within corridors with incomplete inventories. The recommended IOP would assist with avoiding, minimizing, and/or mitigating impacts on lands with wilderness characteristics.
- MTR-IR and the corridor intersect. Adherence to the existing IOP regarding coordination with DoD would be required. The Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.

Corridor Abstract

Comprehensive background information and the Agency’s review and analysis of the existing corridor can be located in Corridor Abstract 79-216 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 80-273 (Rio Puerco & Farmington Corridor)

Agency Jurisdictions

Bureau of Land Management
Farmington Field Office
Rio Puerco Field Office

New Mexico Counties

McKinley County
San Juan County
Sandoval County

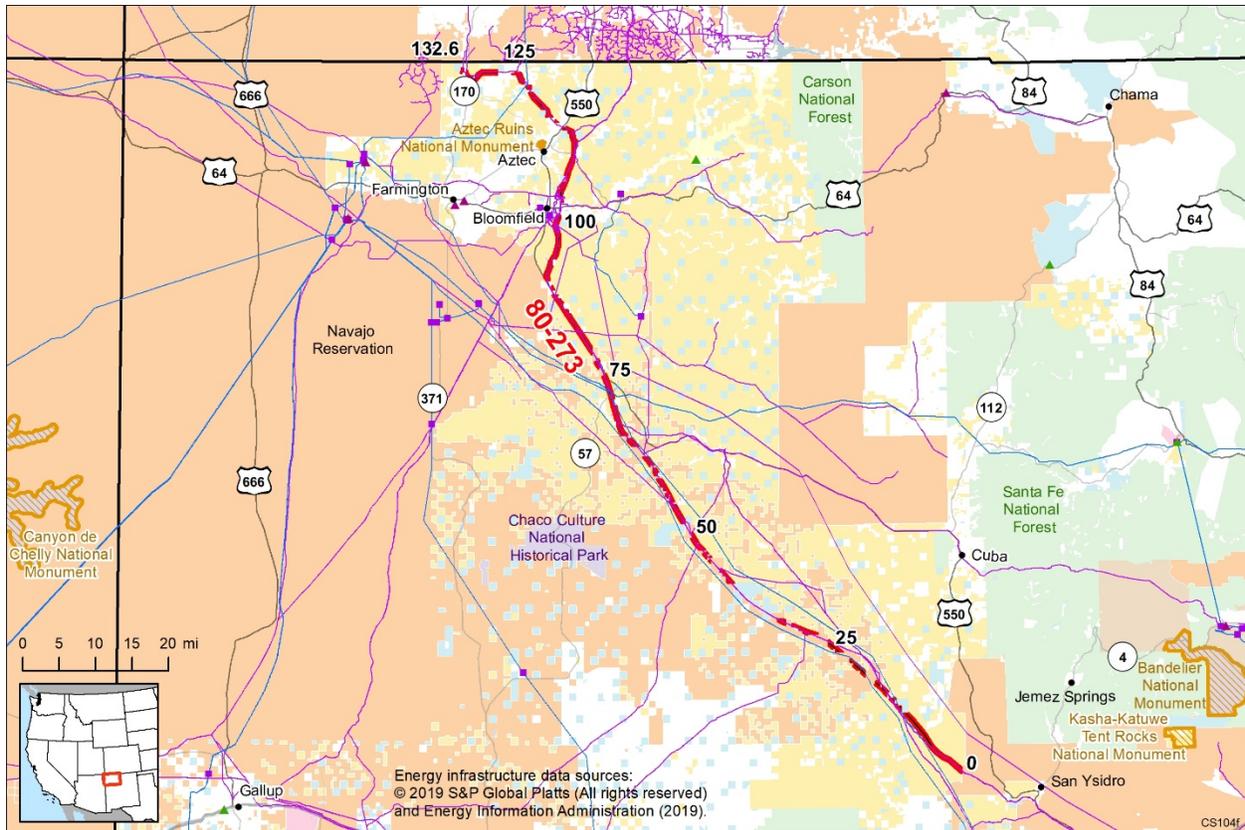


Figure 3.5-69a. Corridor 80-273 and nearby electric transmission lines and pipelines (subject corridor in red).

Resource Management Plans

Farmington RMP (2003)
Rio Puerco RMP (1986, as amended 2012)

Corridor width: 3,500 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Modifications Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
 - Shift the corridor north at MP 131 to follow the existing pipeline north and avoid the Morris 41 ACEC (Figures 3.5-69b and c).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5)
 - The corridor intersects the San Luis Mesa ACEC (MP 8 to MP 9), Dzil'Na'Oodlii ACEC (MP 77 to MP 78), North Road ACEC (MP 84 to MP 86) and Animas #8 ACEC (MP 114 to MP 115). The Farmington RMP has management prescriptions that require new ROWs to be placed in existing ROW disturbance within the Dzil'Na'Oodlii and North Road ACECs. There are 14 ROWs that cross or lie within the corridor where it crosses the ACECs. The corridor designation and management prescription for the ACECs have conflicting management objectives. There is a need to provide clarification on the management prescriptions in the land use plan: options include revising the corridor, revising the ACEC boundaries, or providing clarification that avoiding the ACEC has already been reviewed and the best method to meet the siting principles is through minimizing or mitigating impacts on a case-by-case basis. The recommended corridor revision described above would avoid the Morris 41 ACEC.
 - Tribal lands are interspersed along the corridor and could include tribal communities. BLM will consult with the Zia Pueblo, Southern Ute Indian Tribe, Navajo Nation Tribal Trust, Navajo Nation, and the BIA as required for any proposed project within the corridor.

At the time of the review, the existing corridor location (Figure 3.5-69a) with the above changes is considered to be the best balance in meeting the siting principles. The recommended corridor revision would maximize utility and minimize impacts by collocating along existing infrastructure and avoiding the Morris 41 ACEC. The recommended corridor revisions would support connectivity to multiple energy generation sources. There is potential for future wind development to use the corridor, providing an opportunity for the corridor to accommodate transmission tied to renewable energy development.

Additional Stakeholder Input

No specific input was received on the Regions 2 and 3 Report.

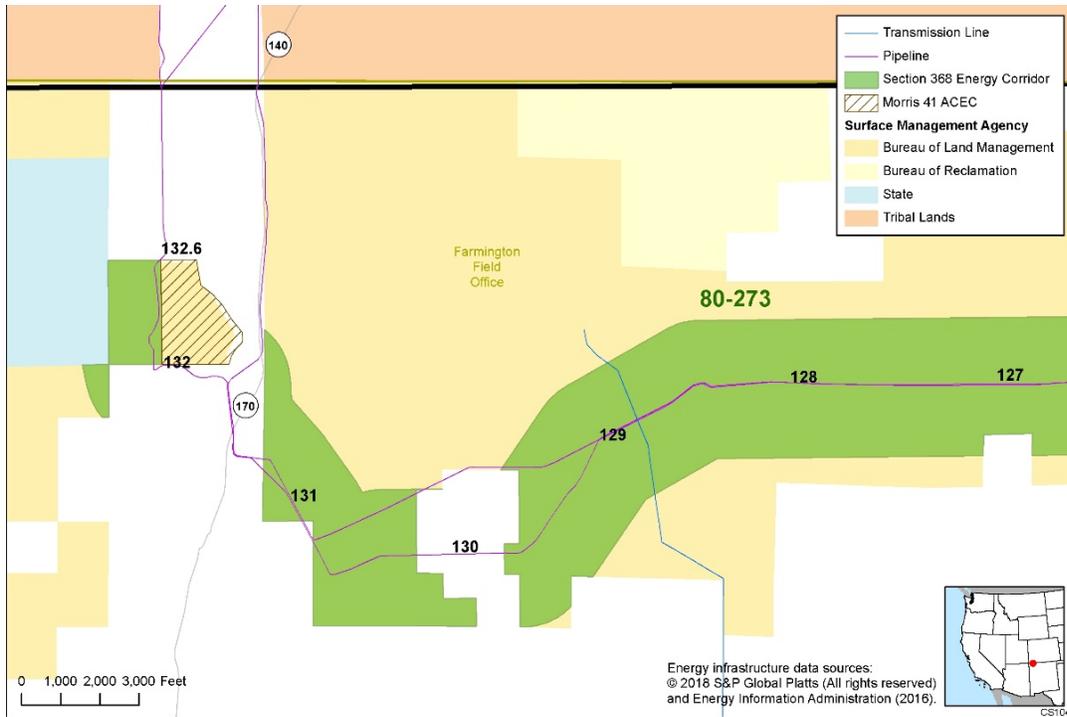


Figure 3.5-69b. Corridor 80-273, as designated.

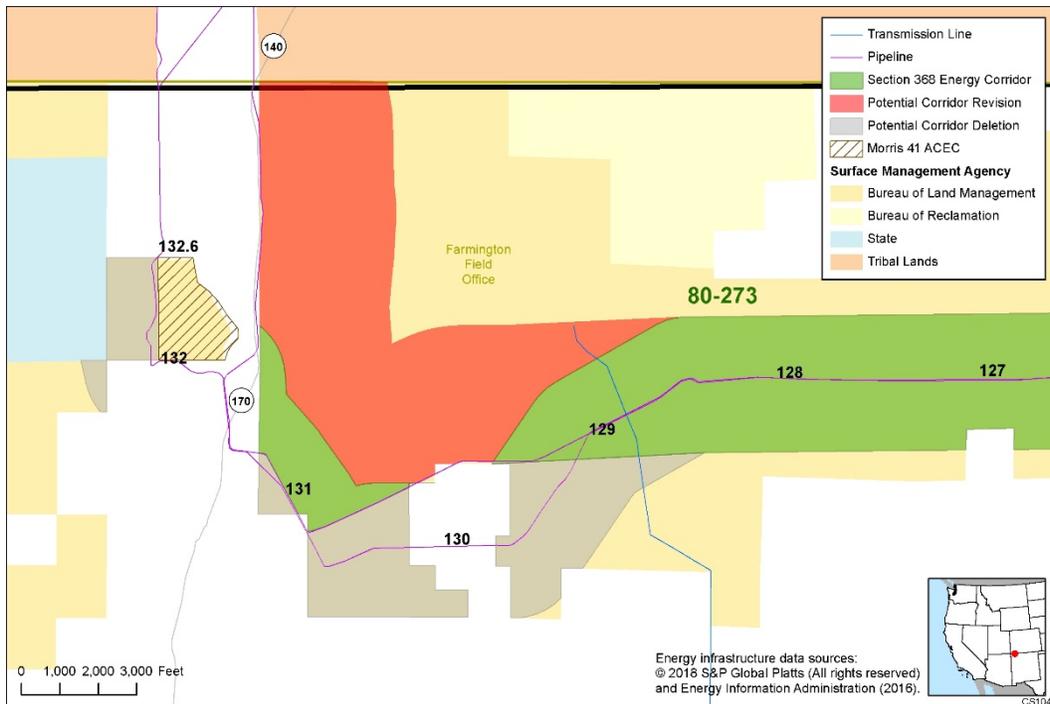


Figure 3.5-69c. Recommended Revision to Corridor 80-273.

The Western Electricity Coordinating Council identified Path 23 (Four Corners Transformer) near the corridor as congested or near maximum capacity under a high CO₂ price scenario (assuming a price of \$60 per metric ton of CO₂). Path 23 is located predominantly on Navajo Nation lands and therefore is not considered for a recommended Section 368 energy corridor addition (Figures 3.5-69d).

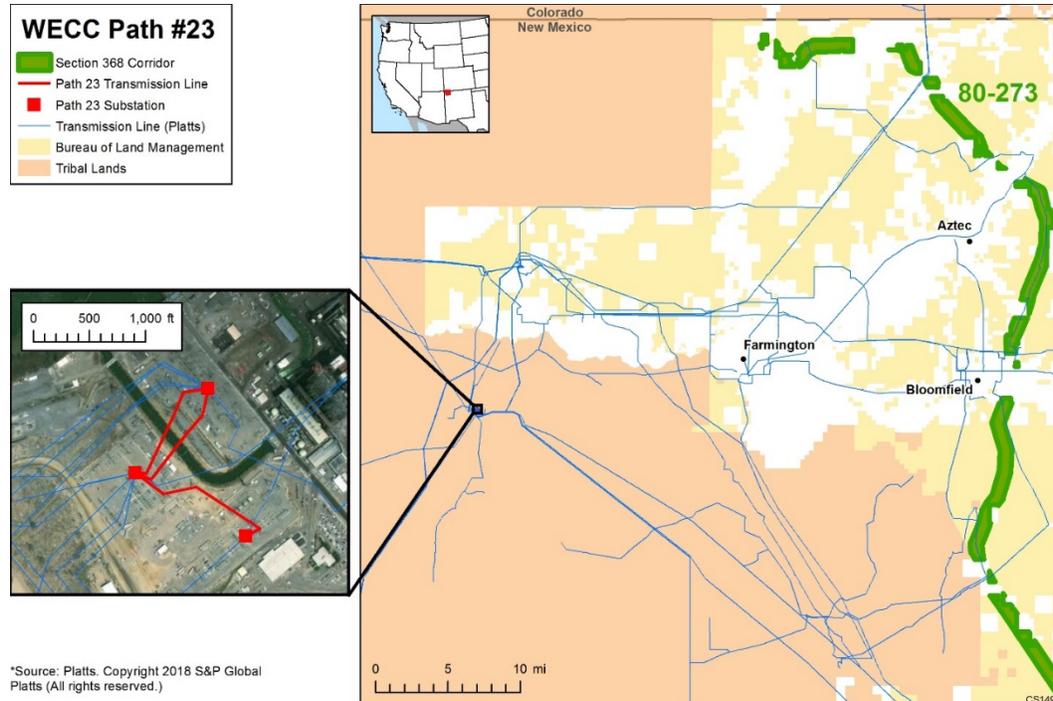


Figure 3.5-69d. WECC Path 23.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 80-273, specific issues that would be addressed through recommended IOP revisions or additions include:

- Continental Divide NST and the Old Spanish NHT intersect the corridor. The Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.
- Crucial habitat for Mule Deer has been identified within the corridor. The Agencies could consider an IOP that minimizes impacts on migration corridors and habitats for the Mule Deer.
- MTRs (IR, VR, and Slow Route) intersect the corridor. Adherence to the existing IOP regarding coordination with DoD would be required. The Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 80-273 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 81-213 (Las Cruces-Tucson Corridor)

Agency Jurisdictions

Bureau of Land Management

Las Cruces District Office
Safford Field Office

Arizona County

Cochise County, AZ

New Mexico Counties

Dona Ana County, NM
Grant County, NM
Hidalgo County, NM
Luna County, NM

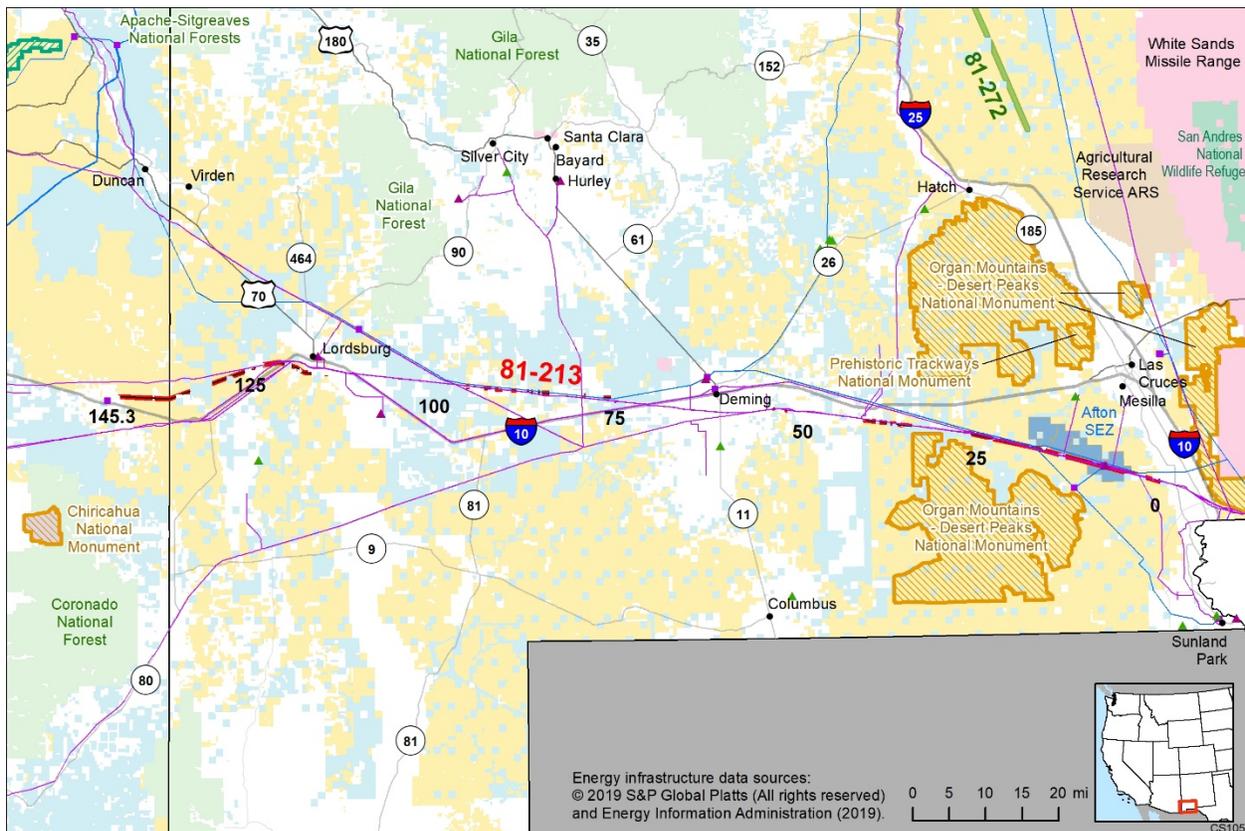


Figure 3.5-70a. Corridor 81-213 and nearby electric transmission lines and pipelines (subject corridor in red).

Resource Management Plans

Mimbres RMP (1993)
Safford RMP (1991)

Corridor width: 3,500 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Modifications Summary and Rationale

- Revise the corridor from MP 0 to MP 18 along the existing 345-kV transmission line south of the corridor to avoid overlapping the Afton SEZ (Figures 3.5-70b and c). To minimize impacts, the BLM should align the existing infrastructure as the southern border of the recommended corridor revision rather than the centerline.
- Revise the corridor from MP 28 to MP 78 along the authorized Southline Transmission Project (Figures 3.5-270d and e). It is also possible to retain the currently designated corridor alignment but add the route along Southline as a potential corridor braid in order to accommodate the different needs of both transmission lines and pipelines in the Mimbres River crossing area. The southern route (Corridor 81-213) contains a pipeline and should be retained for placement of future pipelines because it is the preferred river crossing for pipelines. A potential northern route (aligned with recently authorized Southline Transmission Project) could be added for consideration in future siting of electric transmission lines.
- Revise the corridor at MP 100 along the authorized SunZia Southwest Transmission Project and Southline Transmission Project (Figures 3.5-70f and g).
- Implement minor adjustments to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan for Corridor 81-213 and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).
 - The corridor intersects the Butterfield Trail, which the Mimbres RMP identifies as an avoidance area and has a special stipulation that new facilities will not be located within 0.25 mi of any stage station on the Trail. The corridor designation and management prescription for the Butterfield Trail have conflicting management objectives. There is a need to provide clarification on the management prescriptions in the land use plan. The recommended corridor revision described in this corridor summary (to re-align the corridor along the Southline transmission line authorized route) would avoid the Butterfield Trail except for one crossing at MP 105.
 - The corridor intersects Night-blooming Cereus, an ESA-listed endangered species. Future development in the corridor may conflict with the Mimbres RMP objectives to give priority to the protection and management of habitat for known populations of Federal species, to prevent the listing of Federal candidates, and to assist in the recovery of listed species.
 - The corridor intersects the Lordsburg Playa RNA. Future development of corridor may conflict with the Mimbres RMP and Riparian and Aquatic Habitat Management RMPA because the Lordsburg Playa is an avoidance area. The recommended corridor revision described in this corridor summary (realigning the corridor along the Southline and SunZia transmission line authorized routes) would avoid the Lordsburg Playa.
 - VRM Class II areas intersect the corridor. Future development within the corridor could be limited as VRM Class II areas allow for low-level of change to the characteristic landscape. There is an opportunity to revise the corridor or to revise the VRM class where it intersects with the corridor. The recommended corridor revision described in this corridor summary (realigning the

corridor along the Southline and SunZia transmission line authorized routes) would avoid VRM Class II areas.

- The corridor overlaps the Afton SEZ, which is considered a priority area for solar energy and associated transmission infrastructure development. Solar energy development is not a compatible use within Section 368 energy corridors, and BLM should restrict siting of nonlinear features such as geothermal and solar energy development within Section 368 energy corridors. The recommended corridor revision described in this corridor summary (realigning the corridor along the existing 345-kV transmission line) would avoid the SEZ but still provide a transmission connection to the SEZ.

At the time of the review, the existing corridor location (Figure 3.5-70a) with the above changes is considered to be the best balance in meeting the siting principles. The recommended corridor revision would maximize utility by expanding capacity within the corridor and allowing full build-out of the Afton SEZ. The recommended revision would also continue to provide transmission access to the SEZ on its western edge where it would intersect with Corridor 81-213 at MP 18, supporting connectivity to multiple energy generation sources. The recommended corridor revision would improve corridor utility because there are homes and farms along the currently designated route near and west of Deming, New Mexico, that could be impacted by future development of the corridor. The recommended corridor revision would also continue to provide a pathway for electrical energy transmission from east to west through New Mexico into Arizona. The recommended corridor revision would minimize impacts by avoiding the Lordsburg Playa and a VRM Class II area, and avoiding more of the Butterfield Trail. Collocation along infrastructure (SunZia and Southline transmission lines, if constructed) also maximizes utility of future energy infrastructure and minimizes impacts.

Additional Stakeholder Input

In addition to the revisions identified above, the following concern was identified by stakeholders:

- Shift the corridor south where the recommended corridor revision intersects with wilderness.
- The revision also intersects the Peloncillo Mountains WSA near the Western border of New Mexico and the Continental Divide Trail and overlaps lands with wilderness characteristics (Stewart Canyon unit [1,990 acres overlap], Whitehorse unit [5 acres overlap], Pack Trail unit [10 acres overlap], and the Fan unit [804 acres overlap]).

These concerns should be considered during any land use planning revisions that would affect the corridor.

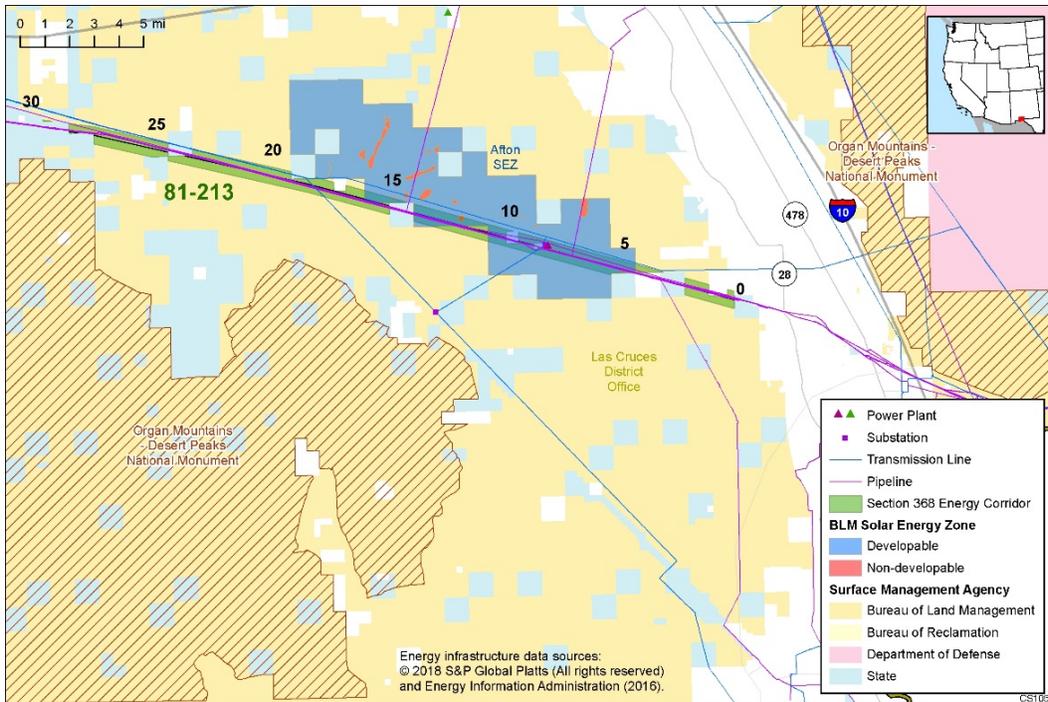


Figure 3.5-701b. Corridor 81-213, as designated (MP 0 to MP 18).

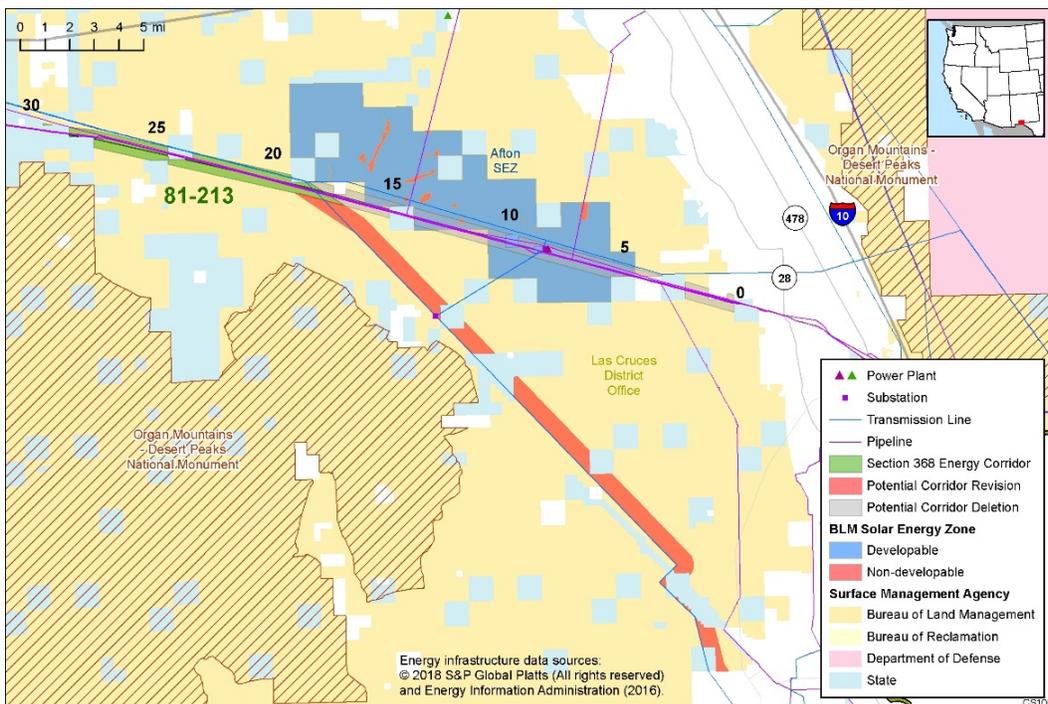


Figure 3.5-70c. Recommended Revision to Corridor 81-213, as designated (MP 0 to MP 18).

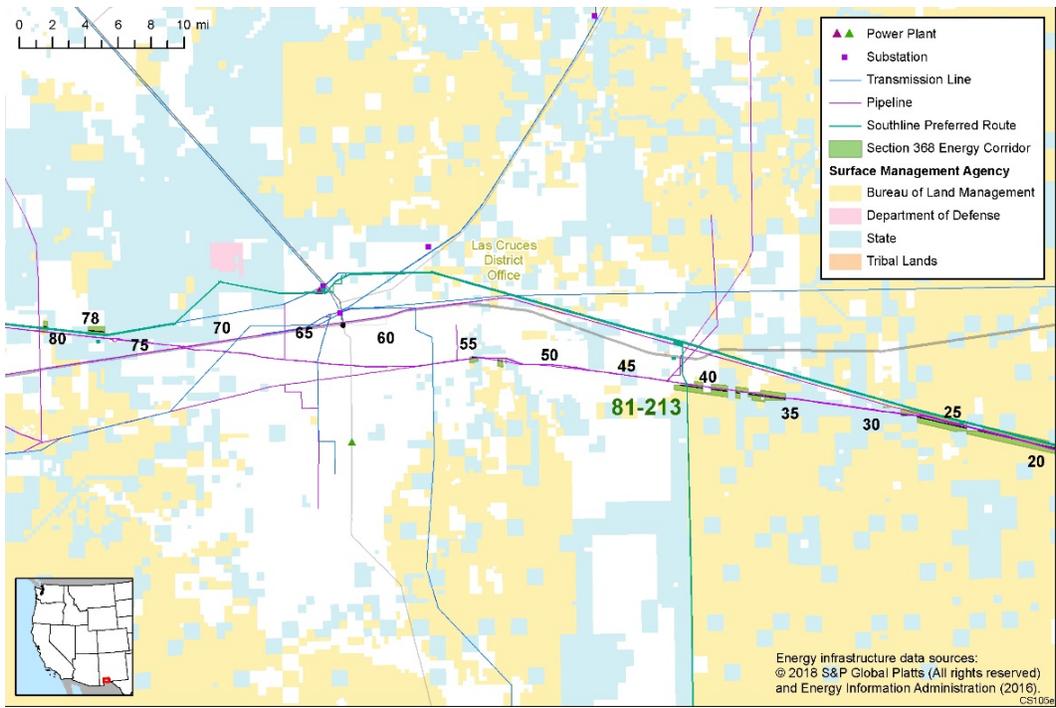


Figure 3.5-70d. Corridor 81-213, as designated (MP 28 to MP 78).

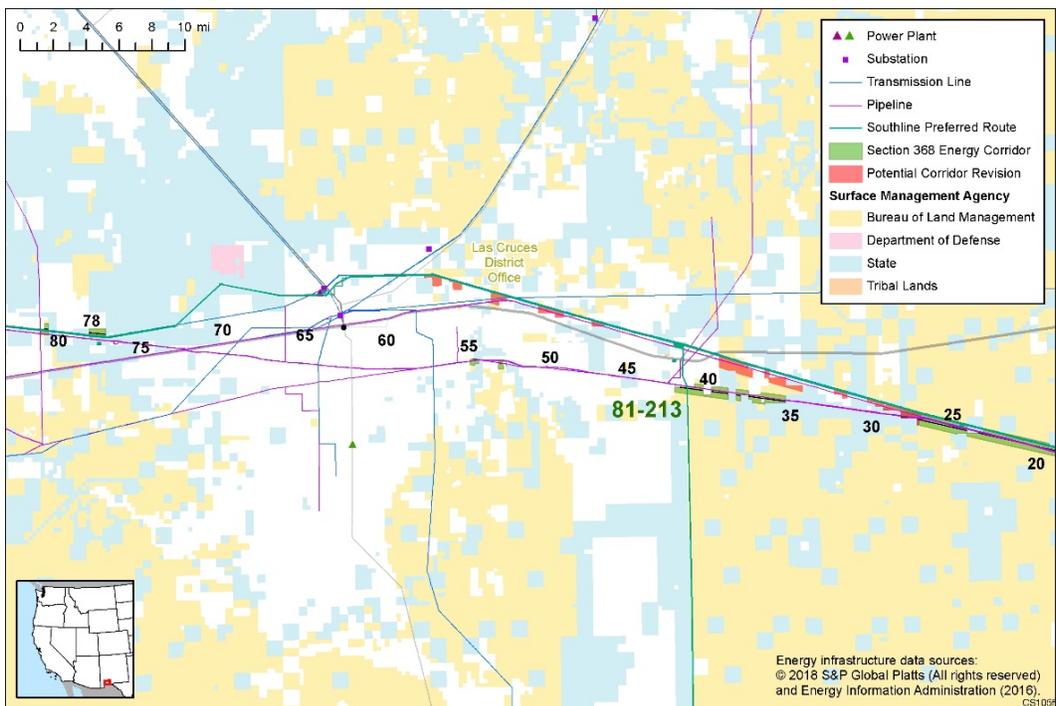


Figure 3.5-70e. Recommended Revision to Corridor 81-213, as designated (MP 28 to MP 78).

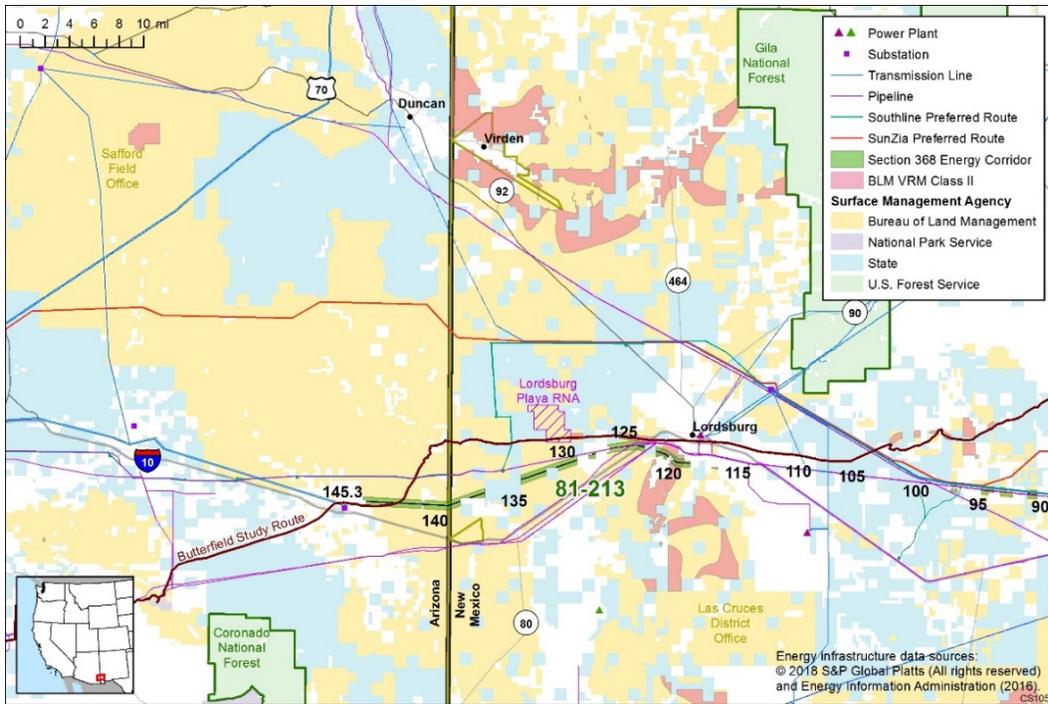


Figure 3.5-70f. Corridor 81-213, as designated (MP 100).

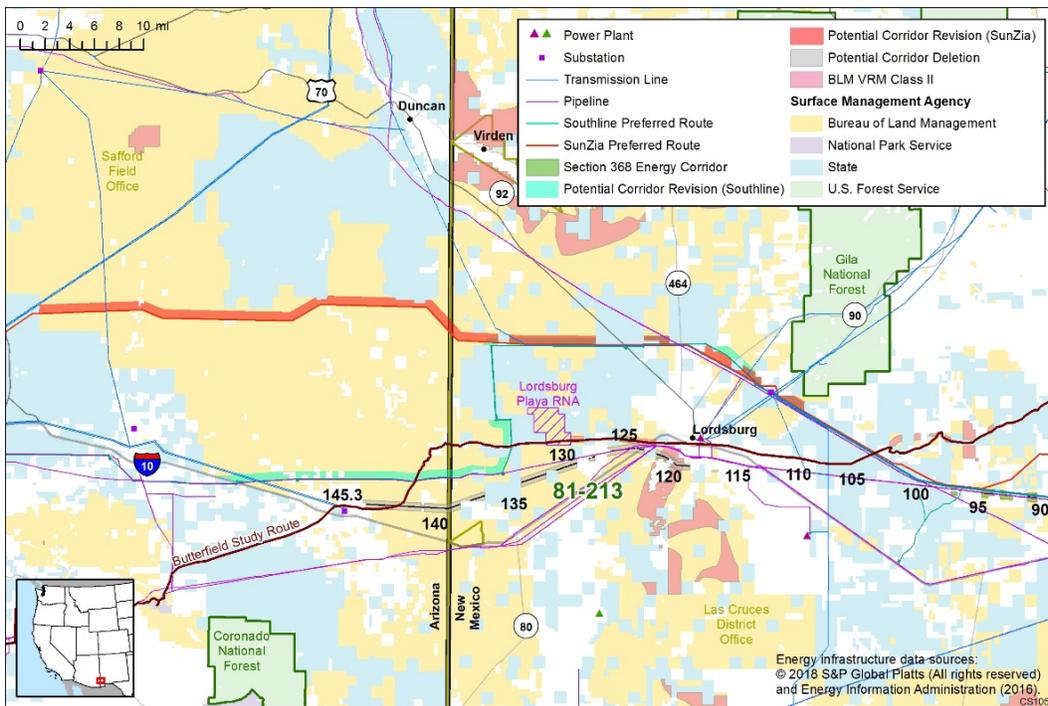


Figure 3.5-70g. Recommended Revision to Corridor 81-213 (MP 100).

The Western Electricity Coordinating Council identified WECC Path 47 which includes four electric transmission lines in southwestern New Mexico (Figure 3.5-70h). The transmission lines range in capacity from 115 kV to 345 kV. Path 47 was congested under a high coal retirement or high use of renewable energy scenario. SunZia and Southline are two recently authorized major transmission projects in the vicinity of Path 47 which, if built, could provide significant relief.

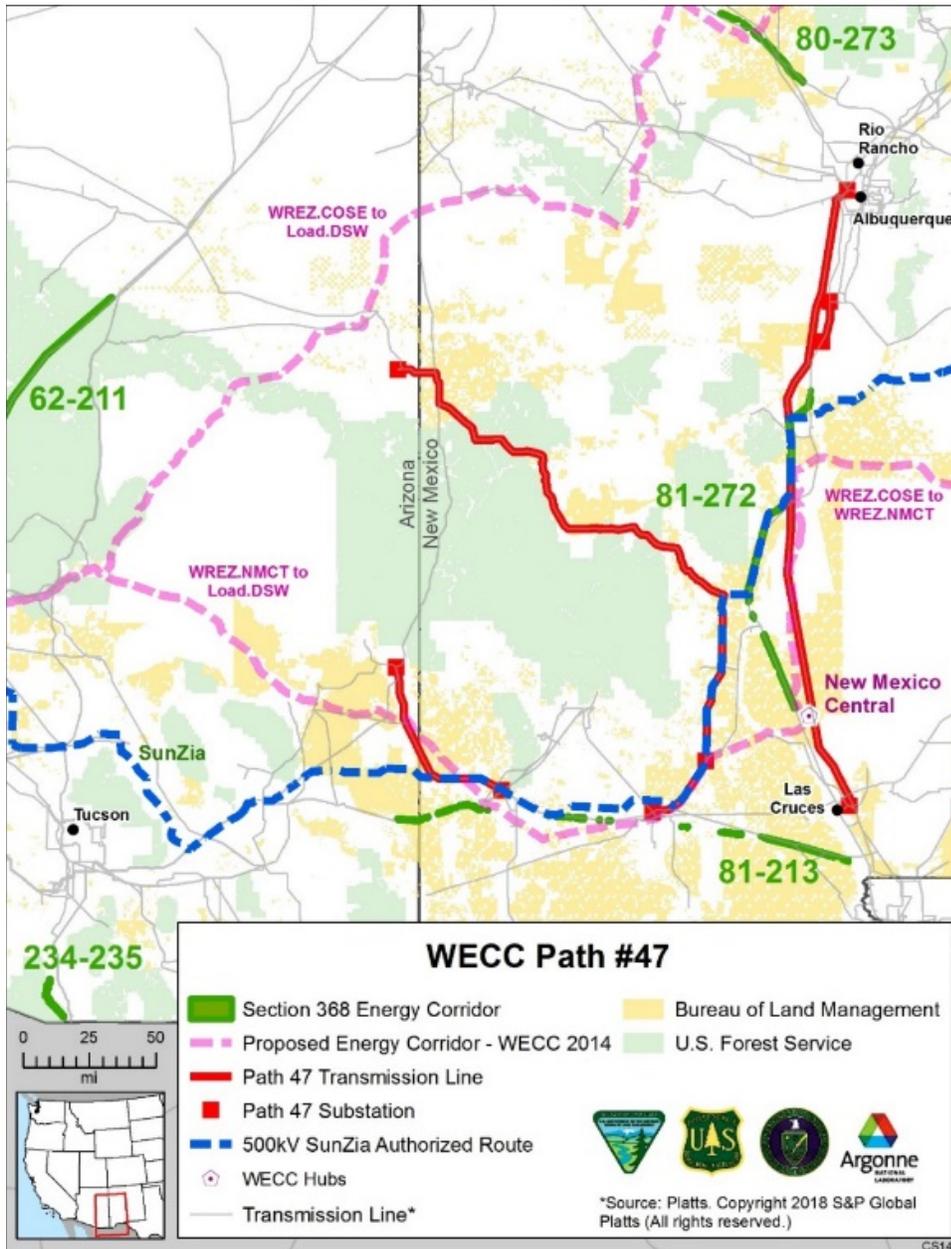


Figure 3.5-70h. WECC Path 47.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and addition to IOPs are discussed in Section 3.2. For Corridor 81-213, specific issues that would be addressed through recommended IOP revisions or additions include:

- VRM Class II areas are located along the corridor and along the Continental Divide NST and Butterfield Study Trail. The Continental Divide NST crosses the designated corridor at one location, while the Butterfield Trail intersects and follows the corridor closely at several locations. The recommended corridor revision described in this corridor summary would avoid following the Butterfield Study Trail in portions of the corridor. The Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.
- A wildlife migration corridor and crucial wildlife habitat have been identified within the Section 368 energy corridor. The Agencies could consider an IOP to help minimize impacts on wildlife migration corridors and habitats.
- Tribal lands are located two miles north of the corridor. The Agencies could consider a revision to the existing IOP to include early tribal engagement during the conceptual stage of route planning for energy projects to help address tribal concerns.
- MTR-VR intersects the corridor. Adherence to the existing IOP regarding coordination with DoD would be required. The Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 81-213 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 81-272 (Rio Grande Corridor)

Agency Jurisdictions

Bureau of Land Management
Las Cruces District Office
Socorro Field Office

New Mexico Counties

Sierra County
Socorro County

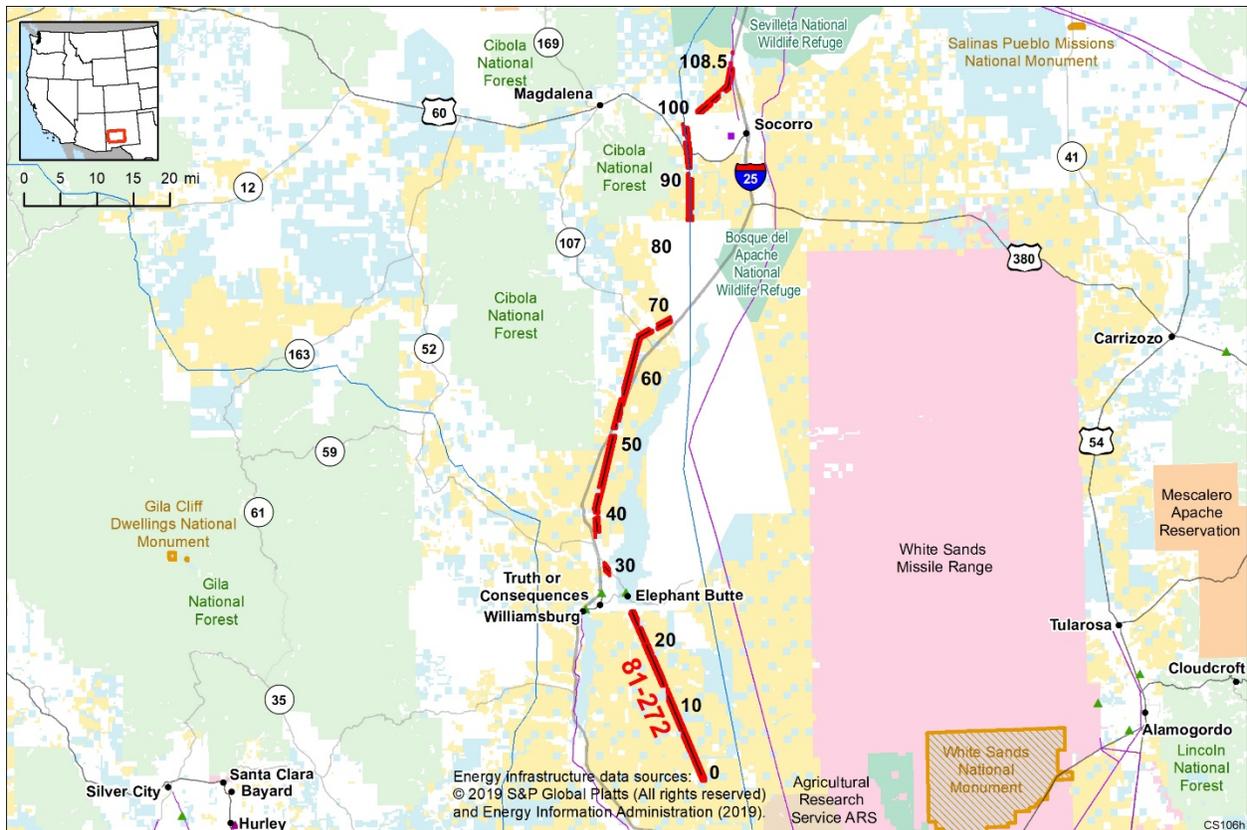


Figure 3.5-71a. Corridor 81-272 and nearby electric transmission lines and pipelines (subject corridor in red).

Resource Management Plans

Socorro RMP (2010)

White Sands Resource Area RMP (1986)

Corridor width: 3,500 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Modifications Summary and Rationale

- Revise the corridor along the authorized SunZia Southwest Transmission Project from MP 0 to MP 40 to provide maximum utility of future energy infrastructure (Figure 3.5-71b and c).
- Revise the corridor from MP 100 to MP 109 to realign along the authorized SunZia Southwest Transmission Project to provide maximum utility of future energy infrastructure (Figure 3.5-71d and e).
- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).
 - The corridor intersects the Ladron Mountain-Devil’s Backbone Complex ACEC, which has a requirement to “exclude the authorization of ROWs and leases within the ACEC.” The corridor designation and management prescription for the ACEC have conflicting management objectives. There is a need to provide clarification on the management prescriptions in the land use plan: options include revising the corridor, revising the ACEC boundary, or providing clarification that avoiding the ACEC has already been reviewed and the best method to meet the siting principles is through minimizing or mitigating impacts on a case-by-case basis.

At the time of the review, the existing corridor location (Figure 3.5-71a) with the above changes is considered to be the best balance in meeting the siting principles. The recommended corridor revision from MP 0 to MP 40 would avoid crossing the Rio Grande and the El Camino Real de Tierra Adentro NHT and would avoid impacts on crucial wildlife habitat identified through the CHAT tool. The recommended revision would maximize utility and minimize impacts by collocating along existing infrastructure (345-kV transmission line and SunZia transmission line, if constructed). The recommended corridor revision would also promote efficient use of the landscape since the revised corridor location would connect to recommended revisions for Corridor 81-213, providing a continuous corridor network in New Mexico.

The recommended corridor revision from MP 100 to MP 109 would avoid the Ladron Mountain-Devil’s Backbone Complex ACEC and would redirect the corridor around the Sevilleta NWR. Early and extensive coordination with DoD would be required to mitigate conflicts with DoD-administrated lands associated with the White Sand Missile Range along this potential alignment. Based on previous DoD coordination, it is anticipated that this recommended corridor revision along portions of the SunZia alignment would need to be designated as underground-only. This recommended corridor revision would be dependent on the construction of the SunZia transmission line.

The corridor was identified as a corridor of concern in the Settlement Agreement due to the proximity of the Sevilleta NWR, which was designated for conservation. The current location of the corridor terminates at the boundary of the NWR, where future energy infrastructure is currently prohibited. The recommended corridor revision would avoid the NWR.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- If the corridor were designated as underground only, the corridor designation would not be consistent with the SunZia transmission line.
- Shift the corridor slightly west from MP 85 to MP 91 to avoid lands with wilderness characteristics.

These concerns should be considered during any land use planning revisions that would affect the corridor.

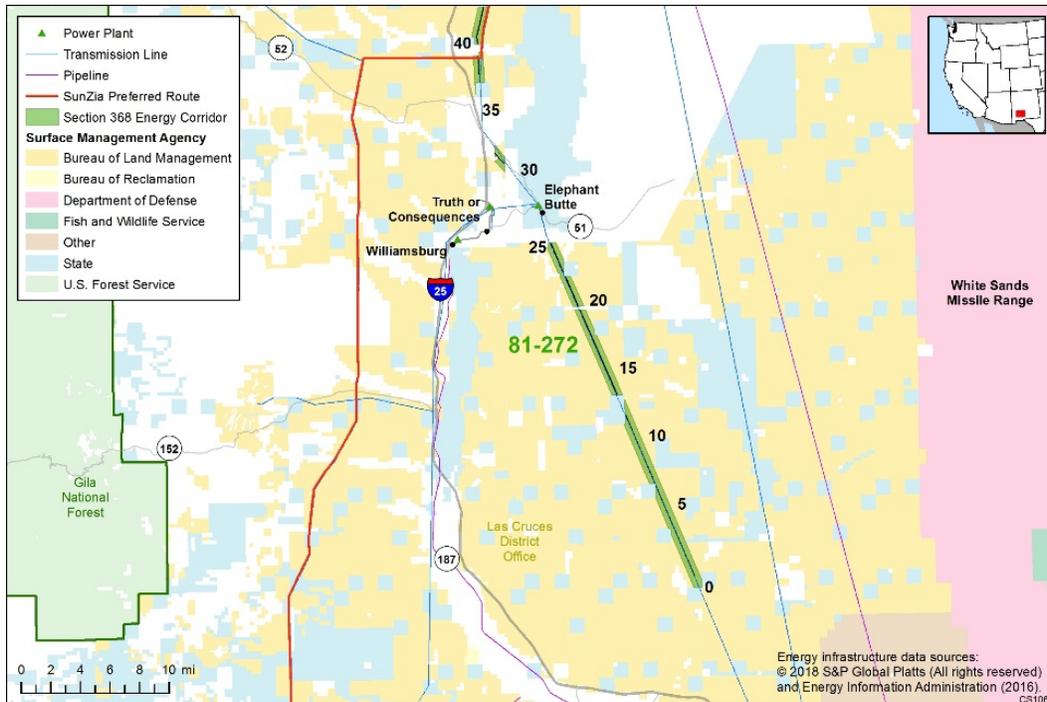


Figure 3.5-71b. Corridor 81-272, as designated (MP 0 to MP 40).

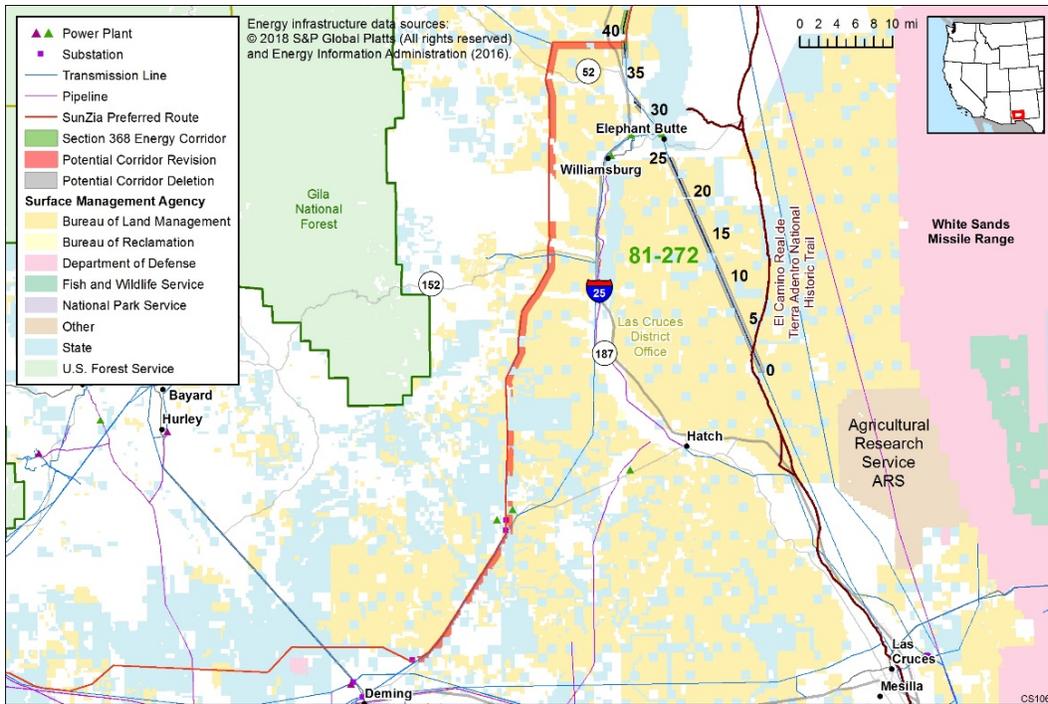


Figure 3.5-71c. Recommended Revision to Corridor 81-272 (MP 0 to MP 40).

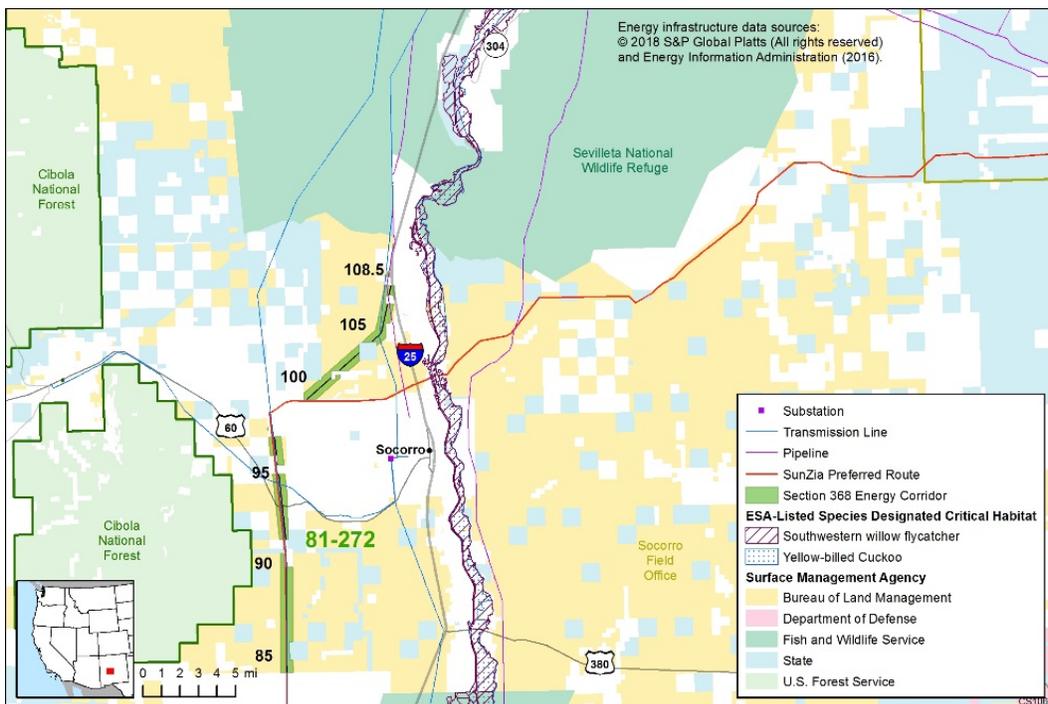


Figure 3.5-71d. Corridor 81-272, as designated (MP 100 to MP 109).

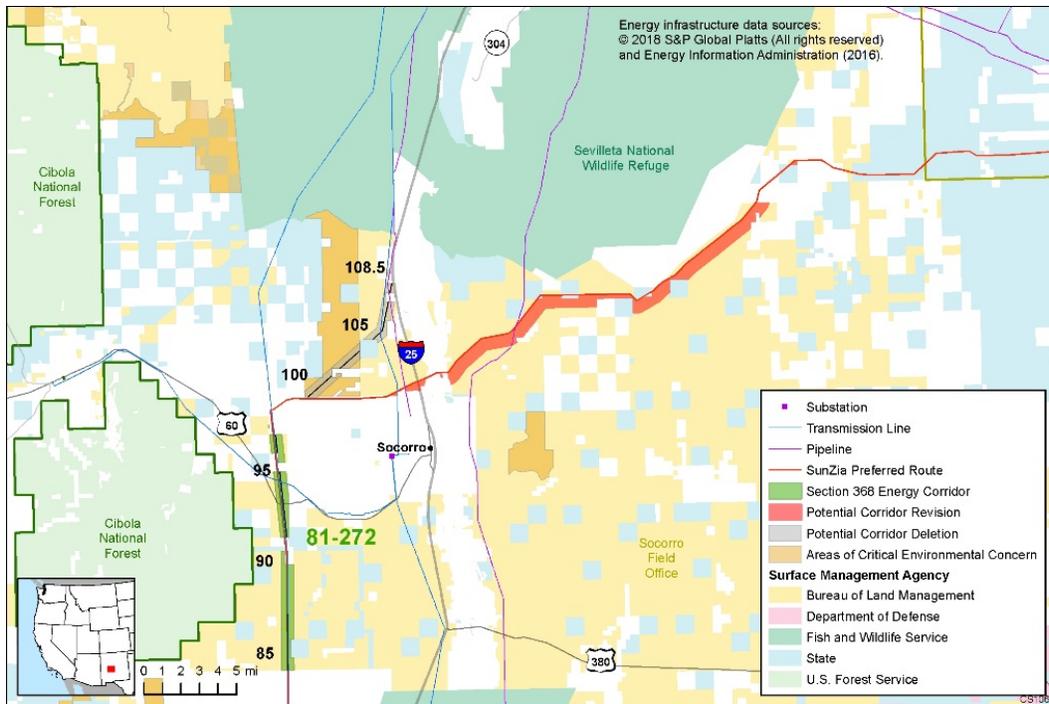


Figure 3.5-71e. Recommended Revision to Corridor 81-272 (MP 100 to MP 109).

The Western Electricity Coordinating Council identified WECC Path 47, which includes four electric transmission lines in southwestern New Mexico (Figure 3.5-71f). The lines range in capacity from 115 kV to 345 kV. Path 47 was congested under a high coal retirement or high use of renewable energy scenario. SunZia and Southline are two recently authorized major transmission projects in the vicinity of Path 47 which, if built, could provide significant relief.

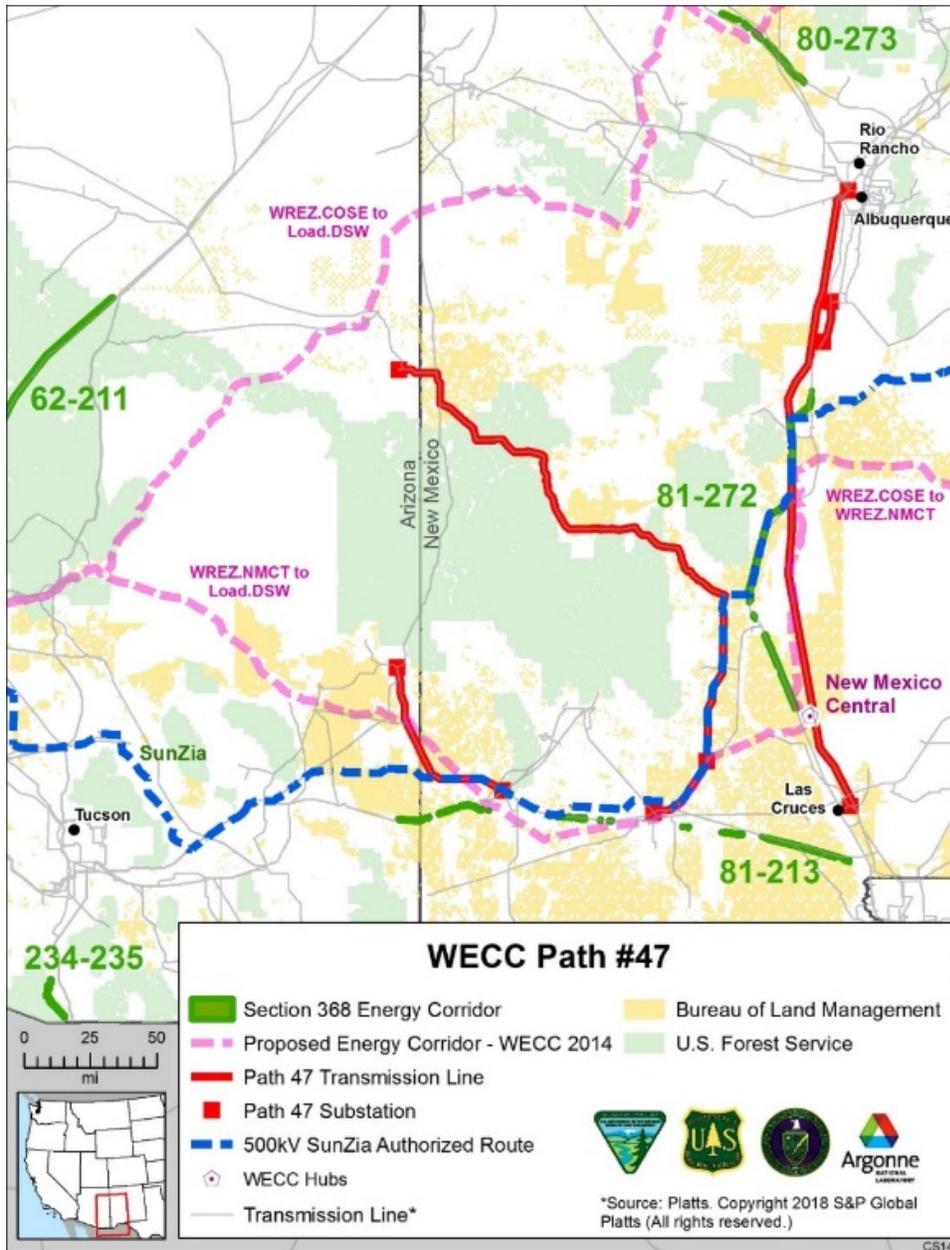


Figure 3.5-71f. WECC Path 47.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 81-272, specific issues that would be addressed through recommended IOP revisions or additions include:

- VRM Class II areas are located along the corridor and along the El Camino Real de Tierra Adentro NHT, which crosses the designated corridor at two locations. The recommended corridor revision would relieve impacts on the El Camino Real de Tierra Adentro NHT. The Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.

- A Desert Bighorn Sheep wildlife corridor has been identified within the Section 368 energy corridor. The Agencies could consider an IOP could help minimize impacts on wildlife corridors and habitats for Desert Bighorn Sheep.
- MTR-VR and SUA intersect the corridor. Adherence to the existing IOP regarding coordination with DoD would be required. The Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 81-272 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 87-277 (Monarch Pass Corridor)

Agency Jurisdictions

Bureau of Land Management

Gunnison Office
Royal Gorge Field Office

Forest Service

Grand Mesa, Uncompahgre, and Gunnison National Forests
Pike and San Isabel National Forests

Colorado Counties

Chaffee County
Fremont County
Gunnison County
Montrose County

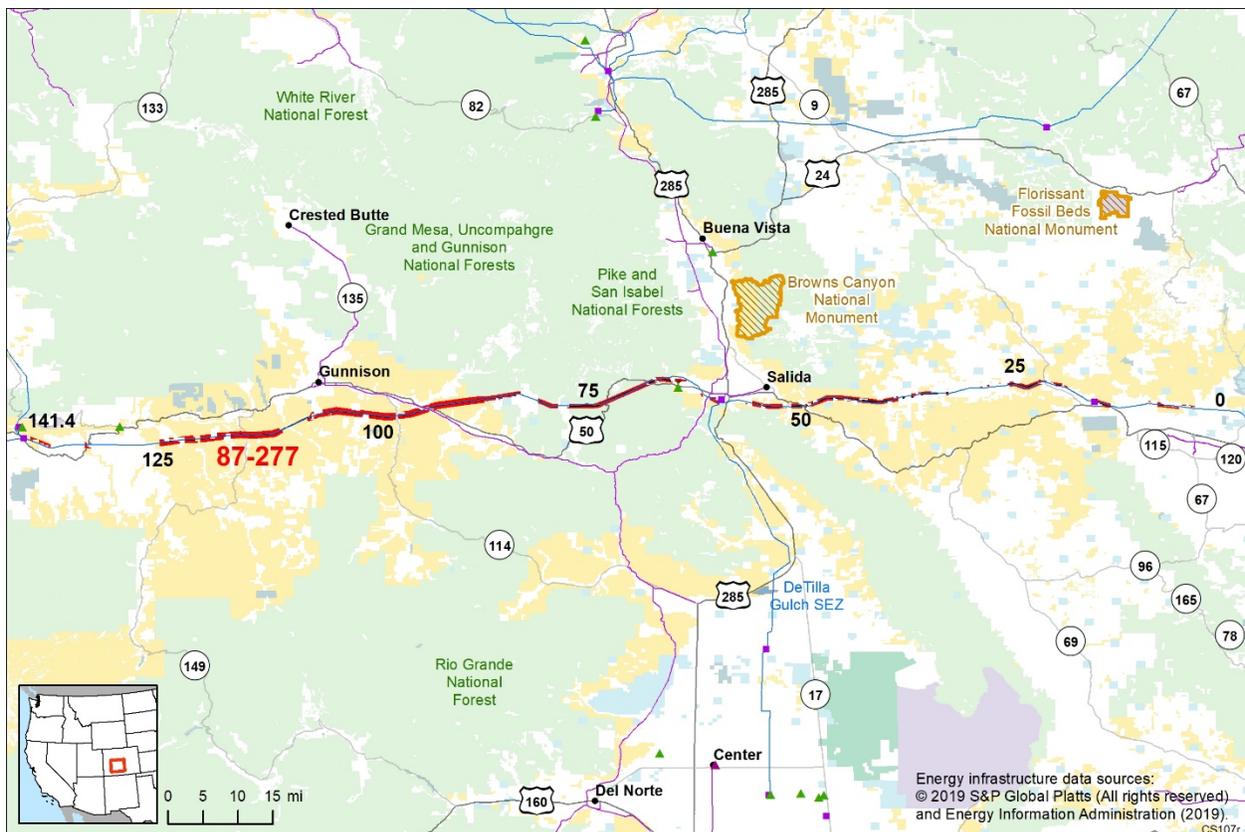


Figure 3.5-72a. Corridor 87-277 and nearby electric transmission lines and pipelines (subject corridor in red).

Land and Resource Management Plans

Gunnison Resource Area RMP (1993)

Royal Gorge Resource Area RMP (1996, as amended 2006)

Grand Mesa, Uncompahgre, and Gunnison National Forests Amended LMP (1991)

Pike and San Isabel National Forests and Comanche and Cimarron National Grasslands LMP (1984, as amended 1985-2009)

Corridor width: 3,500 ft, but variable from 1,000 to 5,280 ft in Gunnison FO.
Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Modifications Summary and Rationale

- Shift the corridor to the south from MP 5 to MP 43 to avoid overlap with lands with wilderness characteristics to the greatest extent possible. Realign the corridor so that the existing 230-kV transmission line is the northern boundary of the corridor rather than the centerline (Figures 3.5-72b and c).
- Narrow the corridor from MP 103 to MP 115 to avoid overlap with lands with wilderness characteristics (Figures 3.5-72d and e). Where the corridor is 1,000 ft in width, shift the corridor to the south so that the existing 230-kV transmission line is the northern border of the corridor.
- Shift the corridor to avoid the active geothermal lease where it partially overlaps the corridor.
- Where appropriate (i.e., MP 53 and MP 63), shift the corridor to avoid overlap with USFS inventoried roadless areas (see Section 2.4).
- The corridor mostly overlaps with GuSG critical habitat from MP 77 to MP 140. The Agencies should look at each area to determine the value of habitat and consider alternate routes to avoid GuSG critical habitat during their land use planning processes.
- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

At the time of the review, the existing corridor location (Figure 3.5-72a) with the above changes is considered to be the best balance in meeting the siting principles. The recommended corridor revisions would minimize impacts on the environment by avoiding lands with wilderness characteristics and inventoried roadless areas and would maximize utility by collocating with existing infrastructure. An active geothermal lease partly intersects the corridor, supporting connectivity to multiple energy generation sources. The corridor was identified as a corridor of concern in the Settlement Agreement due to concerns regarding coal, WSAs, GuSG critical habitat, and National Historic Places. The recommended corridor revisions should address some of these concerns.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Consider ecological and environmental qualities in Gunnison County and recommended extensive mitigation efforts, completion of an EIS, and/or alternative corridor consideration.
- Consider impacts on the Historic Aberdeen Quarry site near MP 108 and the possibility of encountering historic artifacts in this area.
- The corridor has implications for areas and activities of state interest for which Gunnison County has legal authority.

- Coordinate with federal, state, local and private entities to sustain and enhance the GuSG populations and habitat.
- Evaluate potential impacts on GuSG based on the quality of habitat.
- New information includes: Gunnison Sage-grouse Habitat Prioritization Tool, 2018 Update; Kohl MT, Messmer TA, Crabb BA, Guttery MR, Dahlgren DK, Larson RT, et al. (2019) The effects of electric power lines on the breeding ecology of greater sage-grouse. PLoS One 14(1) – e 0209968. <https://doi.org/10.1371/journal.pone.0209968>; Lebeau, C., Smith K., Holloran, M., Beck, J., Kaufman, M., Johnson, G., Greater Sage-Grouse Habitat Function Relative to 230-kV Transmission Lines. The Journal of Wildlife Management 1-14; 2019; DOI: 10.1002
- Shift the corridor to avoid lands with wilderness characteristics. The recommended revision intersects with southern lands with wilderness characteristics units (unit COF-020-056 from MP 38 to 42, unit COF-020-019 at MP 33).
- Shift corridor to avoid Skiff Milkvetch.
- The recommended revision intersects with South Beaver Creek ACEC (MP 108 to MP 111).
- Stubbs Gulch WSA (MP 103 to MP 108), Sugar Creek WSA (MP 113 to MP 114) intersect the corridor.
- Consider impacts on the Waunita Hot Springs, Old Spanish NHT, waterbody crossings, soil, conservation easements, Western Yellow-billed Cuckoo, and GuSG critical habitat.
- Corridor should be designated underground-only to lessen impacts on GuSG.
- Further analysis is required of the consequences of construction, installation, maintenance and emergency responses required for the soils and natural hazard areas in the corridor.
- Delete the corridor in the Royal Gorge Field Office to alleviate resource conflicts.
- Further analysis is required to determine the minimum necessary width required to accomplish the functions for which the corridor is intended.

These concerns should be considered during any land use planning revisions that would affect the corridor.

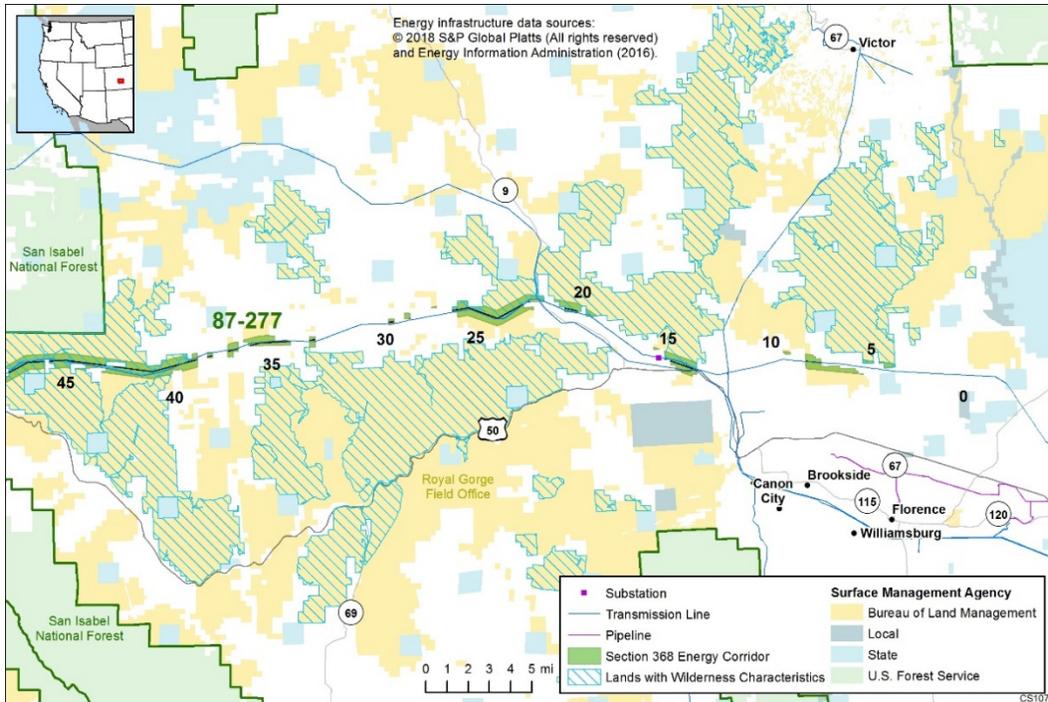


Figure 3.5-72b. Corridor 87-277, as designated (MP 5 to MP 43).

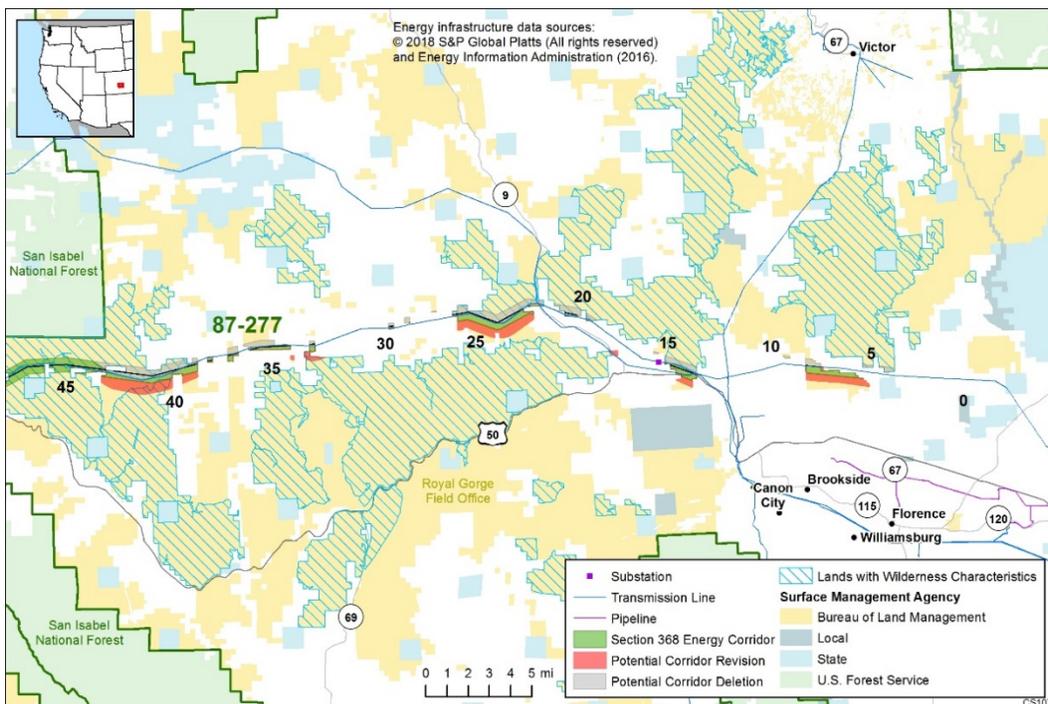


Figure 3.5-72c. Recommended Revision to Corridor 87-277 (MP 5 to MP 43).

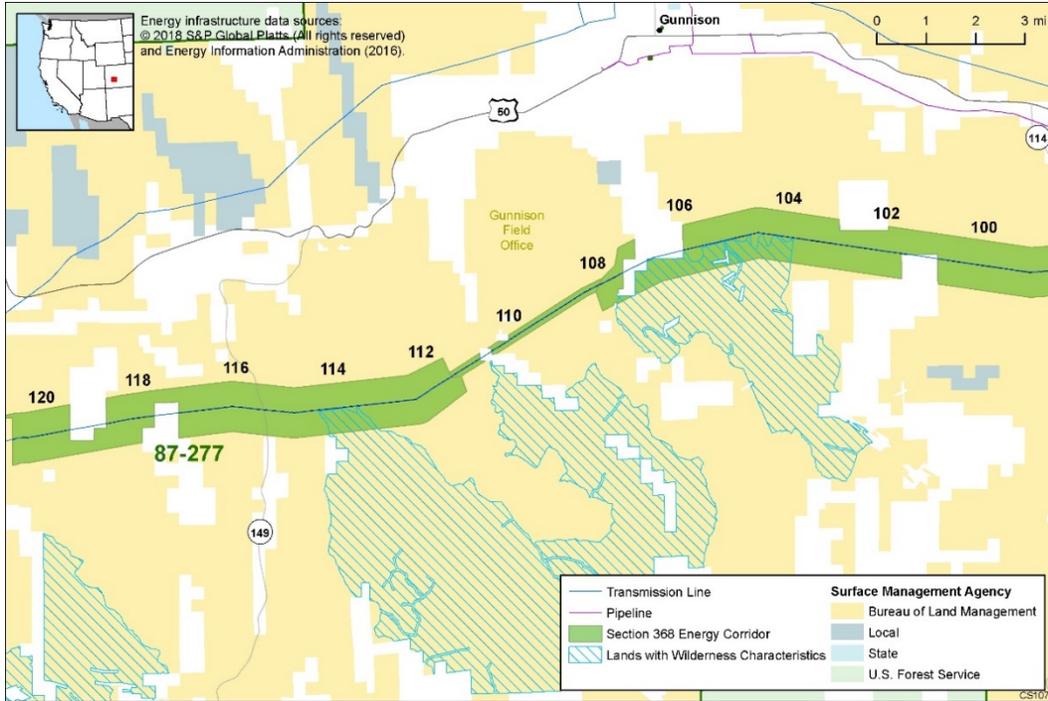


Figure 3.5-72d. Corridor 87-277, as designated (MP 103 to MP 115).

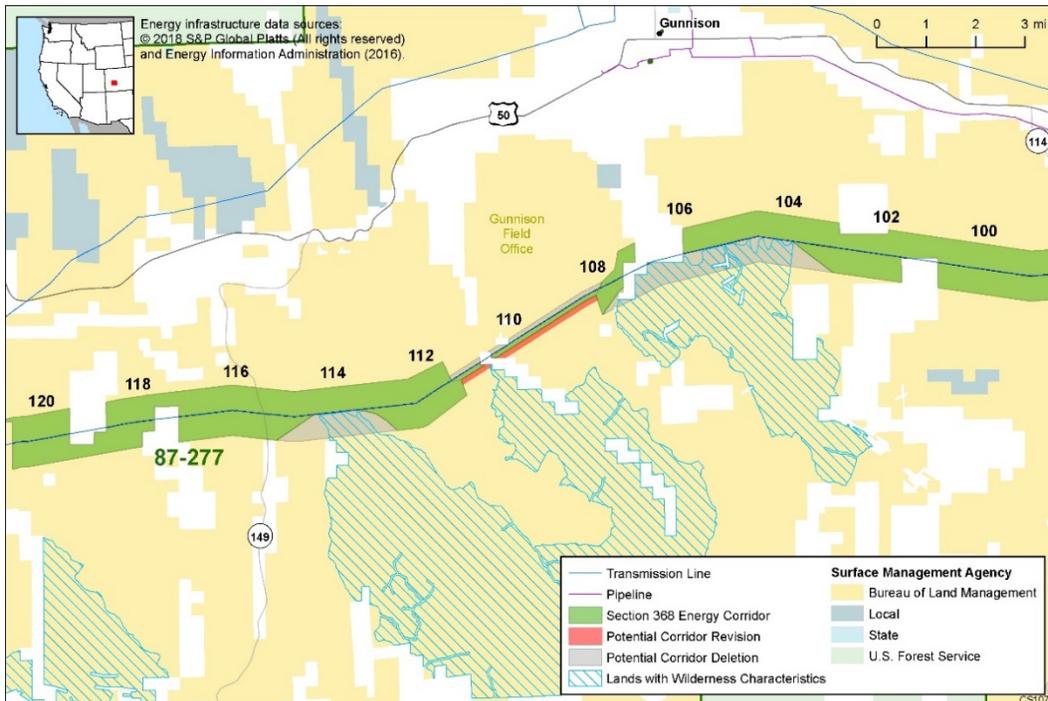


Figure 3.5-72e. Recommended Revision to Corridor 87-277 (MP 103 to MP 115).

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 87-277, specific issues that would be addressed through recommended IOP revisions or additions include:

- The Continental Divide NST and Old Spanish NHT intersect the corridor. The Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.
- Concerns for wildlife migration corridors have been identified within the corridor. The Agencies could consider an IOP to help minimize impacts on migration corridors and habitats.
- MTR-VR and SUA intersect the corridor. Adherence to the existing IOP regarding coordination with DoD would be required. The Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.

Corridor Abstract

Comprehensive background information and the Agencies' review and analysis of the existing corridor can be located in Corridor Abstract 87- 277 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 89-271 (Southeast New Mexico Corridor)

Agency Jurisdictions

Bureau of Land Management
Carlsbad Field Office
Roswell Field Office

New Mexico Counties

Chaves County
De Baca County
Eddy County
Guadalupe County
Lincoln County

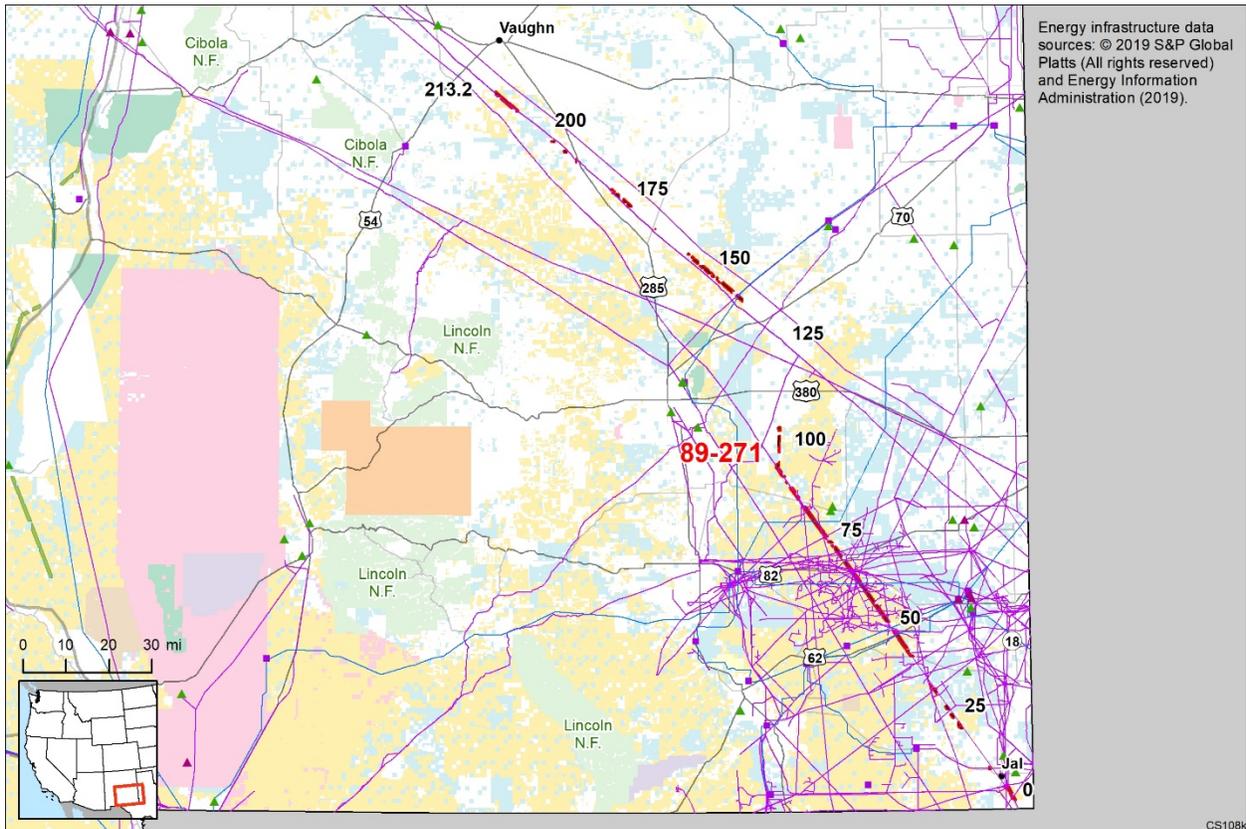


Figure 3.5-73a. Corridor 89-271 and nearby electric transmission lines and pipelines (subject corridor in red).

Resource Management Plans

Carlsbad RMP (1988), as amended (1997)
Roswell RMP (1997)

Corridor width: 3,500 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Modifications Summary and Rationale

- Revise the corridor to avoid Lesser Prairie-chicken habitat by shifting the corridor west at MP 64 for approximately 12 miles and then shifting north meeting the designated corridor at MP 85 (Figures 3.5-73b and c). A portion of the recommended corridor revision would follow the Henshaw substation north. Stakeholders noted that habitat fragmentation and energy infrastructure would likely be a significant barrier to the recovery and growth of Lesser Prairie-chicken populations.
- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).
 - The corridor intersects the Roswell Cave Complex ACEC, which is designated as an exclusion area for major ROWs. The corridor designation and management prescription for the ACEC have conflicting management objectives. There is a need to provide clarification on the management prescriptions in the land use plan: options include revising the corridor to the north to follow an existing pipeline, revising the ACEC boundary, or revising the management prescriptions.
 - The first 100 miles of the corridor are located within the Planning Area for the Pecos District 2008 Special Status Species-RMPA and was designated as only available for buried transmission and pipelines to reduce conflicts with special status species and their habitats. It was determined that transmission line routes should avoid crossing through suitable or occupied habitat for Lesser Prairie-chicken and lizard species.

At the time of the review, the existing corridor location (Figure 3.5-73a) with the above changes is considered to be the best balance in meeting the siting principles. The recommended corridor revision would minimize impacts by avoiding habitat and would maximize utility by collocating with existing infrastructure on BLM land as much as possible. The recommended corridor revisions would support connectivity to multiple energy generation sources. There is interest in developing wind energy near the corridor along Highway 72, but habitat for the Lesser Prairie-chicken may prevent a project from going forward. The Lesser Prairie-chicken was removed from the ESA list of endangered and threatened wildlife in 2016, and is currently undergoing an ESA status review to list the species as endangered.

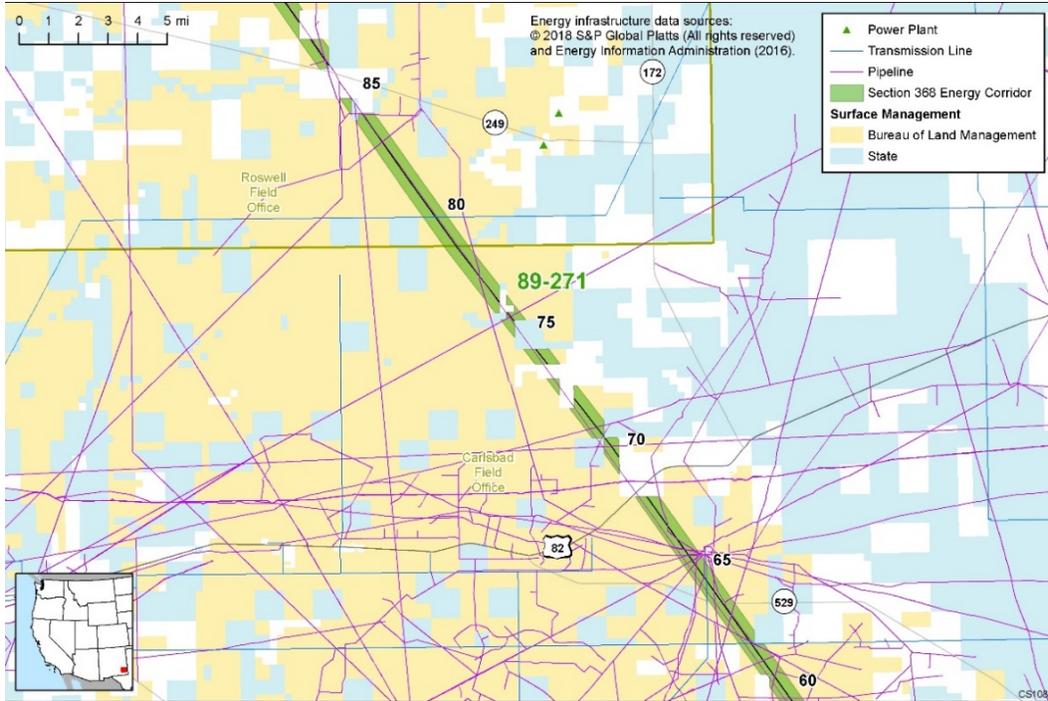


Figure 3.5-73b. Corridor 89-271, as designated.

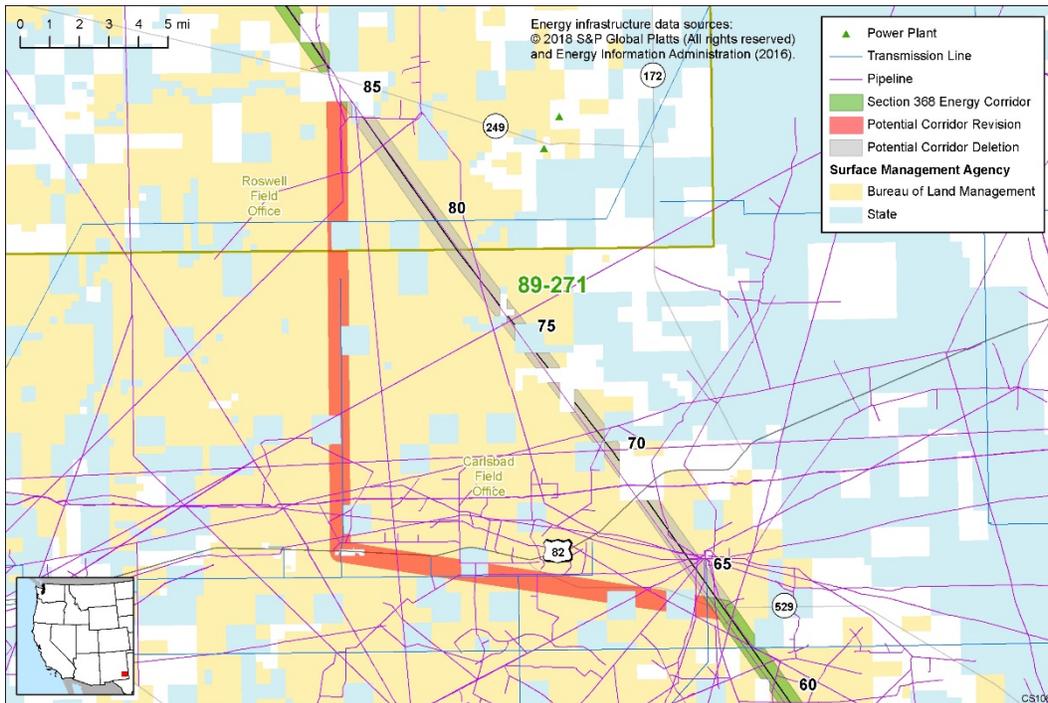


Figure 3.5-73c. Recommended Revision to Corridor 89-271.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- The recommended revision will result in an intersection with the western edge of a lands with wilderness characteristics unit.
- A BLM resource management plan amendment established an ACEC that seeks to protect habitat for the Dunes Sagebrush Lizard in this area.

These concerns should be considered during any land use planning revisions that would affect the corridor.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 89-271, specific issues that would be addressed through recommended IOP revisions or additions include:

- MTRs (IR, VR, and Slow-speed Route) and SUA intersect the corridor. Adherence to the existing IOP regarding coordination with DoD would be required. The Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 89-271 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 101-263 (Eureka to Redding Corridor)

Agency Jurisdictions

Bureau of Land Management
Redding Field Office

Forest Service
Shasta-Trinity National Forest
Six Rivers National Forest

California Counties

Humboldt County
Shasta County
Trinity County



Figure 3.5-74. Corridor 101-263 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Redding RMP (1993)
Shasta-Trinity National Forest LMP (1995)
Six Rivers National Forest LMP (1995)

Corridor width: 3,500 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).
- Implement minor adjustments to avoid environmentally sensitive areas.
 - From MP 14 to MP 18, shift the corridor to the south so that the existing transmission line is the northern border rather than the centerline to minimize impacts on the Trinity WSR.

At the time of the review, the existing corridor location (Figure 3.5-74) with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing an east-west pathway for energy transport in Northwestern California. The recommended minor revisions would minimize impacts on the Trinity, California National WSR to the greatest extent possible while maintaining a preferred route for potential future energy development collocated with existing infrastructure (i.e., 115-kV transmission line). The corridor was identified as a corridor of concern in the Settlement Agreement regarding critical habitat; WSR; proposed Wilderness, citizen-proposed Wilderness, and USFS inventoried roadless areas. While critical habitat and specially designated areas exist throughout the corridor, future siting along existing infrastructure in the corridor is expected to be preferred over crossing undisturbed lands.

Additional Stakeholder Input

No specific input was received during the Regions 4, 5, and 6 stakeholder workshops and no specific input was received on the Regions 4, 5, and 6 Report.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 101-263, specific issues that would be addressed through recommended IOP revisions or additions include:

- The South Fork inventoried roadless area and the corridor are adjacent. The Agencies could consider a coordination IOP related to inventoried roadless areas to help minimize conflicts with the Roadless Rule.
- Lands with wilderness characteristics are located in the area of the corridor. The Agencies could consider IOPs for lands with wilderness characteristics to ensure appropriate consideration occurs within the review process for future use or development(s) within the energy corridor.
- MTR-VR and Slow-speed Route intersect the corridor. Adherence to the existing IOP regarding coordination with DoD would be required. The Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 101-263 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 102-105 (Seattle-Wenatchee Corridor)

Agency Jurisdictions

Bureau of Land Management
Wenatchee Field Office

Forest Service

Mt. Baker-Snoqualmie National Forest
Okanogan-Wenatchee National Forest

Washington Counties

Chelan County
King County
Snohomish County

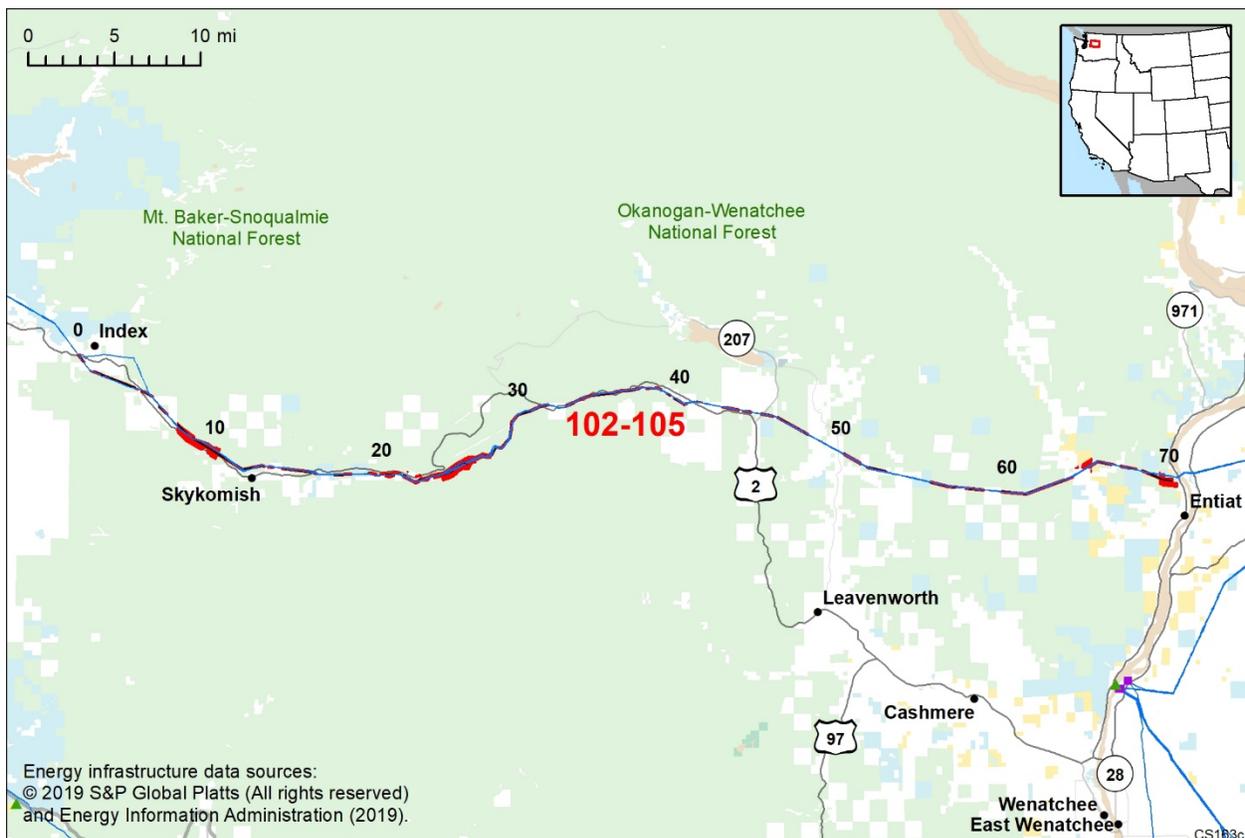


Figure 3.5-75. Corridor 102-105 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Spokane RMP/EIS (1985)
Mt. Baker-Snoqualmie National Forest LMP (1990)
Wenatchee National Forest LMP (1990)

Corridor width: 3,500 ft on BLM-administered lands, 500 ft and variable on USFS-administered lands.

Designated use: multi-modal for electric transmission and pipelines on BLM-administered lands, electric upgrade only on USFS-administered lands.

Recommended Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

At the time of the review, the existing corridor location (Figure 3.5-75) with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by creating an east-west pathway for transmitting generated energy from eastern Washington to the Puget Sound metropolitan area. The corridor was identified as a corridor of concern in the Settlement Agreement regarding numerous “suitable” segments under Wild & Scenic Rivers Act, designated Wilderness, critical habitat and late-successional reserves Pacific Crest NST, tracks America’s Byway, and NRHP property. While the corridor crosses specially designated areas and critical habitat, future siting along existing infrastructure in the corridor is expected to be preferred over crossing undisturbed lands. In addition, the corridor is mostly on USFS land where it is designated electric upgrade only. One side of the existing BPA 500-kV transmission line has capacity for upgrades on the line within the corridor, although there have been no new proposals or applications for energy infrastructure in the area. Pipeline development within the corridor would be challenging because of resource concerns, soils and landslide hazards, and terrain, therefore, the Agencies do not recommend widening the corridor or changing the corridor’s mode from electric upgrade only.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Consider potential impacts on critical habitat for several species (Marbled Murrelet, Chinook Salmon, Bull Trout, and Northern Spotted Owl).
- Consider potential impacts on Stevens Pass Historic District (north of MP 26).
- Consider potential visual impacts on Stevens Pass Scenic Byway.
- Consider potential impacts on riparian reserves/Aquatic Conservation strategy (stream buffers).
- Consider impacts on Wilderness.
- Avoid or minimize impacts on old growth forests for new ROWs.
- Consider potential impacts on the Pacific Crest NST.

These concerns should be considered during any land use planning revisions that would affect the corridor.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 102-105, specific issues that would be addressed through recommended IOP revisions or additions include:

- The Eagle Rock inventoried roadless area and the Alpine Lakes Adj. inventoried roadless area are adjacent to the corridor. The Agencies could consider a coordination IOP related to inventoried roadless areas to help minimize conflicts with the Roadless Rule.
- The Pacific Crest NST and the corridor intersect. The Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.
- MTR-VR and the corridor intersect. Adherence to the existing IOP regarding coordination with DoD would be required. The Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 102-105 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 107-268 (Angeles National Forest Southeast)

Agency Jurisdictions

U.S. Forest Service
Angeles National Forest

California County

Los Angeles County

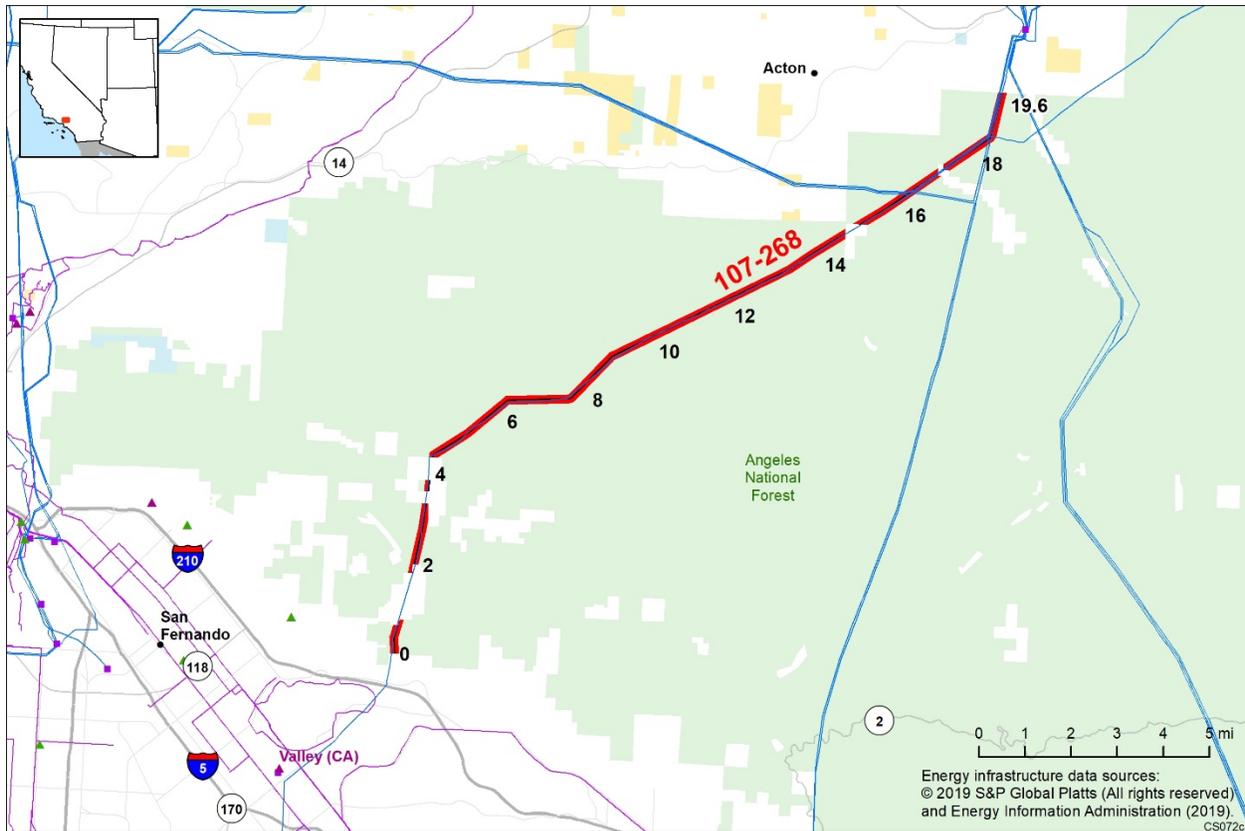


Figure 3.5-76. Corridor 107-268 and nearby electric transmission lines and pipelines (subject corridor in red).

Land and Resource Management Plans

Angeles National Forest LMP (2006)

Corridor width: 1,000 ft.

Designated use: electric-only.

Recommended Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).

- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

At the time of the review, the existing corridor location (Figure 3.5-76) with the above changes is considered to be the best balance in meeting the siting principles. The corridor was previously designated by the USFS prior to its Section 368 designation, is collocated with transmission lines, and has capacity for future infrastructure development. The corridor is within the RETI 2.0 Tehachapi TAFE, providing opportunity for the corridor to accommodate transmission tied to renewable energy development.

The corridor was identified as a corridor of concern in the Settlement Agreement because of concerns regarding the National Forest and citizen-proposed wilderness, however, the corridor is collocated with existing transmission lines, and future siting along existing infrastructure in the corridor is expected to be preferred over crossing undisturbed lands.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Oppose the location of the corridor because it will impact outdoor recreation potential, will substantially interfere with the nature and purposes of the Pacific Crest NST and will be in direct conflict with Sec. 3 (a) (2) and Sec. 7 of the NTSA, the SIO for the area, and ANF Standard 1.
- Relocate the corridor along Soledad Canyon Road or where it is directly adjacent to an existing line in the area. The corridor is in a remote location, runs directly over the North Fork Station and saddle, and the current location conflicts with the Pacific Crest NST.

These concerns should be considered during any land use planning revisions that would affect the corridor. Re-routing the corridor along Soledad Canyon Road would follow critical habitat, and therefore, would not necessarily minimize environmental impacts.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 107-268, specific issues that would be addressed through recommended IOP revisions or additions include:

- The corridor and the Pacific Crest NST intersect. The Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.
- The Agencies could consider a revision to the existing IOP to include early tribal engagement during the conceptual stage of route planning for energy projects to help address tribal concerns.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 107-268 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 108-267 (Cajon Pass)

Agency Jurisdictions

U.S. Forest Service
San Bernardino National Forest

California County

San Bernardino County

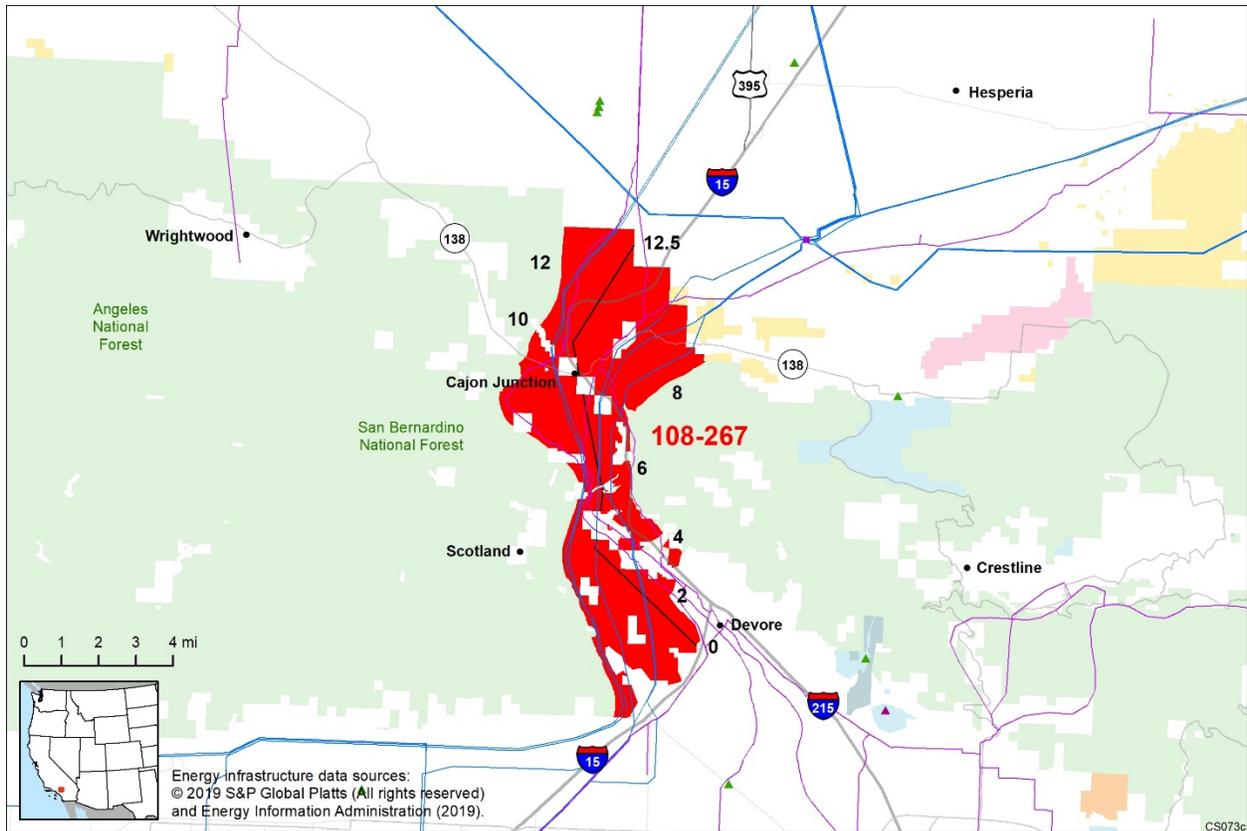


Figure 3.5-77. Corridor 108-267 and nearby electric transmission lines and pipelines (subject corridor in red).

Land and Resource Management Plans

San Bernardino National Forest LMP, Part 2: San Bernardino National Forest Strategy (2005)

Corridor width: variable from 7,800 to 28,000 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).

- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

At the time of the review, the existing corridor location (Figure 3.5-77) with the above changes is considered to be the best balance in meeting the siting principles. The corridor provides a key pathway for energy transport as well as a variety of other infrastructure across the San Bernardino National Forest and the San Gabriel Mountains and into the Los Angeles Basin. There are multiple transmission lines and natural gas pipelines, two railroads, and I-15 within this corridor. The corridor is congested, but there is enough space within the corridor to parallel existing uses, reconductor to double circuits, and upgrade existing infrastructure. It is possible that designating these lands could help alleviate congestion within the corridor. Stakeholders provided input that large amounts of new generation into the substation could trigger the need for a new 500-kV line between the Southern California Edison substation north of the corridor to the Southern California Edison substation south of the corridor at either Etiwanda or Ontario. The corridor is located within the Victorville/Barstow RETI 2.0 TAFE, providing opportunity for the corridor to accommodate renewable energy development and transmission.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Where the corridor intersects the Pacific Crest NST, narrow the corridor to the absolute minimum width within the NST's foreground or immediate foreground, route the corridor to create an angular jog of the line to obscure from the observer the long length of the corridor, and designate the corridor underground-only with visual screening such as tall shrubs where the Pacific Crest NST intersects the corridor.
- Wherever the long length of the corridor is viewed within the middleground, vary the shape and width of the corridor, and feather the edges of the clearing to blend in with the forms and lines of the landscape.

These concerns should be considered during any land use planning revisions that would affect the corridor. In general, the wider corridor width allows flexibility in siting energy infrastructure to avoid sensitive resources.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 108-267, specific issues that would be addressed through recommended IOP revisions or additions include:

- The Pacific Crest NST intersects the corridor between MP 7 and MP 9 and the Old Spanish NHT runs along the entire corridor length. The Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.
- The Agencies could consider a revision to the existing IOP to include early tribal engagement during the conceptual stage of route planning for energy projects to help address tribal concerns.

- MTR-VR intersects the corridor. Adherence to the existing IOP regarding coordination with DoD would be required. The Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 108-267 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 110-114 (Ely to Milford Corridor)

Agency Jurisdictions

Bureau of Land Management

Bristlecone Field Office

Cedar City Field Office

Fillmore Field Office

Forest Service

Humboldt-Toiyabe National Forest

Nevada County

White Pine County

Utah Counties

Beaver County

Millard County

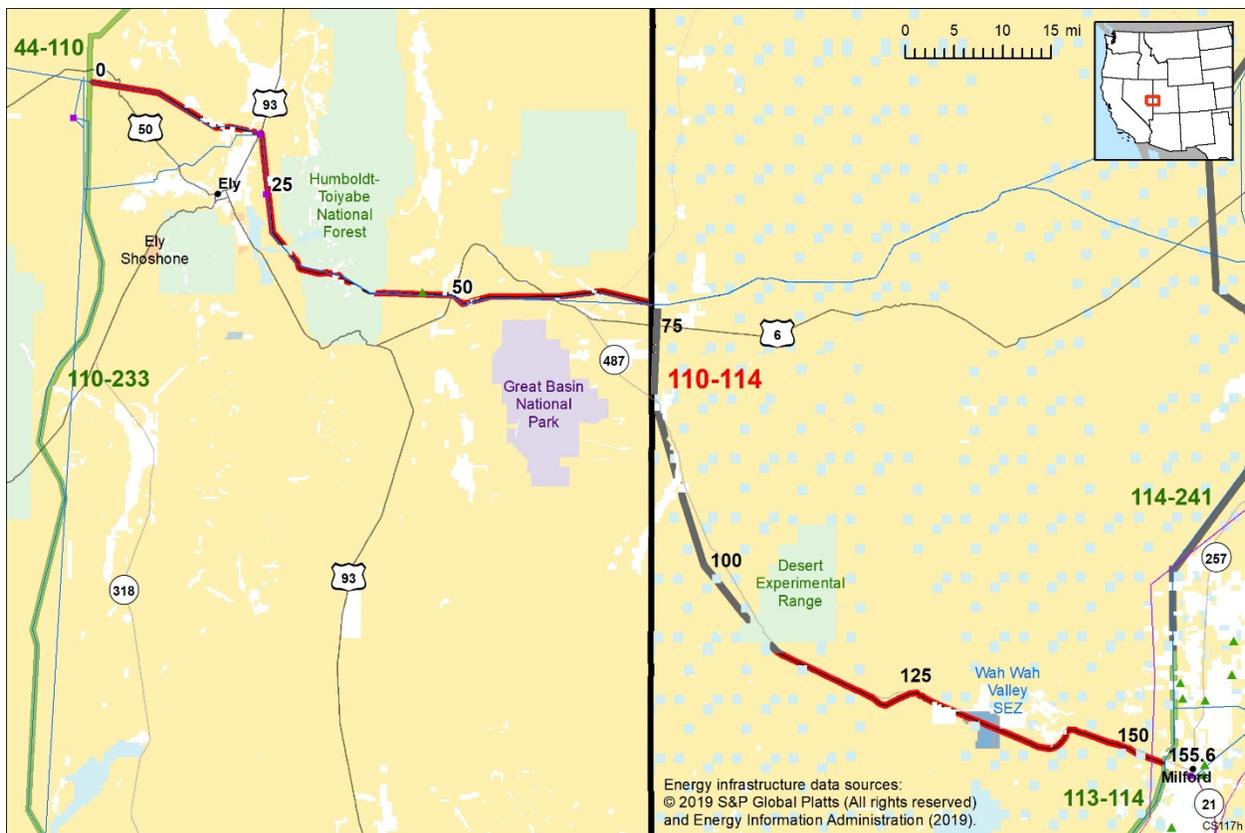


Figure 3.5-78a. Corridor 110-114 and nearby electric transmission lines and pipelines.

Land and Resource Management Plans

Ely District RMP (2008)

Warm Springs Resource Area RMP (1987)

Humboldt National Forest LMP (1986)

Pinyon MFP (1983)

NVCA ARMPA (2015).

Corridor width: variable from 400 to 3,500 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Modifications Summary and Rationale

- Revise the corridor from MP 30 to MP 50 along Highway 50 to avoid overlapping the Cave Creek, Cooper, and South Schell inventoried roadless areas, and the High Schells Wilderness within the Humboldt-Toiyabe National Forest (Figure 3.5-78b and c). To minimize impacts, the Agencies should align Highway 50 as the northern boundary of the recommended corridor revision to avoid the inventoried roadless areas.
- Revise the corridor from MP 70 to MP 110 to locate the corridor closer to energy transmission demand (Figure 3.5-78d and e). Because the recommended corridor revisions overlap the UTTR, early and extensive coordination with DoD would be required to mitigate conflicts with DoD-administrated lands associated with the UTTR. It is anticipated that any corridor alignment through the UTTR may need to be designated as underground-only. The corridor is not designated between MP 72 and MP 111 due to the NDAA for Fiscal Year 2000. Land use plans within Fillmore Field Office cannot be amended at this time under the NDAA.
 - At MP 72, route the corridor east along a locally designated corridor and two existing 230-kV transmission lines to connect to Corridor 114-241. This route will be pinched because of terrain (Marjum Pass) and Notch Peak and King Top WSAs. The corridor may be limited to only one more use (Figure 3.5-78d and e).
 - At MP 72, route the corridor east along a locally designated corridor and existing Highway 50, but deviate and go south of the WSAs and then link back up to the local corridor and highway. There is no existing infrastructure along this recommended revision (Figure 3.5-78d and e).
 - Between MP 83 and MP 93, route the corridor east of the highway to avoid Bakers Ranch, private land, West Burbank Meadows riparian area, and the UTTR. There is no existing infrastructure in the designated corridor at this location so the recommended corridor revision would not deviate from existing infrastructure (Figure 3.5-78d and e).
- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5). Land use plans within Fillmore Field Office cannot be amended at this time under the NDAA.

At the time of the review, the existing corridor location (Figure 3.5-78a) with the above changes is considered to be the best balance in meeting the siting principles. The recommended corridor revision from MP 30 to MP 50 would intersect GRSG PHMA along the highway. Per BLM land use plan prescription, the revised alignment avoids PHMA to the greatest extent possible while maintaining a preferred route for potential future energy development to be collocated with existing and proposed infrastructure.

The recommended corridor revisions from MP 70 to MP 110 promotes efficient use of the landscape. There is little demand for energy transmission along the designated route and the recommended corridor revisions follow current energy transmission demand north of the designated corridor, generally following existing energy infrastructure.

The recommended corridor revisions would support connectivity to multiple energy generation sources. The Wah Wah Valley SEZ and the Spring Valley Wind Project intersect the corridor and there are two solar power plants within 5 miles of the corridor. Early planning for the Cross-Tie Transmission Line project indicates preference for a route using portions of this corridor. The Cross-Tie project could increase transmission capability between Utah/Wyoming and Nevada/California; help meet regional transmission needs; help facilitate the transmission of high capacity renewable resources from Wyoming and Utah to customers in southern Nevada and California; and provide access for the oversupply of solar energy from the California ISO to customers in Utah and Wyoming.

The corridor was identified as a corridor of concern in the Settlement Agreement regarding GRS habitat, undisturbed areas, and USFS inventoried roadless areas. While the corridor crosses GRS habitat and inventoried roadless areas, the recommended revisions would avoid inventoried roadless areas. In addition, future siting along existing infrastructure in the corridor is expected to be preferred over crossing undisturbed lands.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Analyze the corridor for potential impacts on Great Basin National Park, WSA Howell Peak, and NCLs-related lands with wilderness characteristics.
- Do not realign the corridor with Highway 50 as this would cause new surface disturbance and negatively affect sensitive resources, including GRS PHMA.
- Consider additional revisions to protect wilderness quality lands more thoroughly.
- Support recommended revisions to corridor because they will help integrate and expand the BLM's SEZs in Milford Flat, Escalante Valley, Wah Wah Valley, Utah.

These concerns should be considered during any land use planning revisions that would affect the corridor.

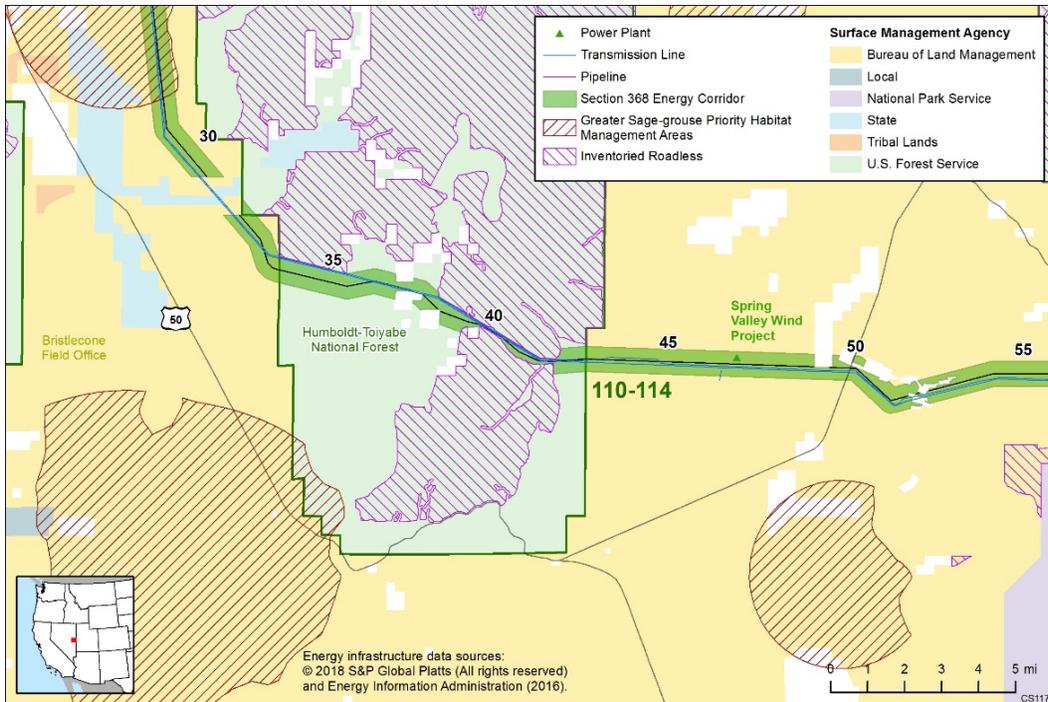


Figure 3.5-78b. Corridor 110-114, as designated (MP 29 to MP 50).

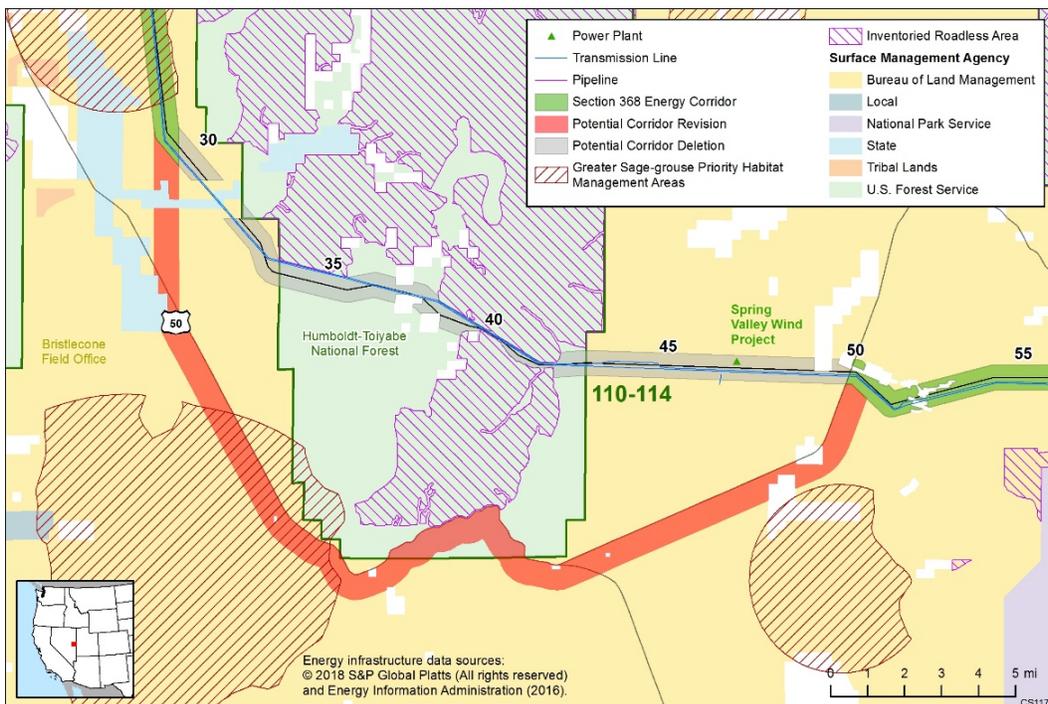


Figure 3.5-78c. Recommended Revision to Corridor 110-114, as designated (MP 29 to MP 50).

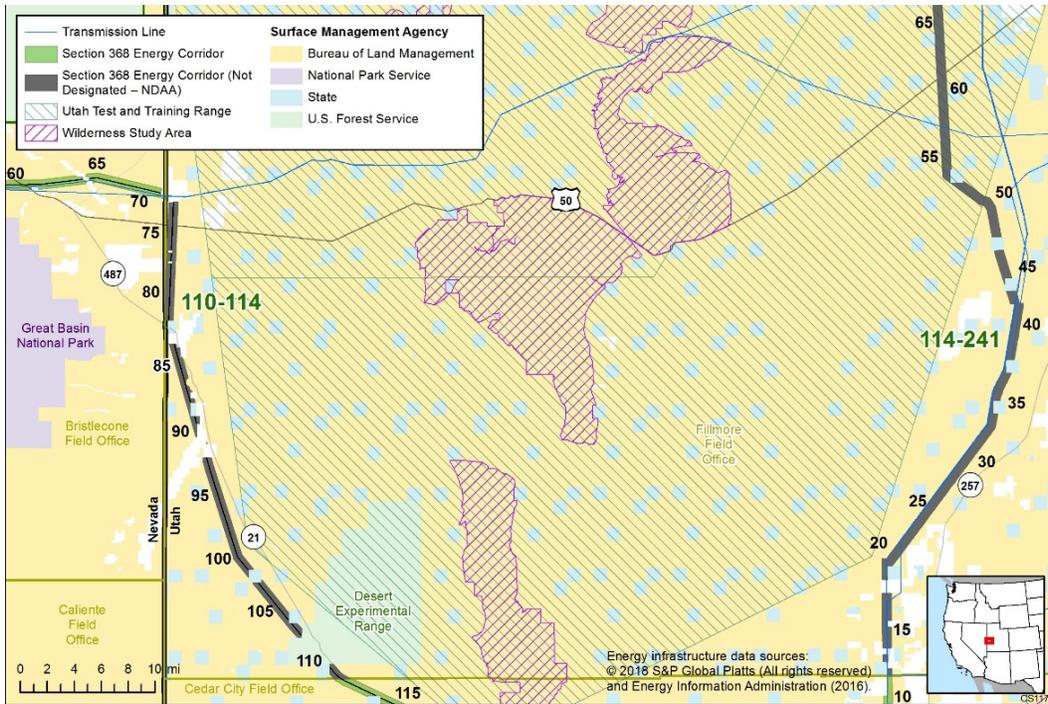


Figure 3.5-78d. Corridor 110-114, as designated (MP 72 to MP 107).

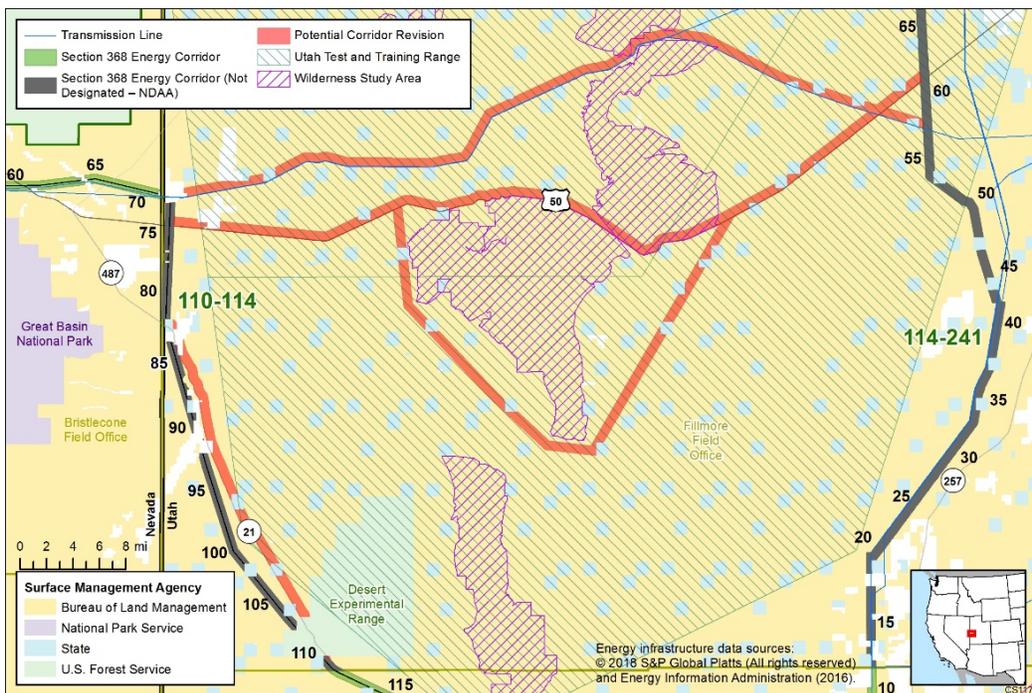


Figure 3.5-78e. Recommended Revision to Corridor 110-114, as designated (MP 72 to MP 107).

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 110-114, specific issues that would be addressed through recommended IOP revisions or additions include:

- California NHT and the Four Trails Feasibility Study Trail intersect the corridor. The Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.
- A wildlife migration corridor and crucial habitat have been identified within the Section 368 energy corridor for Mountain Lion, American Black Bear, Pronghorn Antelope, and Mule Deer. The Agencies could consider an IOP to help minimize impacts on wildlife corridors and habitats.
- The Agencies could consider an IOP to provide guidance on the review process for applications within corridors with incomplete inventories. The recommended IOP would assist with avoiding, minimizing, and/or mitigating impacts on lands with wilderness characteristics.
- MTR-IR and VR intersect the corridor. Adherence to the existing IOP regarding coordination with DoD would be required. The Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.

Corridor Abstract

Comprehensive background information and the Agencies' review and analysis of the existing corridor can be located in Corridor Abstract 110-114 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 110-233 (SWIP South)

Agency Jurisdiction

Bureau of Land Management
Bristlecone Field Office
Caliente Field Office

Nevada Counties

Lincoln County
Nye County
White Pine County

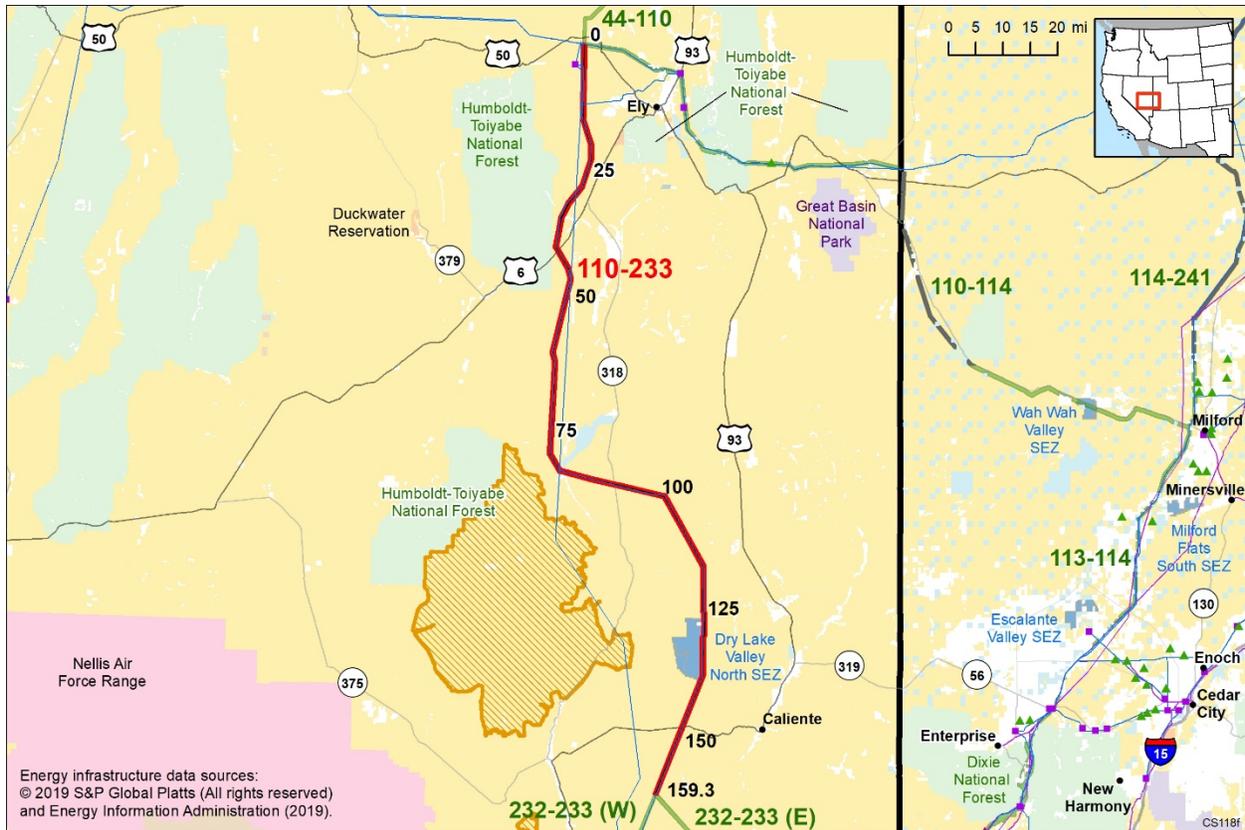


Figure 3.5-79. Corridor 110-233 and nearby electric transmission lines and pipelines (subject corridor in red).

Resource Management Plan

Ely District RMP (2008)
NVCA GRSG ARMPA (2015)

Corridor width: 2,640 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Modifications Summary and Rationale

- Add a new corridor segment to the TransWest Express preferred route, either from MP 136 east-southeast or from MP 146 along U.S. Highway 93 (see *TransWest Express Connector Corridor Addition Summary*).
- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

At the time of the review, the existing corridor location (Figure 3.5-79) with the above changes is considered to be the best balance in meeting the siting principles. Corridor 110-233 provides a north-south transmission connection into Las Vegas through Corridor 232-233; however, Corridor 232-233 is congested with existing infrastructure and may not be able to accommodate additional infrastructure projects. The TransWest Express Connector Corridor Addition would maximize utility and promote efficient use of the landscape by providing a second north-south pathway into southern Nevada. The corridor maximizes utility and minimizes impacts by following existing infrastructure. The corridor supports connectivity to multiple energy generation sources. The Dry Lake Valley North SEZ overlaps the corridor from MP 125 to MP 137. The corridor was identified as a corridor of concern in the Settlement Agreement regarding GRS habitat. While the corridor does cross GRS PHMA and GHMA, future siting along existing infrastructure in the corridor is expected to be preferred over crossing undisturbed habitat.

Additional Stakeholder Input

No specific input was received on the Regions 2 and 3 Report.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 110-233, specific issues that would be addressed through recommended IOP revisions or additions include:

- Concerns for wildlife migration corridors have been identified within the corridor. The Agencies could consider an IOP to help minimize impacts on migration corridors and habitats.
- The Agencies could consider an IOP to provide guidance on the review process for applications within corridors with incomplete inventories. The recommended IOP would assist with avoiding, minimizing, and/or mitigating impacts on lands with wilderness characteristics.
- MTR-IR, MTR-VR, and SUA intersect the corridor. Adherence to the existing IOP regarding coordination with DoD would be required. The Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 110-233 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 111-226 (Jackpot to China Mountain)

Agency Jurisdiction

Bureau of Land Management
Wells Field Office
Burley Field Office

Nevada County

Elko County

Idaho County

Twin Falls County

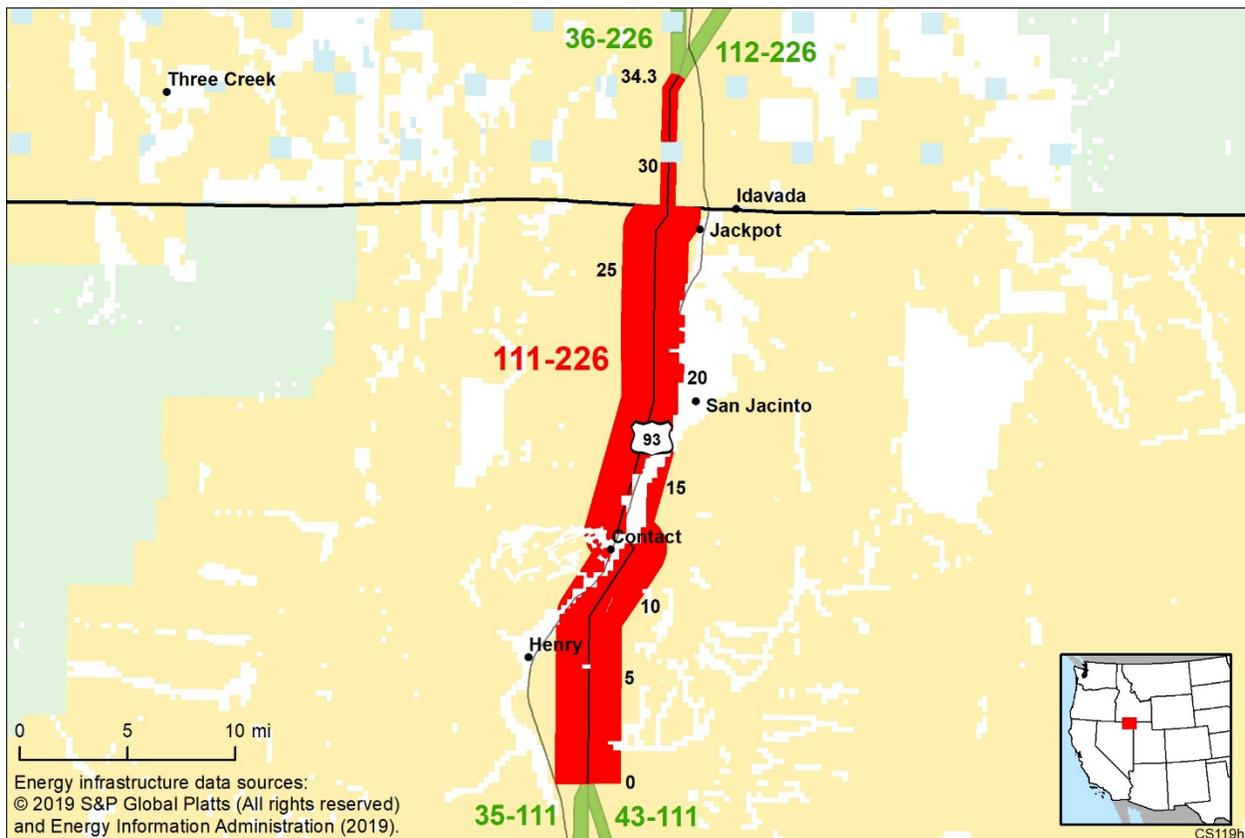


Figure 3.5-80. Corridor 111-226 and nearby electric transmission lines and pipelines (subject corridor in red).

Resource Management Plan

Wells RMP (BLM 1985)
Twin Falls MFP (1982)
IDMT GRSG ARMPA (2015)
NVCA ARMPA (BLM 2015)

Corridor width: 15,800 ft from MP 0 to MP 28; 3,500 ft from MP 28 to MP 34.
Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Modifications Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).
 - VRM Class II areas intersect the corridor. Future development within the corridor could be limited as VRM Class II areas allow for low-level changes to the characteristic landscape. The corridor designation and VRM class have conflicting management objectives. The presence of private lands to the east of the corridor limits the potential to relocate the corridor to avoid the VRM Class II areas.
- Implement minor adjustments to avoid environmentally sensitive areas.
 - From MP 28 to MP 30, shift the corridor east, with the existing transmission line as western border of corridor, to avoid a VRM Class I area within the Salmon Falls Reservoir SRMA. From MP 32 to MP 34, shift the corridor west or narrow the corridor to avoid a VRM Class I area. The Agencies could also consider changing the VRM class at the locations of VRM Class I intersections since the corridor is collocated with existing transmission lines.

At the time of the review, the existing corridor location (Figure 3.5-80) with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a link to other Section 368 energy corridors, providing a continuous north-south corridor network from Boise, Idaho to Las Vegas, Nevada across BLM-administered lands. The corridor maximizes utility and minimizes impact through collocation with existing and proposed transmission lines and U.S. Highway 93. The recommended minor revisions would minimize impacts on visual resources to the greatest extent possible while maintaining a preferred route for potential future energy development collocated with existing infrastructure (i.e., 138-kV and 345-kV transmission lines). The designated corridor cannot be rerouted to avoid GRSG PHMA.

Additional Stakeholder Input

No specific input was received during the Regions 4, 5, and 6 stakeholder workshops and no specific input was received on the Regions 2 and 3 Report or the Regions 4, 5, and 6 Report.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 111-226, specific issues that would be addressed through recommended IOP revisions or additions include:

- MTR-VR and MTR-IR intersect the corridor. Adherence to the existing IOP regarding coordination with DoD would be required. The Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 111-226 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 112-226 (East Twin Falls Corridor)

Agency Jurisdictions

Bureau of Land Management
Burley Field Office
Shoshone Field Office

Idaho Counties

Cassia County
Jerome County
Twin Falls County

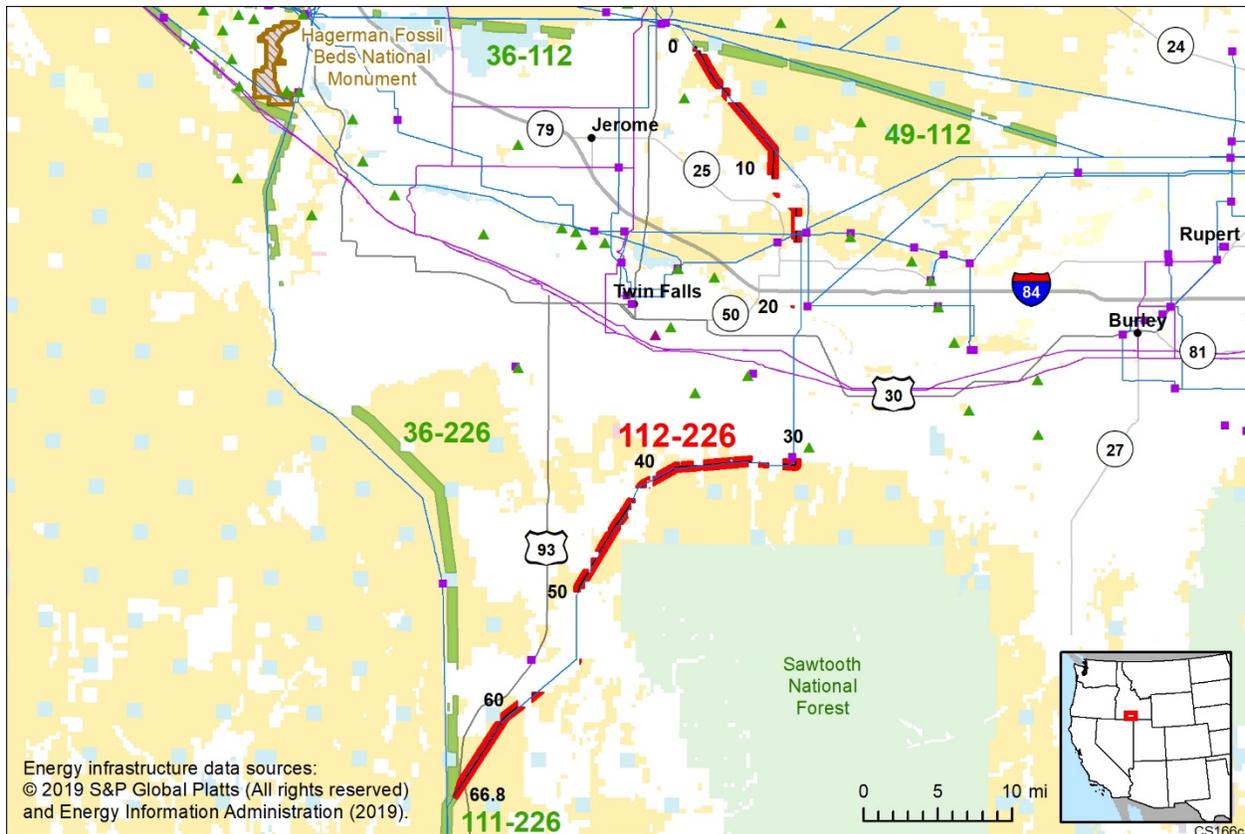


Figure 3.5-81. Corridor 112-226 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Cassia MFP (1985)
Monument RMP (1986)
Twin Falls MFP (1982)
IDMT GRSG ARMPA (2015)

Corridor width: 3,500 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).
 - Consider changing the VRM designation at MP 20 because the corridor follows existing and planned infrastructure and only intersects a small portion of the VRM Class II area.
 - Consider changing the VRM Class I and II designations at MP 33 and Class I designation at MP 35, because corridor is collocated with existing and planned transmission lines at these locations.
 - Consider changing the VRM class designation from MP 59 to MP 60 since the corridor is collocated with existing and planned transmission lines at this location.
- Implement minor adjustments to avoid environmentally sensitive areas.
 - From MP 30 to MP 41, shift the corridor north to align the southern border of the corridor with existing transmission to avoid GRSG Idaho Habitat Management Area.
 - From MP 44 to MP 67, shift the corridor northwest to align the southern border of the corridor with existing transmission to avoid GRSG PHMA.

At the time of the review, the existing corridor location (Figure 3.5-81) with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a link to other Section 368 energy corridors (Corridors 36-226 and 36-112 which serve Idaho to the north connects to Corridor 49-112, creating a corridor network to the west), creating a continuous corridor network from Las Vegas, Nevada into Idaho across BLM-administered lands. The recommended minor revisions would minimize impacts on GRSG PHMA and visual resources to the greatest extent possible while maintaining a preferred route for potential future energy development collocated with existing infrastructure (i.e., 230-kV transmission line).

Additional Stakeholder Input

No specific input was received during the Regions 4, 5, and 6 stakeholder workshops and no specific input was received on the Regions 4, 5, and 6 Report.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 112-226, specific issues that would be addressed through recommended IOP revisions or additions include:

- Wildlife species connectivity and habitat have been identified within the corridor. The Agencies could consider an IOP that minimizes impacts on habitat connectivity.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 112-226 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 113-114 (Mesquite to Milford)

Agency Jurisdictions

Bureau of Land Management

Caliente Field Office
Cedar City Field Office
St. George Field Office

Forest Service

Dixie National Forest

Nevada County

Lincoln County, NV

Utah Counties

Beaver County, UT
Iron County, UT
Washington County, UT

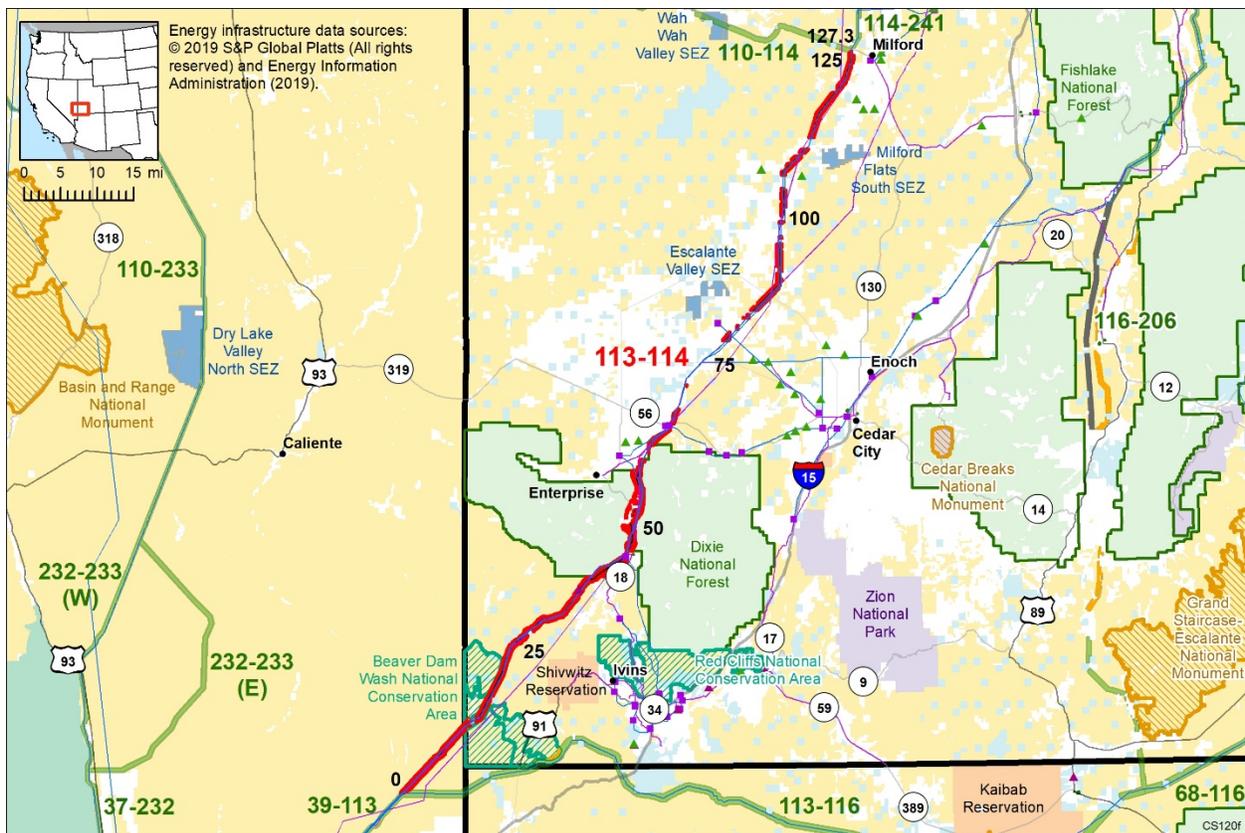


Figure 3.5-82a. Corridor 113-114 and nearby electric transmission lines and pipelines (subject corridor in red).

Land and Resource Management Plans

Cedar Beaver Garfield Antimony RMP (1986)
Ely District RMP (2008)
Pinyon MFP (1983)
St. George RMP (1999, as amended 2016)
Dixie National Forest LMP (1986)

Corridor width: 3,500 ft, but variable from 10,800 to 14,250 ft within Dixie National Forest.
Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Modifications Summary and Rationale

- Add a corridor braid along the authorized TransWest Express preferred route west of the designated corridor and a braid connecting TransWest Express to MP 30 to provide transmission access to Washington County (Figures 3.5-82b and c). There are pinch points between MP 42 and MP 61 of the designated corridor that could benefit from an additional corridor. In order to get a route for the Sigurd- Red Butte No. 2 transmission line (MP 51 to MP 55), the Church of Jesus Christ of Latter-day Saints allowed the corridor to go through portions of the Mountain Meadows Massacre NHL, while the USFS allowed the corridor to go through inventoried roadless areas. Due to congestion within the existing corridor, it is unlikely that such a collaborative effort could be successful to allow additional development. This recommended corridor braid would be dependent on the construction of TransWest Express in Nevada.
- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).
 - In Nevada, the corridor crosses the Beaver Dam Slope ACEC. The corridor designation and management prescription for the ACEC have conflicting management objectives. The recommended corridor braid along the authorized TransWest Express route avoids the Beaver Dam Slope ACEC.
 - The Ely and St. George RMPs stipulate that ACECs are avoidance areas for utility ROWs. New ROWs will be granted in these areas only when feasible alternative routes or designated corridors are not available. The corridor designation and management prescription for the Beaver Dam Slope ACEC have conflicting management objectives. There is a need to provide clarification on the management prescriptions in the land use plan: options include revising the corridor, revising the ACEC boundary, or providing clarification that avoiding the ACEC has already been reviewed and the best method to meet the siting principles is through minimizing or mitigating impacts on a case-by-case basis.

At the time of the review, the existing corridor location (Figure 3.5-82a) with the above changes is considered to be the best balance in meeting the siting principles. The recommended corridor braid would minimize impacts by avoiding inventoried roadless areas, Beaver Dam Slope ACEC, GRSG PHMA, Dixie National Forest, Mountain Meadow Massacre NHL, and the Old Spanish NHT. The Church of Jesus Christ of Latter-day Saints approves the new corridor braid, agreeing that it avoids most issues. The corridor maximizes utility by collocating with existing (and planned) infrastructure.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Support recommended revision (corridor braid at MP 30 and avoiding the Mountain Meadow Massacre Site NHL).
- Oppose recommended revision due to overlap with lands with wilderness characteristics.
- Avoid critically endangered plant habitat.

These concerns should be considered during any land use planning revisions that would affect the corridor.

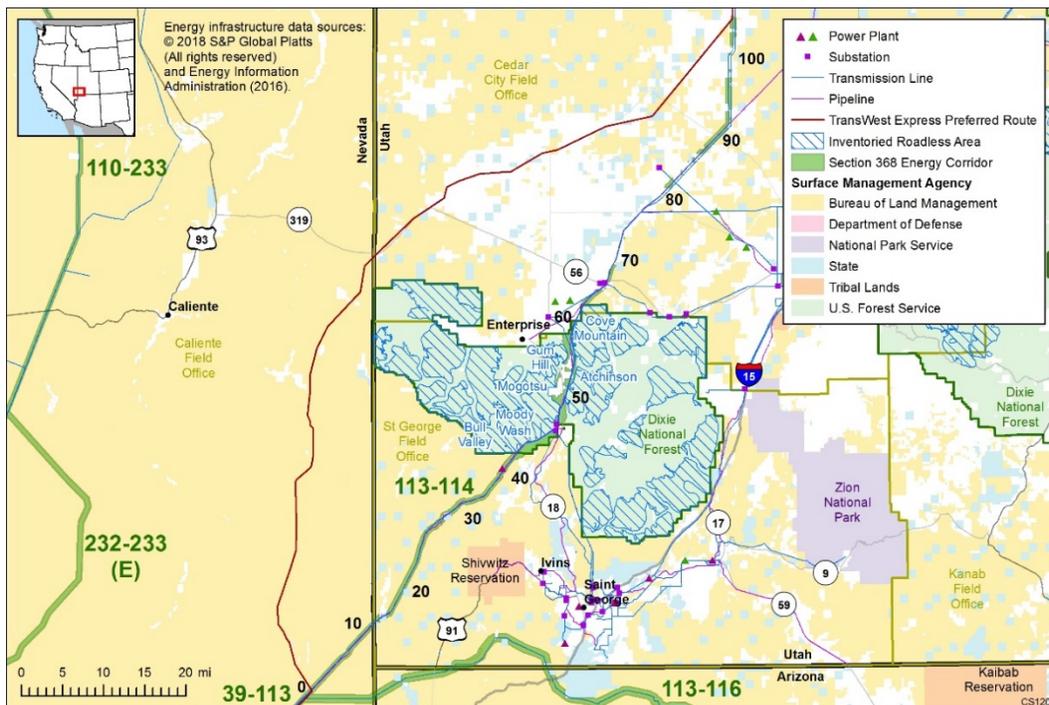


Figure 3.5-82b. Corridor 113-114, as designated.

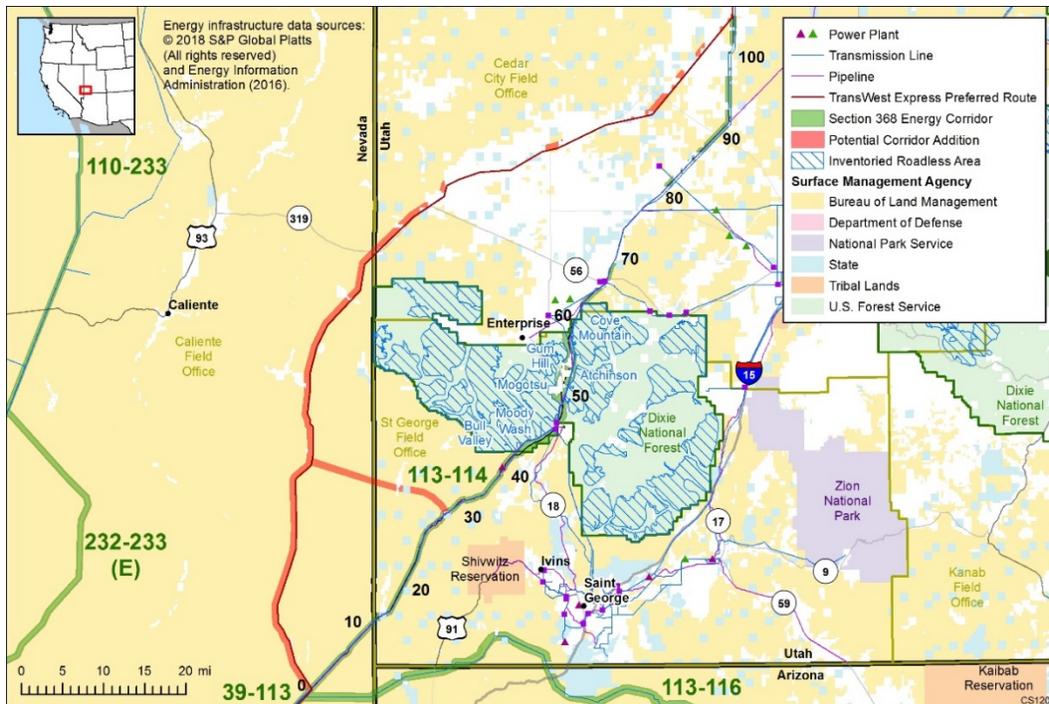


Figure 3.5-82c. Recommended Revision to Corridor 113-114.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 113-114, specific issues that would be addressed through proposed IOP revisions or additions include:

- The Old Spanish NHT intersects the corridor. The recommended corridor braid along the authorized TransWest Express route avoids the Old Spanish NHT. The Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.
- Desert Tortoise and other wildlife species connectivity and habitat have been identified within the corridor. The Agencies could consider an IOP to help minimize impacts on migration corridors and habitats.
- The Agencies could consider an IOP to provide guidance on the review process for applications within corridors with incomplete inventories. The recommended IOP would assist with avoiding, minimizing, and/or mitigating impacts on lands with wilderness characteristics.
- MTR-IR and MTR-VR intersect the corridor. Adherence to the existing IOP regarding coordination with DoD would be required. The Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.

Corridor Abstract

Comprehensive background information and the Agencies’ review and analysis of the existing corridor can be located in Corridor Abstract 113-114 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 113-116 (Mesquite to Fredonia Corridor)

Agency Jurisdiction

Bureau of Land Management
Arizona Strip Field Office
Caliente Field Office
St. George Field Office

Arizona Counties

Coconino County, AZ
Mohave County, AZ

Nevada County

Lincoln County, NV

Utah County

Washington County, UT

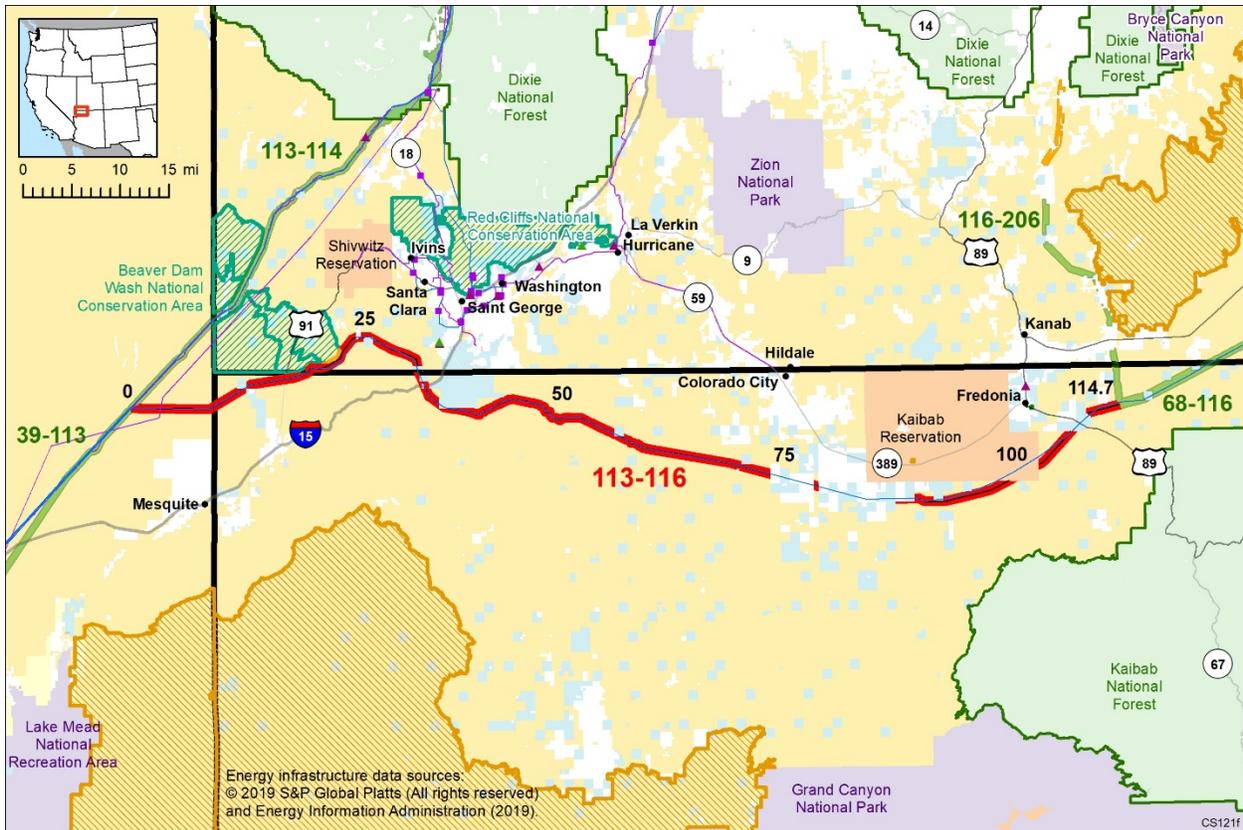


Figure 3.5-83. Corridor 113-116 and nearby electric transmission lines and pipelines (subject corridor in red).

Resource Management Plans

- Arizona Strip RMP (2008)
- Ely District RMP (2008)
- St. George RMP (1999, as amended in 2001 and 2016)
- Beaver Dam Wash NCA ARMP (2016)

Corridor width: 5,280 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Modifications Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Implement minor adjustments to avoid environmentally sensitive areas.
 - Shift the corridor slightly from MP 47 to MP 51 so that the 500-kV transmission line is the northern boundary of the corridor rather than the centerline to avoid intersecting the Fort Pearce ACEC.
 - Shift the corridor south or narrow the corridor at its northern end between MP 20 and MP 26.
- Develop a specific Energy Corridor Management Plan and incorporate into BLM land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).
 - The Arizona Strip RMP identifies the Beaver Dam Slope ACEC, designated for the protection of Desert Tortoise habitat, as an avoidance area for new ROWs. The corridor designation and management prescription for the ACEC have conflicting management objectives. The RMP also states that new ROWs through Desert Tortoise habitat will be routed away from high-density Desert Tortoise populations; linear ROWs will be placed adjacent or parallel to existing ROWs and share vehicular access; and habitat connectivity will be maintained, providing sufficiently frequent contact between tortoises to maintain genetic diversity. There is a need to provide clarification on the management prescriptions in the land use plan: options include revising the corridor, revising the ACEC boundary, or providing clarification that avoiding the ACEC has already been reviewed and the best method to meet the siting principles is through minimizing or mitigating impacts on a case-by-case basis.
 - The Arizona Strip RMP states that the Kanab Creek ACEC is an avoidance area for land use authorizations. The corridor designation and management prescription for the ACEC have conflicting management objectives. There is a need to provide clarification on the management prescriptions in the land use plan: options include revising the corridor, revising the ACEC boundary, or providing clarification that avoiding the ACEC has already been reviewed and the best method to meet the siting principles is through minimizing or mitigating impacts on a case-by-case basis. The Kaibab-Paiute Tribe has concerns about infrastructure crossing Kanab Creek, particularly natural gas or petroleum pipelines.
 - The St. George RMP, as amended, states that critical habitat for federally listed species will be designated ROW avoidance areas; new ROWs may be granted when feasible alternative routes or designated corridors are not available. The corridor designation and management prescription for critical habitat have conflicting management objectives.
 - The St. George RMP, as amended, states that critical habitats for Southwestern Willow Flycatcher, Virgin River Chub, and Woundfin are avoidance areas for ROWs; new ROWs will be granted in these areas only when feasible alternative routes or designated corridors are not

available. The corridor designation and management prescription for critical habitat have conflicting management objectives.

- The St. George RMP, as amended, states that the Lower Virgin River ACEC is an avoidance area for ROWs; new ROWs could be granted in this ACEC only when feasible alternative routes or designated corridors are not available. The corridor designation and management prescription for the ACEC have conflicting management objectives. There is a need to provide clarification on the management prescriptions in the land use plan: options include revising the corridor, revising the ACEC boundary, or providing clarification that avoiding the ACEC has already been reviewed and the best method to meet the siting principles is through minimizing or mitigating impacts on a case-by-case basis.
- The Ely RMP states that the Mormon Mesa ACEC is an avoidance or exclusion area for land use authorizations. For avoidance areas, granting ROWs (surface, subsurface, or aerial) within the area will be avoided, but ROWs may be granted if there is minimal conflict with identified resource values and impacts can be mitigated. The corridor designation and management prescription for the ACEC have conflicting management objectives. There is a need to provide clarification on the management prescriptions in the land use plan: options include revising the corridor, revising the ACEC boundary, or providing clarification that avoiding the ACEC has already been reviewed and the best method to meet the siting principles is through minimizing or mitigating impacts on a case-by-case basis.

At the time of the review, the existing corridor location (Figure 3.5-83a) with the above changes is considered to be the best balance in meeting the siting principles. The recommended minor corridor revisions would minimize impact on the environment by avoiding the Fort Pearce ACEC and federal lands with wilderness characteristics while collocating with existing infrastructure. In addition, the Beaver Dam Wash NCA ARMP removed the portion of the corridor between MP 21 to MP 24 where it overlapped the NCA. The corridor maximizes utility by collocating with existing infrastructure. The corridor supports connectivity to multiple energy generation sources. There are BLM-designated REDAs that intersect or are close to the corridor at MP 38 to MP 39, MP 41, and MP 106 to MP 109. The Agencies would need to engage the Kaibab-Paiute Tribe. The corridor crosses the Kaibab Indian Reservation and any proponent would have to work with the Tribe to obtain a tribal resolution consenting to the grant of a ROW by the BIA. The BIA cannot grant ROWs without tribal consent.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Revise the Kanab Creek, Lower Virgin River, and Mormon Mesa ACEC boundaries to avoid conflict.
- Consider impacts on critical habitat for federally listed species, such as Southwestern Willow Flycatcher, Virgin River Chub, and Woundfin.
- Avoid critically endangered plant habitat.
- To address concerns with the Kanab Creek Canyon and Kanab Creek ACEC, stakeholders recommended deleting the corridor section through the ACEC by extending the nearby corridor gap or at a minimum, reducing the corridor's width, limiting use to electric transmission and prohibiting pipelines.

- Narrow corridor from MP 20 to MP 26 to avoid Beaver Dam Mountains Wilderness.

These concerns should be considered during any land use planning revisions that would affect the corridor.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 113-116, specific issues that would be addressed through recommended IOP revisions or additions include:

- The Old Spanish NHT crosses the corridor and follows the corridor for 6 miles. The Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.
- A wildlife migration corridor and crucial wildlife habitat have been identified within the Section 368 energy corridor. The Agencies could consider an IOP to help minimize impacts on wildlife corridors and habitats.
- The Kaibab Indian Reservation is adjacent to the corridor and within a corridor gap. The Kaibab-Paiute Tribe has concerns about infrastructure crossing Kanab Creek, particularly natural gas or petroleum pipelines. The Agencies could consider a revision to the existing IOP to include early tribal engagement during the conceptual stage of route planning for energy projects to help address tribal concerns. In addition, the Kanab Creek ACEC is an avoidance area for land use authorizations.
- MTR-IR and MTR-VR intersect the corridor. Adherence to the existing IOP regarding coordination with DoD would be required. The Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 113-116 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 114-241 (Milford to Rush Valley Corridor)

Agency Jurisdiction

Bureau of Land Management

Cedar City Field Office
Fillmore Field Office
Salt Lake Field Office

Utah Counties

Beaver County
Juab County
Millard County
Toole County

Forest Service

Uinta-Wasatch-Cache National Forest

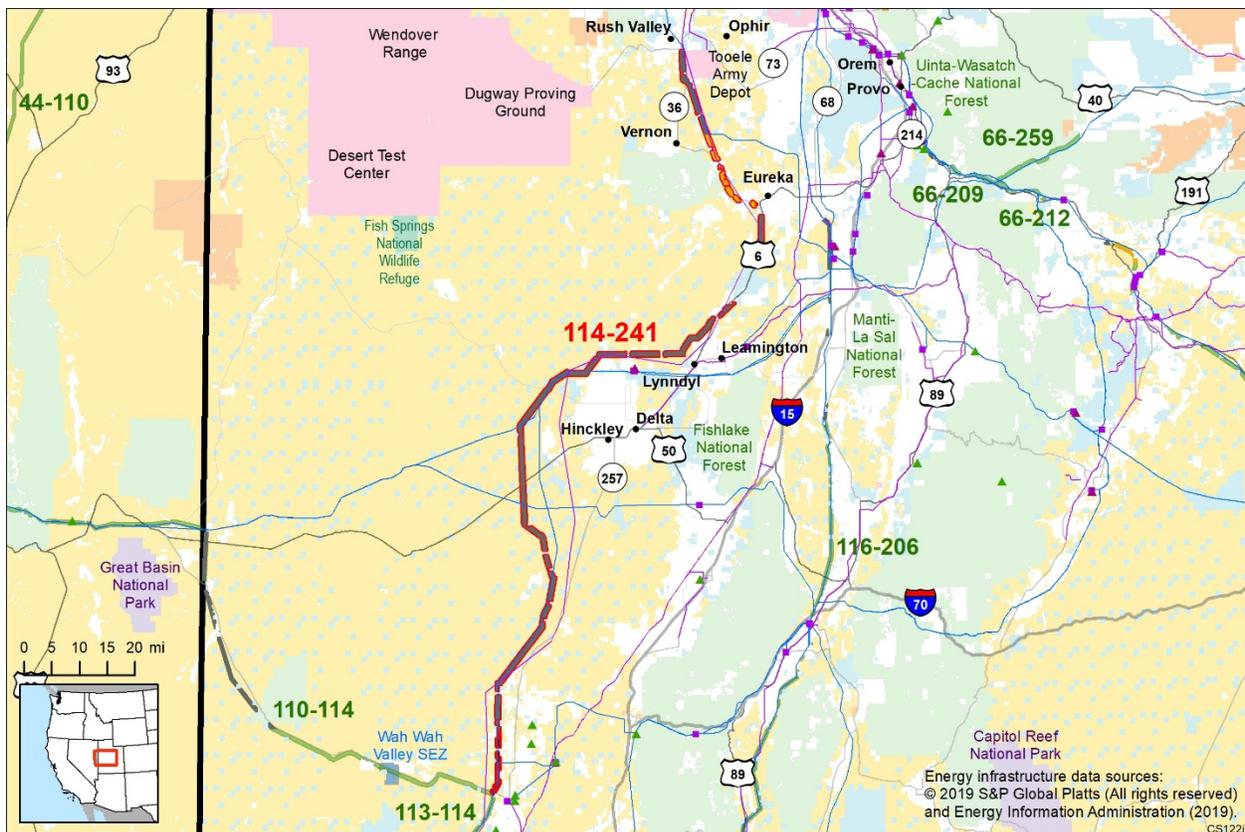


Figure 3.5-84a. Corridor 114-241 and nearby electric transmission lines and pipelines (subject corridor in red).

Land and Resource Management Plans

- Pinyon MFP (1983)
- House Range RMP (1987)
- Pony Express RMP (1990)
- Warm Springs Resource Area RMP (1987)
- Uinta National Forest LMP (2003, as amended 2009)

UT GRSG ARMPA (2015)

Corridor width: 3,500 ft.

Designed use: multi-modal for electric transmission and pipelines except for the portion that was designated as underground only in the 2015 GRSG RMPA.

Recommended Corridor Modifications Summary and Rationale

- Shift the corridor to follow the east side of the TransWest Express from MP 42 to MP 79 (Figures 3.5-84b and c).
- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy and technical standards for improved management (see Section 2.5).

At the time of the review, the existing corridor location (Figure 3.5-84a) with the above changes is considered to be the best balance in meeting the siting principles. The corridor is currently not designated from MP 12 to MP 174 due to NDAA for Fiscal Year 2000. The recommended corridor shift will maximize utility and minimize impacts through collocation with existing infrastructure where there is currently no existing or planned infrastructure. In addition, the Utah GRSG ARMPA designated a portion of the corridor as underground-only. The recommended corridor revision could be dependent on the construction of TransWest Express transmission line.

Additional Stakeholder Input

No specific input was received on the Regions 2 and 3 Report.

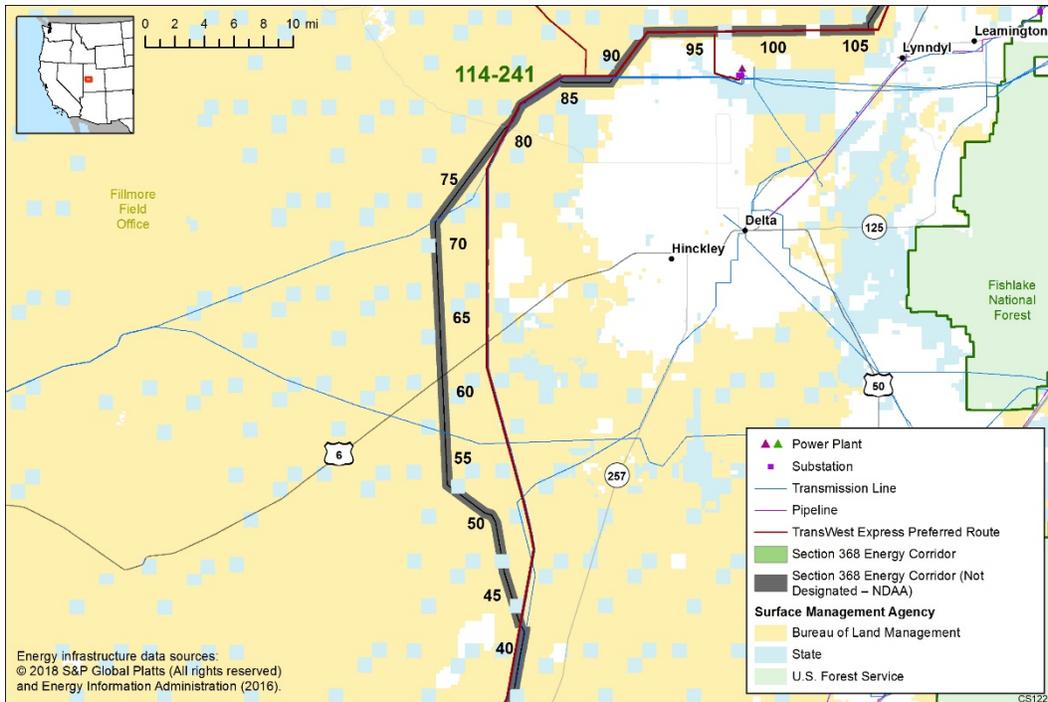


Figure 3.5-84b. Corridor 114-241, as designated.

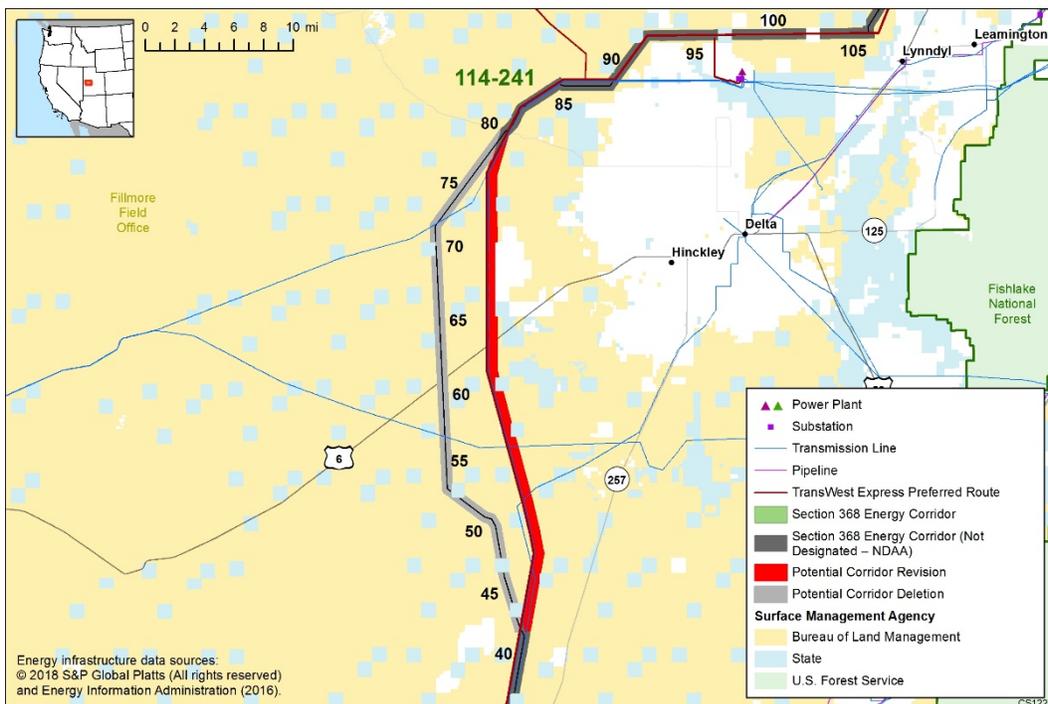


Figure 3.5-84c. Recommended Revision to Corridor 114-241.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 114-241, specific issues that would be addressed through recommended IOP revisions or additions include:

- Pony Express NHT and Four Trails Feasibility Study Trail intersect the corridor. The Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.
- MTR-IR, MTR-VR, and SUA intersect the corridor. Adherence to the existing IOP regarding coordination with DoD would be required. The Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 114-241 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 115-208 (Palo Verde-Tucson Corridor)

Agency Jurisdictions

Bureau of Land Management
Lower Sonoran Field Office

Arizona Counties

Maricopa County
Pinal County

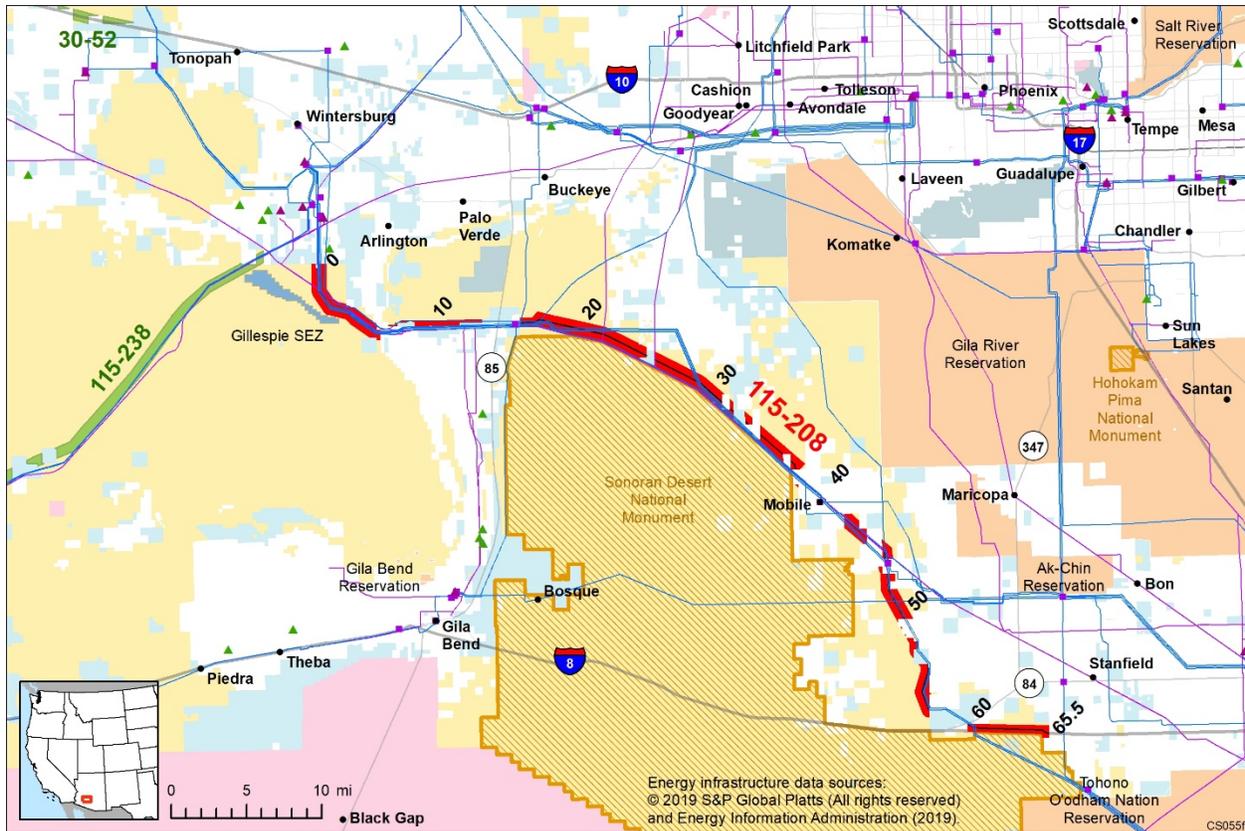


Figure 3.5-85a. Corridor 115-208 and nearby electric transmission lines and pipelines. (subject corridor in red).

Resource Management Plan

Lower Sonoran RMP (2012)

Corridor width: 5,280 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Modifications Summary and Rationale

- Shift corridor slightly between MP 4 and MP 8 so that the existing infrastructure is the northern boundary of the corridor to avoid the Gila River Terraces and Lower Gila Historic Trails ACEC (Figures 3.5-85b and c).

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).
 - The Gila River Terraces and Lower Gila Historic Trails ACEC intersects the corridor at two locations (MP 4 to MP 8 and MP 38 to MP 40) and is an avoidance area where the corridor crosses the ACEC. The Lower Sonoran RMP states that utilities will be required to be installed underground within the existing multiuse utility corridors to retain the viewshed. The corridor designation and management prescription for the ACEC have conflicting management objectives. There is a need to provide clarification on the management prescriptions in the land use plan: options include revising the corridor, revising the ACEC boundary, or providing clarification that avoiding the ACEC has already been reviewed and the best method to meet the siting principles is through minimizing or mitigating impacts on a case-by-case basis. The recommended corridor revision described above would avoid most of the ACEC between MP 4 and MP 8.

At the time of the review, the existing corridor location (Figure 3.5-85a) with the above changes is considered to be the best balance in meeting the siting principles. The recommended corridor revision would maximize utility by providing a west-east route for energy infrastructure across the Lower Sonoran Field Office south of Phoenix and minimize impacts by collocating with existing infrastructure and avoiding the Sonoran Desert National Monument and the Gila River Terraces and, for the most part, the Lower Gila Historic Trails ACEC. The recommended corridor revision would also support connectivity to multiple energy generation sources. Electric power generation, as well as potential future renewable energy generation, are abundant in the area. Near the west end of the corridor, there are five power plants (one nuclear, two natural gas, and two solar) and the Gillespie SEZ. In addition, REDAs are adjacent to the west end of and in the middle portion of the corridor.

Additional Stakeholder Input

No specific input was received on the Regions 2 and 3 Report.

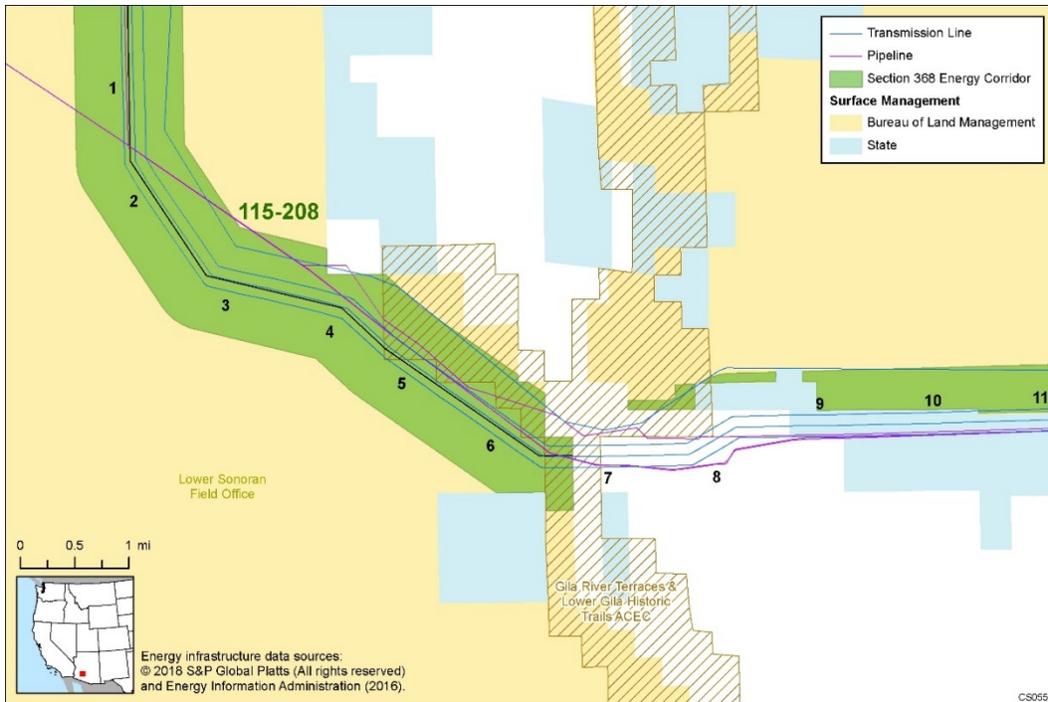


Figure 3.5-85b. Corridor 115-208, as designated.

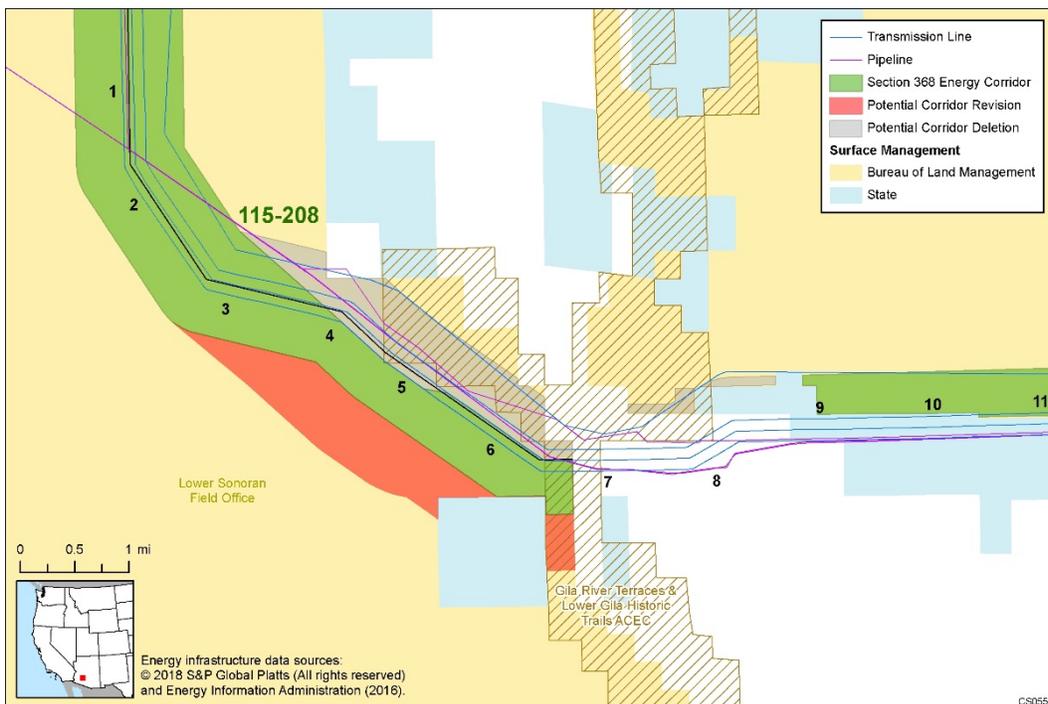


Figure 3.5-85c. Recommended Revision to Corridor 115-208.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 115-208, specific issues that would be addressed through recommended IOP revisions or additions include:

- The Juan Bautista de Anza NHT and Butterfield Study Route intersect the corridor. The Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.
- Wildlife migration corridors have been identified within the corridor. The Agencies could consider an IOP to help minimize impacts on wildlife migration corridors and habitats.
- MTR-VR intersects the corridor. Adherence to the existing IOP regarding coordination with DoD would be required. The Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 115-208 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 115-238 (Palo Verde - San Diego)

Agency Jurisdictions

Bureau of Land Management

California Desert District
 Yuma Field Office
 Lower Sonoran Field Office

U.S. Forest Service

Cleveland National Forest

Arizona Counties

Maricopa County
 Yuma County

California Counties

San Diego County
 Imperial County

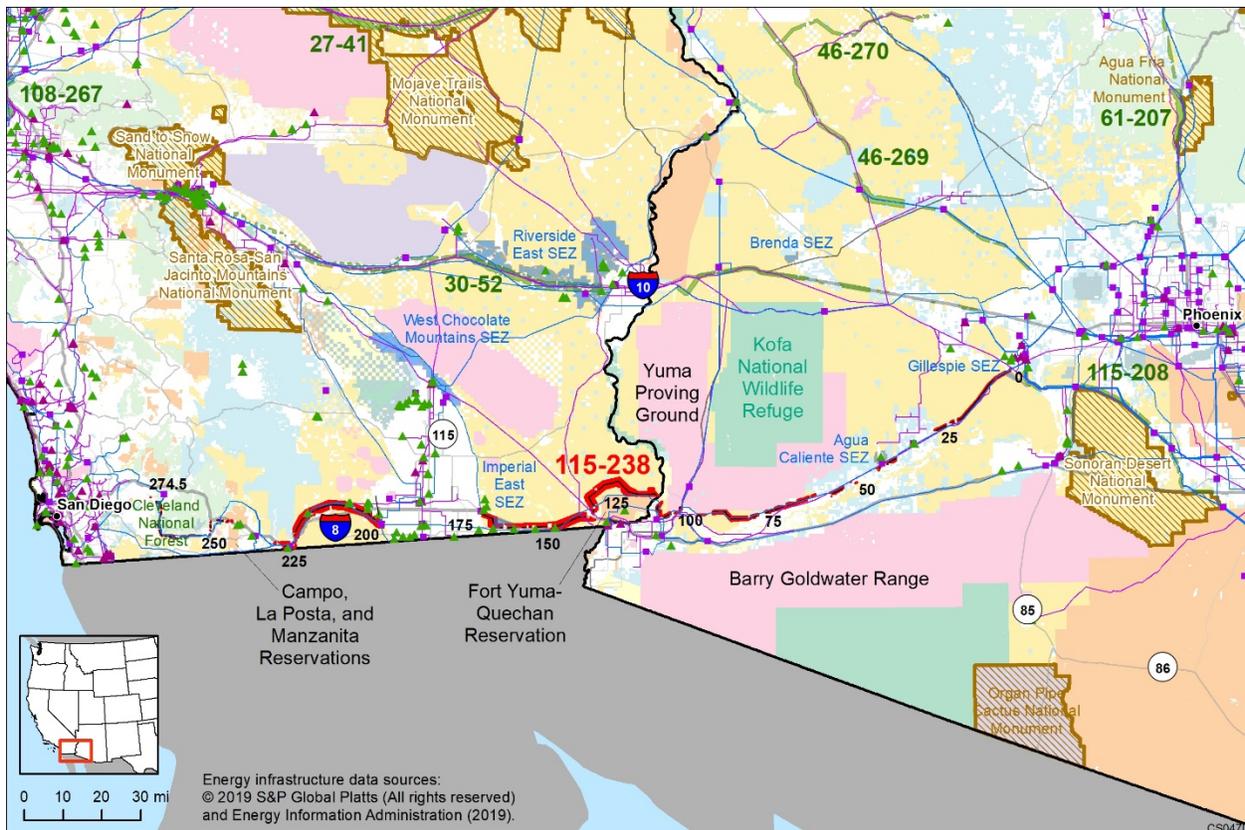


Figure 3.5-86. Corridor 115-238 and nearby electric transmission lines and pipelines (subject corridor in red).

Land and Resource Management Plans

- Northern and Eastern Colorado Desert/CDCA Plan Amendment (2016)
- Imperial Sand Dunes Recreation Area Management Plan/CDCA Plan Amendment (2016)
- Western Colorado Desert/CDCA Plan Amendment, the South Coast Resource Management Plan (2016)
- Eastern San Diego County Resource Management Plan (2016)

Lower Sonoran ROD and ARMP (2012)
Yuma Resource Management Plan (2010)

Corridor width: 3,500 ft from MP 0 to MP 25; 5,280 ft from MP 25 to MP 110; and 10,650 ft from MP 111 to MP 166.

Designated use: electric-only through the Cleveland National Forest, multi-modal for electric transmission and pipelines for the rest of the corridor.

Recommended Corridor Enhancements Summary and Rationale

- Although no recommended revision is proposed, consider re-routing the corridor between MP 100 and MP 140.
- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

At the time of the review, the existing corridor location (Figure 3.5-86) with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing an east-west interstate pathway for electrical and pipeline transmission between Nevada and California, particularly electrical transmission from the Palo Verde Nuclear Generating Station to southern California. The corridor maximizes utility and minimizes impact by collocating with existing infrastructure, such as two transmission lines, a refined product pipeline, and a railroad. The corridor also supports connectivity to multiple energy generation sources. Electric power generation, as well as potential future renewable energy generation, are abundant in the area. Near the corridor there are six power plants (natural gas and solar). The Gillespie SEZ and a REDA are located nearby. The corridor is located within the Imperial East RETI 2.0 TAFE and the RETI 2.0 HSR to potentially support 3,000 MW of transmission between California and Arizona. The Agua Caliente SEZ is located within 1 mile of the corridor in Arizona, and the Imperial East SEZ overlaps the corridor in California. The Agencies suggest coordination by the BLM and USFS to avoid or restrict siting of nonlinear features such as geothermal and solar energy development within the corridor.

There is not a BLM-only corridor that would provide a route across the Colorado River in this area. Tribal lands are located east of the corridor at the eastern side of the Cleveland National Forest. Future projects in this area would need to cross tribal lands or be routed around them. Other options to address the concerns include developing new infrastructure along existing transmission lines; BOR considering allowing additional lines outside of BLM jurisdiction; and coordinating and consulting with the Quechan Tribe to discuss possible corridor revisions in the area. To avoid significant environmental issues identified by the Tribe to the north, project proponents would work with the Tribe to potentially route a project through the southernmost part of the reservation. However, the proponent would have to work with the Tribe to obtain a tribal resolution consenting to the grant of a ROW by the BIA. The BIA cannot grant ROWs without tribal consent.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Request consultation with the San Diego County Department of Parks and Recreation regarding potential impacts on existing and planned county trails.
- Revise the corridor at MP 230 adjacent to the South West Power & Light line (located near the Mexican border), running adjacent to Highway 94, and finally running adjacent to Interstate-8 to avoid impacts on the Pacific Crest NST.
- Analyze the corridor for potential impacts on Yuma Ridgway Rail habitat near the Colorado River near the confluence of the Gila and Colorado Rivers in the vicinity of Yuma, Arizona.
- The corridor is likely to intersect or align with the Arizona Peace Trail.
- Support recommended corridor revision at the Colorado River crossing because it would reduce the level of fragmentation to the Picacho ACEC.

These concerns should be considered during any land use planning revisions that would affect the corridor. The proposed Arizona Peace Trail will be incorporated into BLM travel management planning when, and if, it is formally designated. Use of these routes along with stakeholder comments will be considered in project permitting regardless of the status of any formal designation.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 115-238, specific issues that would be addressed through recommended IOP revisions or additions include:

- The Agencies could consider an IOP for habitat connectivity so that projects within Section 368 energy corridors are sited and designed in a manner that minimizes impacts on Desert Tortoise habitat connectivity.
- The Pacific Crest NST and the San Juan Bautista de Anza NHT intersect the corridor. The Agencies could consider a new IOP for NSTs and NHTs as well as adding an IOP related to visual resources, to enhance BMPs for proposed development within the energy corridor.
- The Agencies could consider IOPs for lands with wilderness characteristics to ensure appropriate consideration occurs within the review process for future use or development(s) within the energy corridor.
- MTR-IR, MTR-VR, and SUA intersects the corridor. Adherence to the existing IOP regarding coordination with DoD would be required. The Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.
- The Agencies could consider a revision to the existing IOP to include early tribal engagement during the conceptual stage of route planning for energy projects could help address tribal concerns.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 115-238 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 116-206 (Kanab – Salina – Santaquin Corridor)

Agency Jurisdiction

Bureau of Land Management

Arizona Strip Field Office
 Fillmore Field Office
 Kanab Field Office
 Richfield Field Office
 Salt Lake Field Office

Forest Service

Fishlake National Forest

Arizona Counties

Coconino County, AZ

Utah Counties

Garfield County, UT
 Iron County, UT
 Juab County, UT
 Kane County, UT
 Piute County, UT
 Sanpete County, UT
 Sevier County, UT
 Utah County, UT

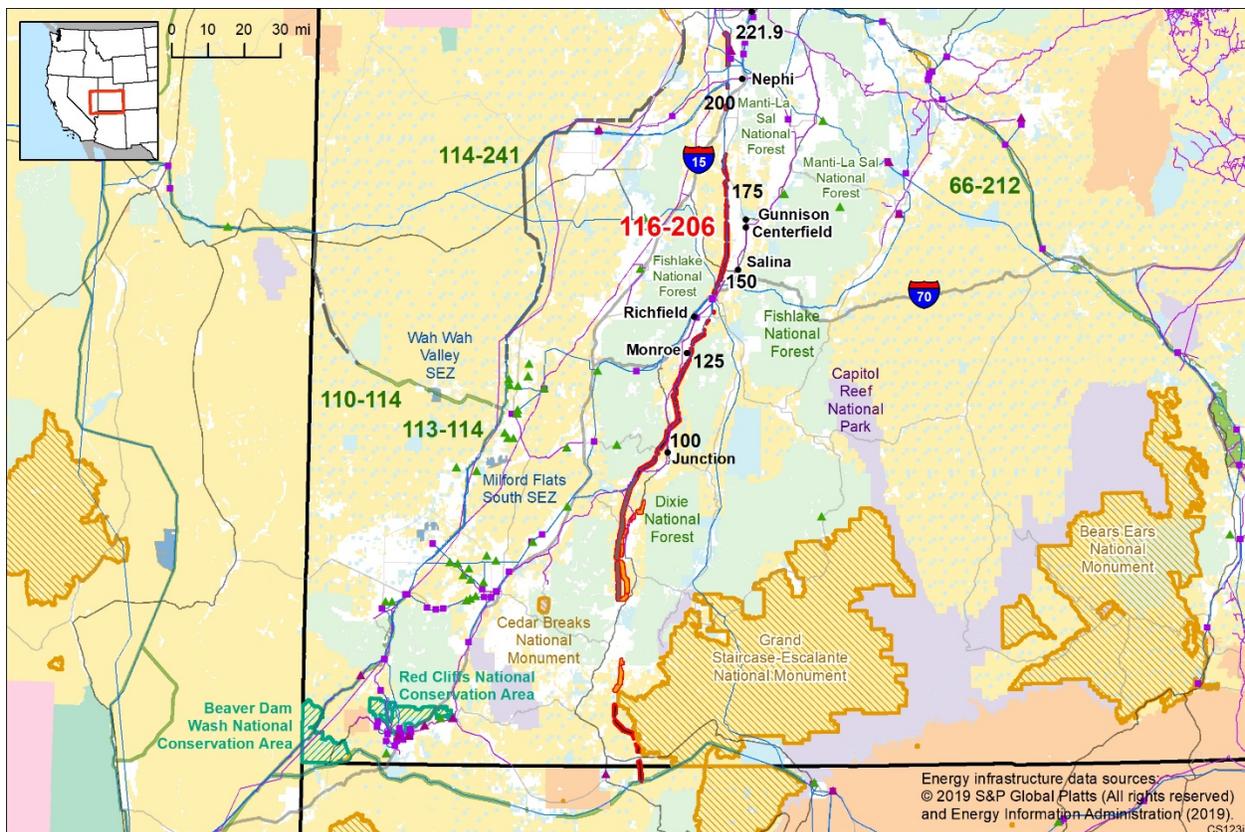


Figure 3.5-87a. Corridor 116-206 and nearby electric transmission lines and pipelines (subject corridor in red).

Land and Resource Management Plans

Arizona Strip RMP (2008)
House Range Resource Area RMP (1987)
Kanab RMP (2008)
Pony Express RMP (1990)
Richfield RMP (2008)
Warm Springs Resource Area RMP (1987)
Fishlake National Forest LMP (1986)
UT GRSG ARMPA (2015)

Corridor width: varies from 1,500 ft to 3,500 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Modifications Summary and Rationale

- Realign the corridor with U.S. Highway 89 from MP 53 to MP 79. To maximize use of BLM-administered land, the Agencies should consider aligning Highway 89 as the eastern boundary of the recommended corridor revision (Figures 3.5-87b and c).
- At MP 79, align the corridor with the gas pipeline to the west to follow a 345-kV transmission line and rejoin the corridor at about MP 86 (Figures 3.5-87b and c).
- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5)
 - The corridor intersects the Johnson Spring ACEC. The Arizona Strip RMP states that ACECs are avoidance areas for land use authorizations and are allowed in such areas only when no reasonable alternative exists and impacts on these sensitive resources can be mitigated. The corridor designation and management prescription for the ACEC have conflicting management objectives. There is a need to provide clarification on the management prescriptions in the land use plan: options include revising the corridor, revising the ACEC boundary, or providing clarification that avoiding the ACEC has already been reviewed and the best method to meet the siting principles is through minimizing or mitigating impacts on a case-by-case basis.
 - VRM Class II areas intersect portions of the corridor. Future development within the corridor could be limited as VRM Class II areas allow for low-level changes to the characteristic landscape. There is an opportunity to revise the corridor or to revise the VRM class where it intersects the corridor.

At the time of the review, the existing corridor location (Figure 3.5-87a) with the above changes is considered to be the best balance in meeting the siting principles. The corridor is currently not designated from MP 185 to MP 222 due to NDAA for Fiscal Year 2000. The Utah GRSG ARMPA removed corridor between MP 28 and MP 37 and realigned corridor between MP 86 and MP 89 to be co-located with existing power lines along U.S. Highway 89. The recommended corridor revisions would minimize

impacts on GRSG PHMA through collocation and provide connectivity to other Section 368 energy corridors. The corridor was identified as a corridor of concern in the Settlement Agreement regarding undisturbed areas, Grand Staircase-Escalante National Monument, Old Spanish NHT, Utah-proposed wilderness, and proximity to a USFS inventoried roadless area. While most of these concerns are not in the area of the recommended revision (the Old Spanish NHT crosses both the designated corridor and the recommended corridor revision), the recommended corridor revision would maximize utility and minimize impacts by collocated along existing infrastructure. This would minimize potential impacts on GRSG PHMAs.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Revise the Johnson Spring ACEC boundary to avoid intersection with the corridor.
- Revise VRM Class II and III areas that intersect the corridor to VRM Class IV.
- Revise MP 17 to MP 24 to avoid the Upper Kanab Creek and Vermillion Cliffs lands with wilderness characteristics.

These concerns should be considered during any land use planning revisions that would affect the corridor.

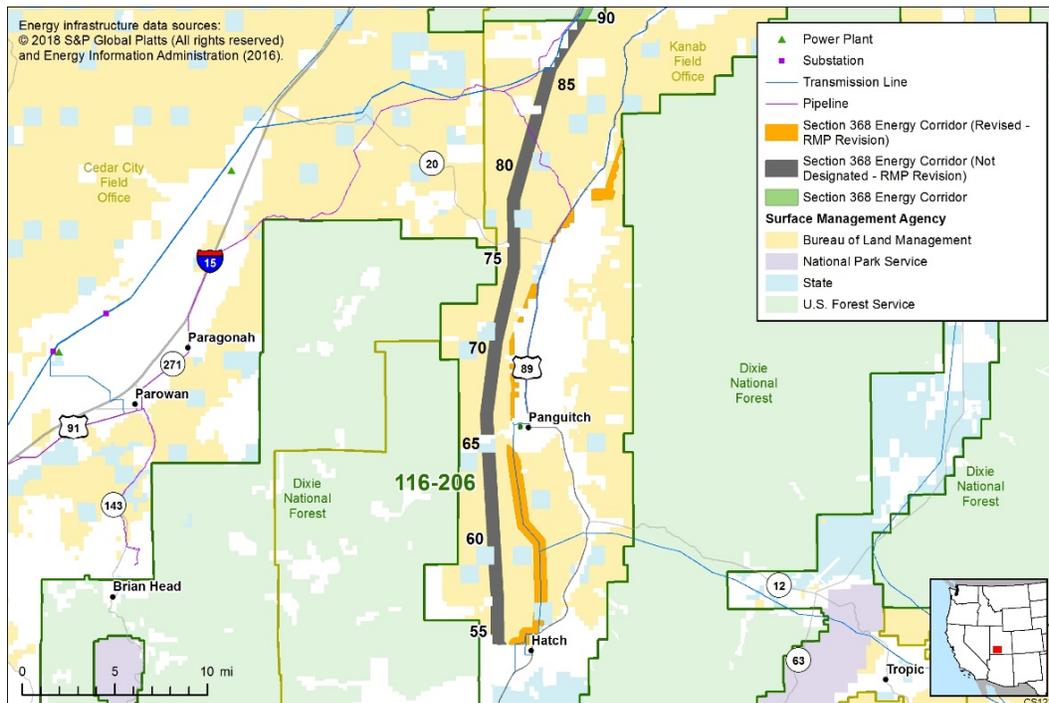


Figure 3.5-87b. Corridor 116-206, as designated.

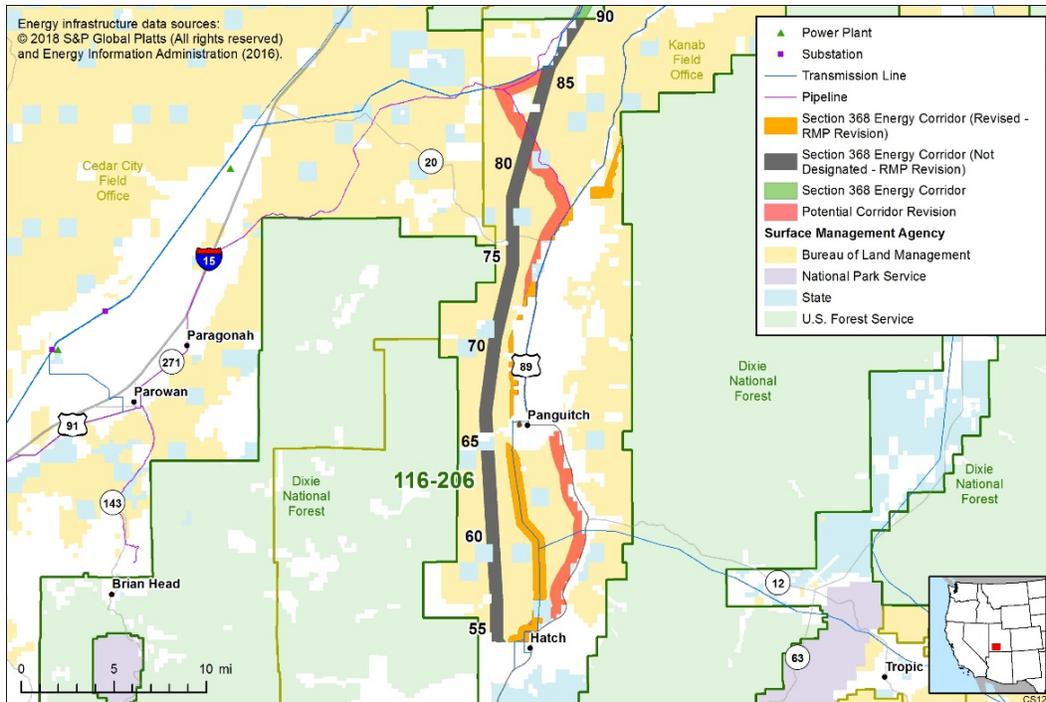


Figure 3.5-87c. Recommended Revision to Corridor 116-206.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 116-206, specific issues that would be addressed through recommended IOP revisions or additions include:

- The Old Spanish NHT intersects the corridor at two locations and is within the corridor for 2 mi at another location. The Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor and to further minimize impacts where the corridor crosses, follows, or overlaps the Old Spanish NHT.
- MTR-IR intersects the corridor. Adherence to the existing IOP regarding coordination with DoD would be required. The Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.

Corridor Abstract

Comprehensive background information and the Agencies' review and analysis of the existing corridor can be located in Corridor Abstract 116-206 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 121-220 (Northwest Rock Springs Corridor)

Agency Jurisdictions

Bureau of Land Management
Rock Springs Field Office

Wyoming County

Sweetwater County

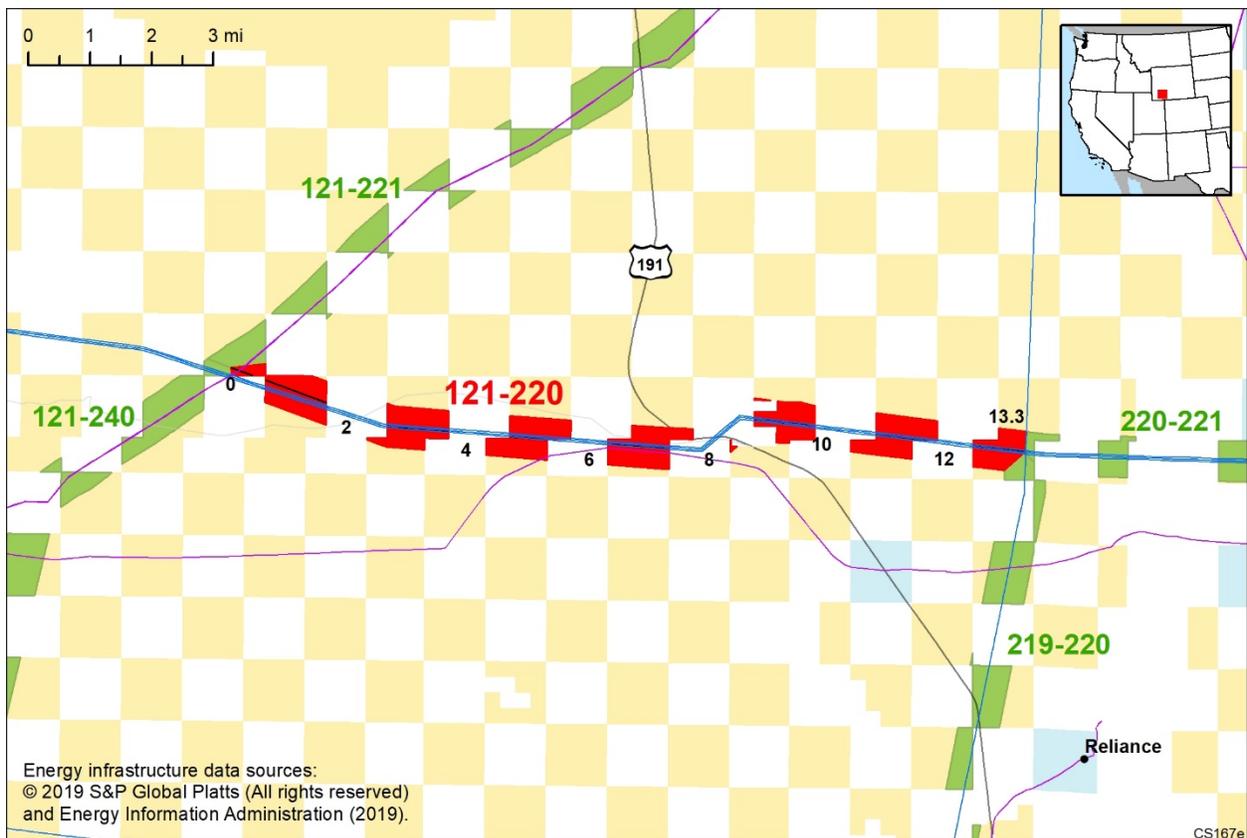


Figure 3.5-88a. Corridor 121-220 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Green River RMP (1997)

WY GRSG ARMPA (2015)

Wyoming Pipeline Corridor Initiative ARMPA (2021)

Corridor width: 3,500 ft.

Designated use: electric only.

Recommended Corridor Enhancements Summary and Rationale

- Shift the corridor to the south to align with recently authorized Gateway West route (Figure 3.5-88b and c).
- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

At the time of the review, the existing corridor location (Figure 3.5-88a) with the above changes is considered to be the best balance in meeting the siting principles. The short corridor promotes efficient use of the landscape by providing a link to other Section 368 energy corridors (Corridor 121-221 and Corridor 121-240 [recommended for deletion] to the west and Corridors 219-220 and 220-221 to the east), creating a continuous corridor network in southern Wyoming across BLM- and USFS-administered lands. The recommended corridor revision is consistent with other east-west corridors in the vicinity, which also propose corridor revisions to follow Gateway West. GRSG PHMAs are ROW avoidance areas that are not compatible with the corridor's purpose as a preferred location for infrastructure. However, the recommended corridor revision would be collocated with a planned transmission line.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Collocating the corridor along Gateway West would consolidate transmission impacts (visual and GRSG habitat).
- Incorporate lessons learned from the Gateway West project when revising Section 368 energy corridors to help inform the location of Section 368 energy corridors.
- Delete corridor because it is redundant with other east-west corridors and development within the corridor would cause unacceptable impacts.
- Relatively intact sagebrush habitat provides important breeding, foraging, nesting, wintering, or migratory stopover habitat for GRSG (MP 0 to MP 21).
- The corridor is adjacent to Boar's Tusk, North and South Table Mountain, and the Greater Sand Dunes (which support the Steamboat desert elk herd), places that are important for outdoor recreation.
- Consider potential visual impacts on visitors to Cedar Mountain and White Mountain Petroglyph ACECs, especially as it cuts across the White Mountain uplift across existing undeveloped lands.
- Large portions of the corridor do not follow existing disturbance and development would lead to impacts on undeveloped lands and fragmentation of wildlife habitats.
- The recommended shift from MP 31 to the end of the corridor conflicts with the South Pinnacles WSA and the Alkali Basin-East Sand Dunes WSA. Infrastructure development is prohibited by law in WSAs, and the agencies cannot designate corridors overlapping with WSAs.

- The corridor conflicts with GRSG PHMAs from MP 0 to MP 21 and MP 28 to MP 60. While the recommended revisions avoid some of these areas, the corridor still conflicts with PHMA from MP 15 to MP 21 and MP 28 to MP 31.
- While the recommended revisions avoid the Greater Sand Dunes ACEC and Killpecker Sand Dunes SRMA, the Agencies do not acknowledge Boar’s Tusk, North and South Table Mountain, Cedar Mountain, or White Mountain Petroglyph ACECs.

These concerns should be considered during any land use planning revisions that would affect the corridor.

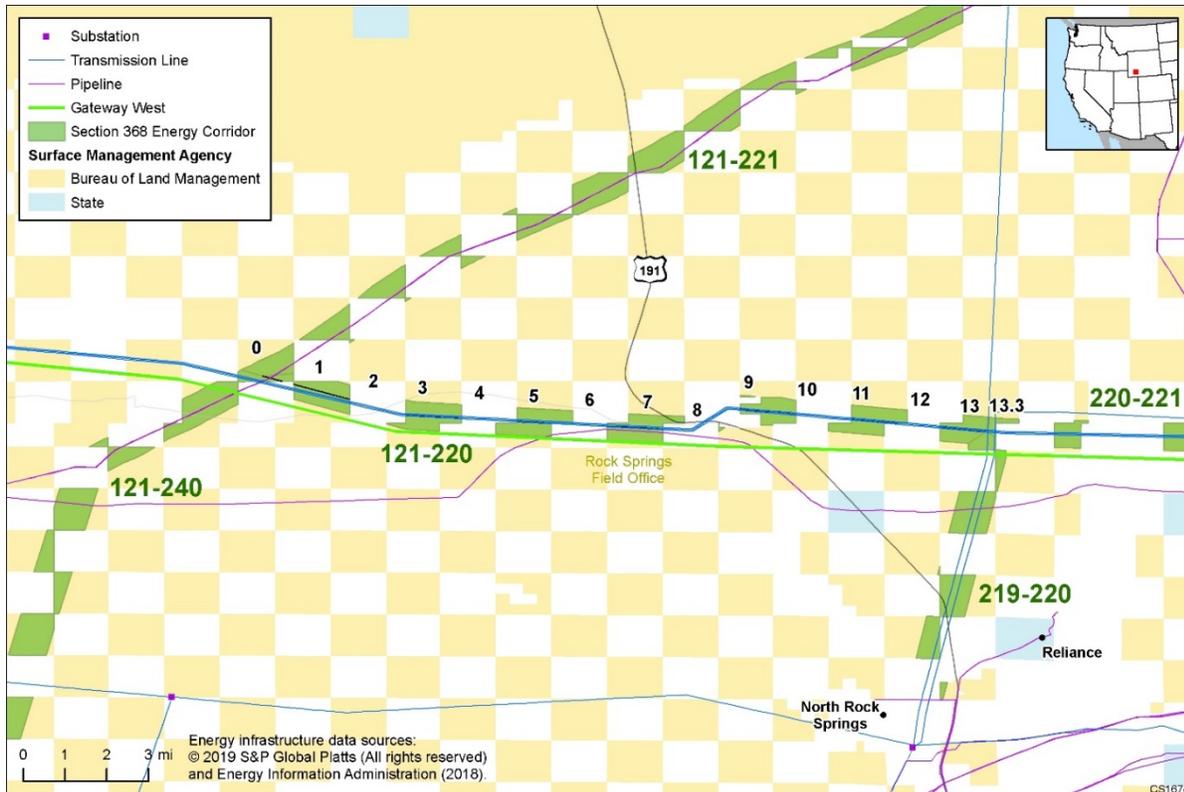


Figure 3.5-88b. Corridor 121-220, as designated

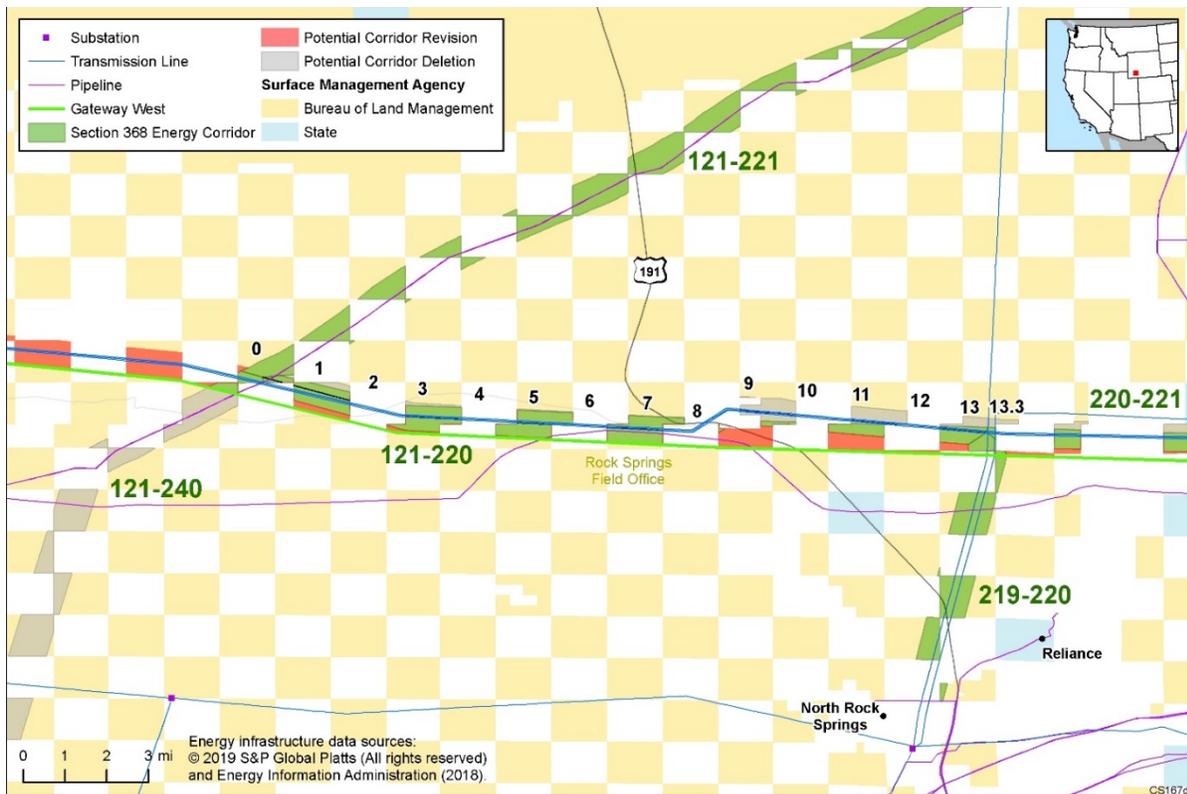


Figure 3.5-88c. Recommended Revision to Corridor 121-220

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 121-220, specific issues that would be addressed through recommended IOP revisions or additions include:

- The Four Trails Feasibility Study Trail and the corridor intersect. The Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.

Corridor Abstract

Comprehensive background information and the Agency’s review and analysis of the existing corridor can be located in Corridor Abstract 121-220 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 121-221 (Rock Springs Bypass Corridor)

Agency Jurisdictions

Bureau of Land Management
Rock Springs Field Office

Wyoming County

Sweetwater County



Figure 3.5-89a. Corridor 121-221 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

- Green River RMP (1997)
- WY GRSG ARMPA (2015)
- Wyoming Pipeline Corridor Initiative ARMPA (2021)

Corridor width: 3,500 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Enhancements Summary and Rationale

- From MP 31 to the end of the corridor, shift the corridor to follow existing pipeline infrastructure and/or WPCI to avoid undisturbed areas and some overlap with GRSG PHMA (Figures 3.5-89b and c).
- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).
- Implement minor adjustments to avoid environmentally sensitive areas.
 - Between MP 11 and MP 15, shift the corridor south to the edge of the existing pipeline to avoid the VRM Class II area while maintaining corridor width where possible on federal lands. The Agencies could also consider changing the VRM class designation.
 - From MP 27 to MP 28, shift the corridor south to the edge of the existing pipeline to avoid the Greater Sand Dunes ACEC, VRM Class II, and the Killpecker Sand Dunes SRMA while maintaining corridor width where possible on federal lands.
- Consider designating the corridor underground-only.

At the time of the review, the existing corridor location (Figure 3.5-89a) with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a link to other Section 368 energy corridors (Corridor 121-240 [recommended for deletion] to the west and Corridor 129-221 to the east), creating a corridor network in southern Wyoming across BLM- administered lands. The Agencies could consider designating the corridor as underground-only for pipeline use because there are other corridors in the vicinity that could be used for future placement of electrical facilities. The recommended revisions would minimize impacts on visual resources, ACEC, Killpecker Sand Dunes SRMA, and GRSG habitat to the greatest extent possible while maintaining a preferred route for potential future energy development collocated with existing infrastructure. The corridor was identified as a corridor of concern in the Settlement Agreement regarding GRSG core area and habitat, NHT, and BLM special management area but the recommended revisions would minimize some of these potential impacts.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Delete corridor because the siting principles are not strongly supported in this corridor: impacts are not minimized, the corridor may be redundant with Corridors 121-220/220-221 and Gateway West to the south, and there are no transmission lines are present within corridor.
- There are existing CO₂ pipelines along most of the corridor that are serving to connect with the CO₂ demand area in the east.
- Coordinate with State of Wyoming about WPCI and with energy companies to connect/align with energy sources and demand.

- Consider potential impacts on scenic resources in that area – scenic loop route, Tri-Territory Historic Site, and other visitor experiences.
- Consider potential impacts on habitat.

These concerns should be considered during any land use planning revisions that would affect the corridor.

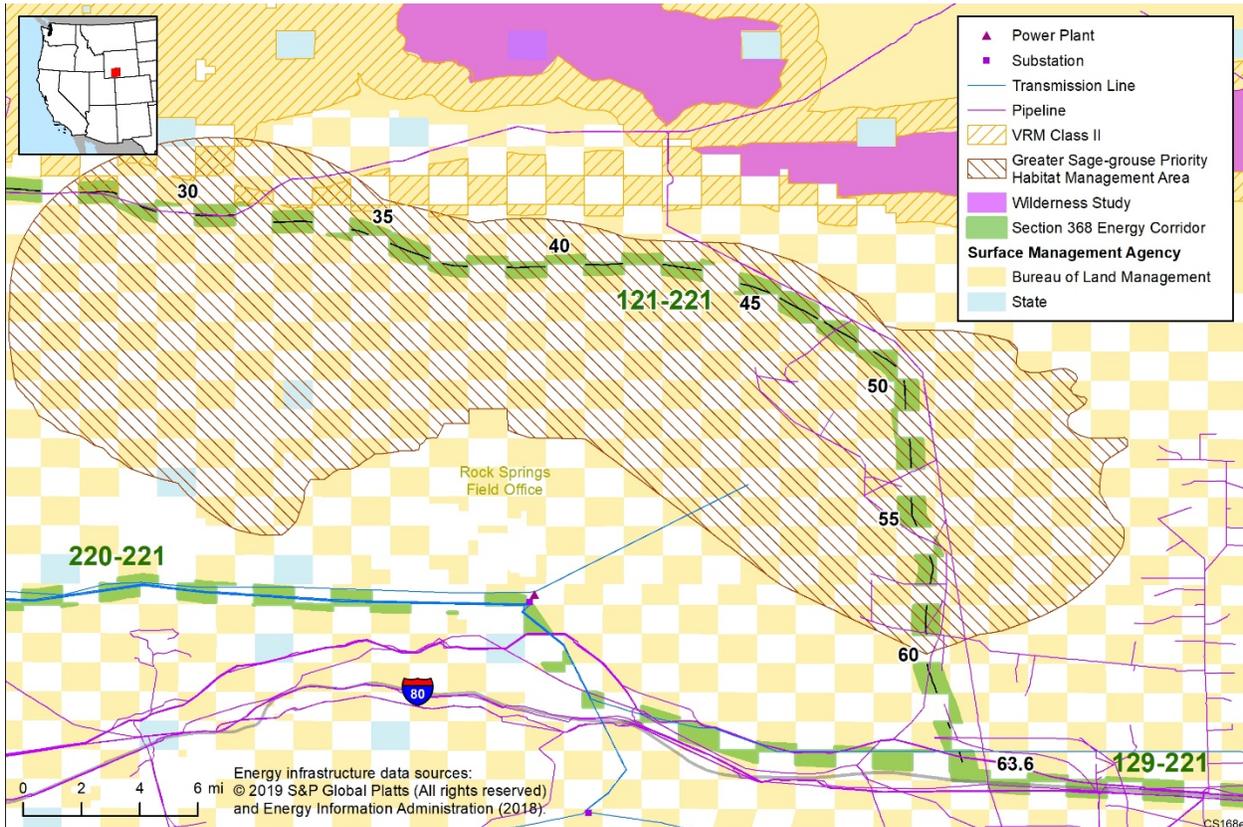


Figure 3.5-89b. Corridor 121-221, as designated

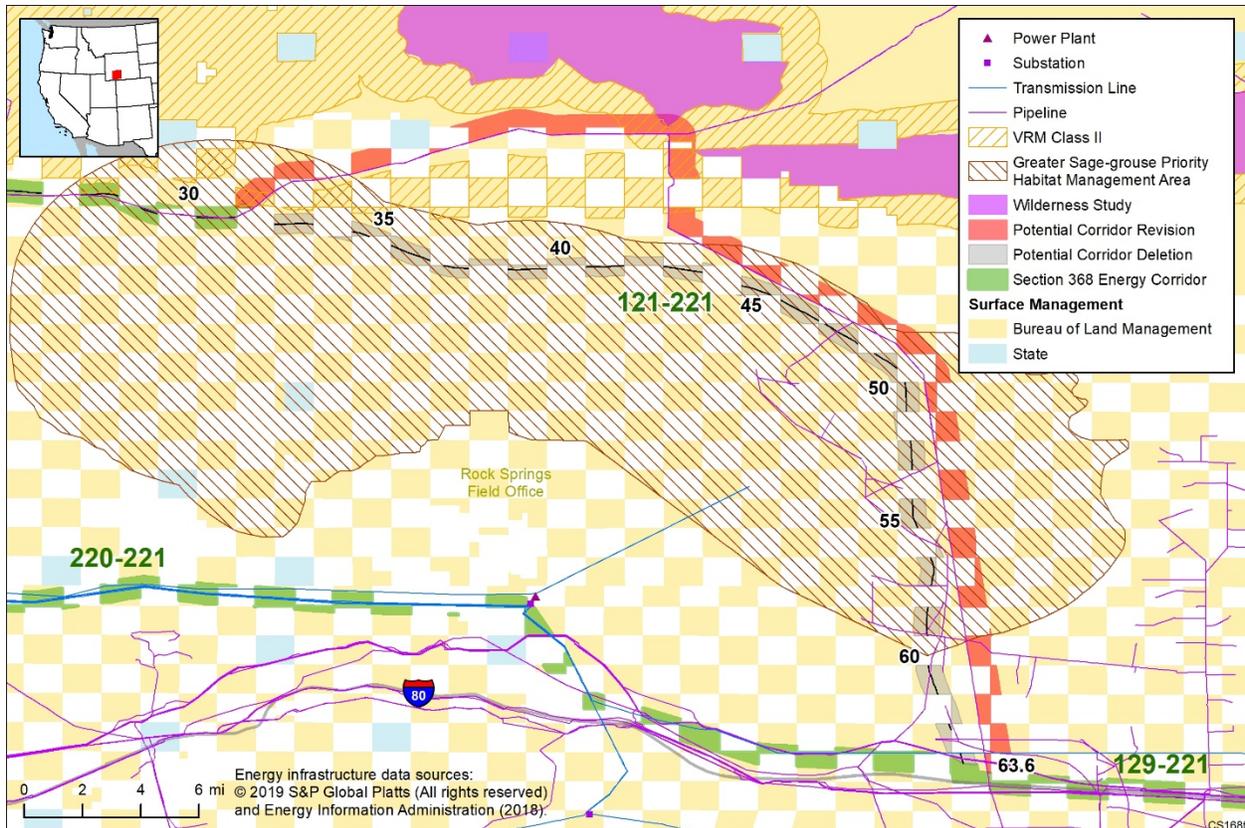


Figure 3.5-89c. Recommended Revision to Corridor 121-221

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 121-221, specific issues that would be addressed through recommended IOP revisions or additions include:

- The Four Trails Feasibility Study Trail and the corridor intersect. The Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.

Corridor Abstract

Comprehensive background information and the Agency’s review and analysis of the existing corridor can be located in Corridor Abstract 121-221 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 121-240 (Northern Green River Bypass Corridor)

Agency Jurisdictions

Bureau of Land Management
Kemmerer Field Office
Rock Springs Field Office

Wyoming County

Sweetwater County

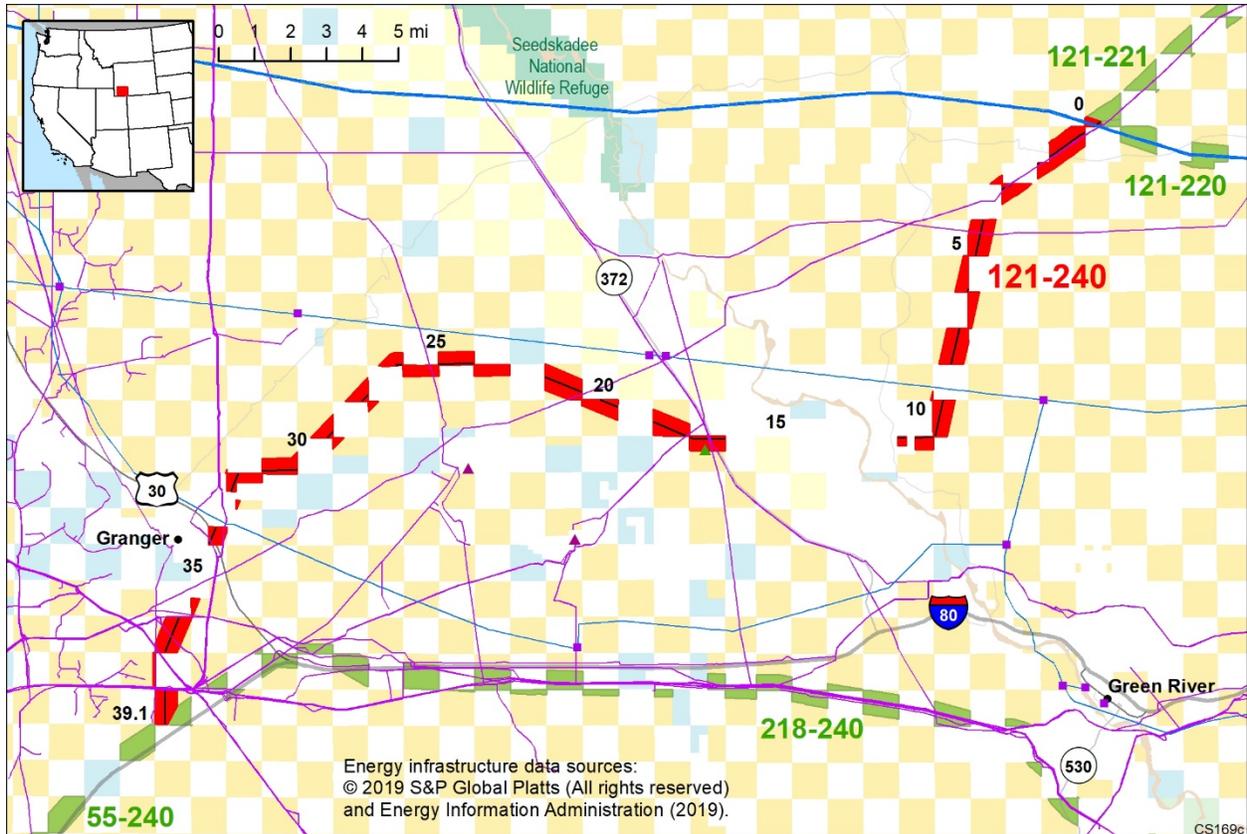


Figure 3.5-90a. Corridor 121-240 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

- Green River RMP (1997)
- Kemmerer RMP (2010)
- WY GRSG ARMPA (2015)
- Wyoming Pipeline Corridor Initiative ARMPA (2021)

Corridor width: 3,500 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Enhancements Summary and Rationale

- Delete the corridor and replace the corridor with the Gateway West recommended corridor addition (see *Gateway West Corridor Addition*).

Most of the corridor does not follow existing or planned infrastructure from MP 25 to MP 38 and portions of the corridor intersect and are adjacent to the Oregon NHT/Mormon Pioneer NHT/Pony Express NHT. The recently authorized Gateway West route is a more preferable pathway for energy transmission than Corridor 121-240 because it follows energy demand, and Corridor 121-240 is somewhat redundant with Corridor 218-240 (Figure 3.5-90b and c).

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Corridor crosses largely undisturbed wildlife habitat between MP 17 and MP 30.
- Delete Corridor 121-240 and route future energy infrastructure through Corridor 218-240 to minimize habitat impacts.
- Corridor passes over Genesis Alkali underground mining areas between MP 20 and MP 35; underground mining may create ground movements in the corridor that could impact pipelines and power lines. BLM’s process to authorize uses of these sections should ensure that the potential rights holders are informed in writing in this regard prior to acquiring any such rights.

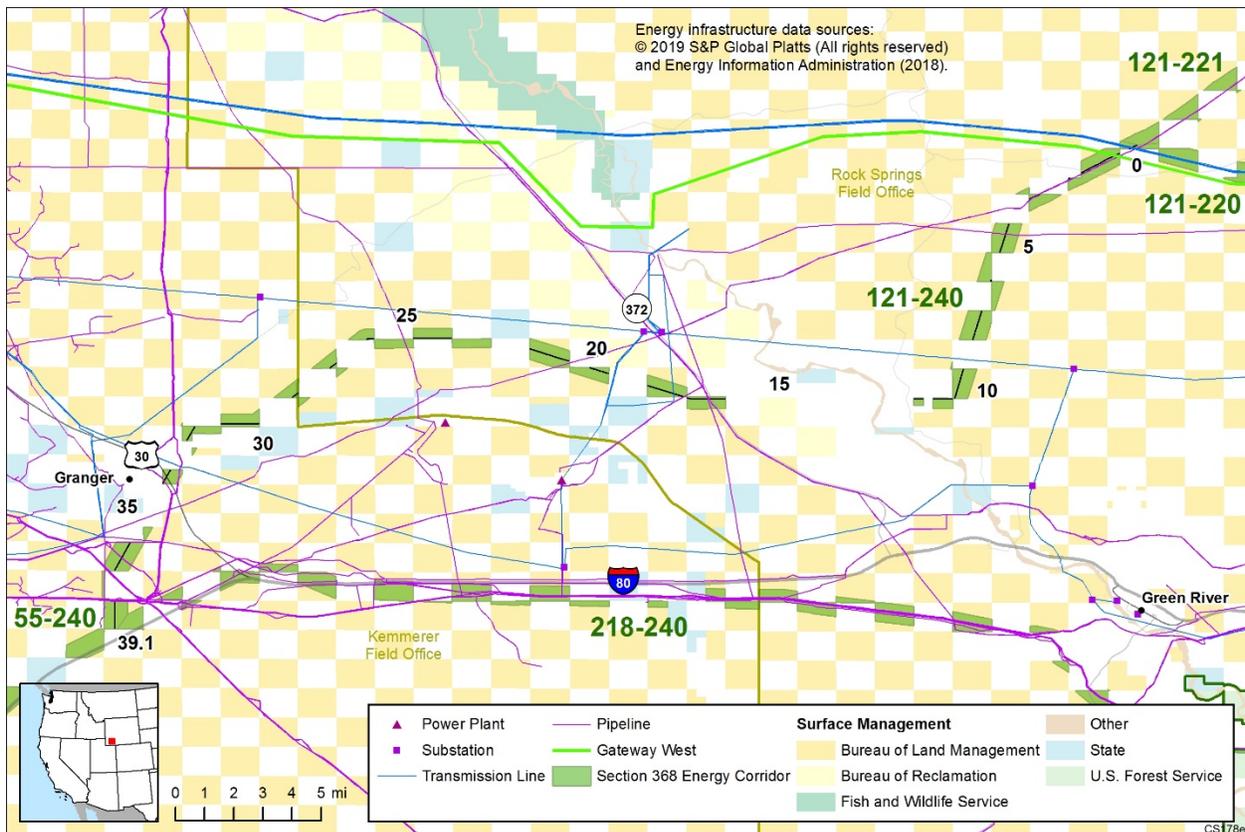


Figure 3.5-90b. Corridor 121-240, as designated

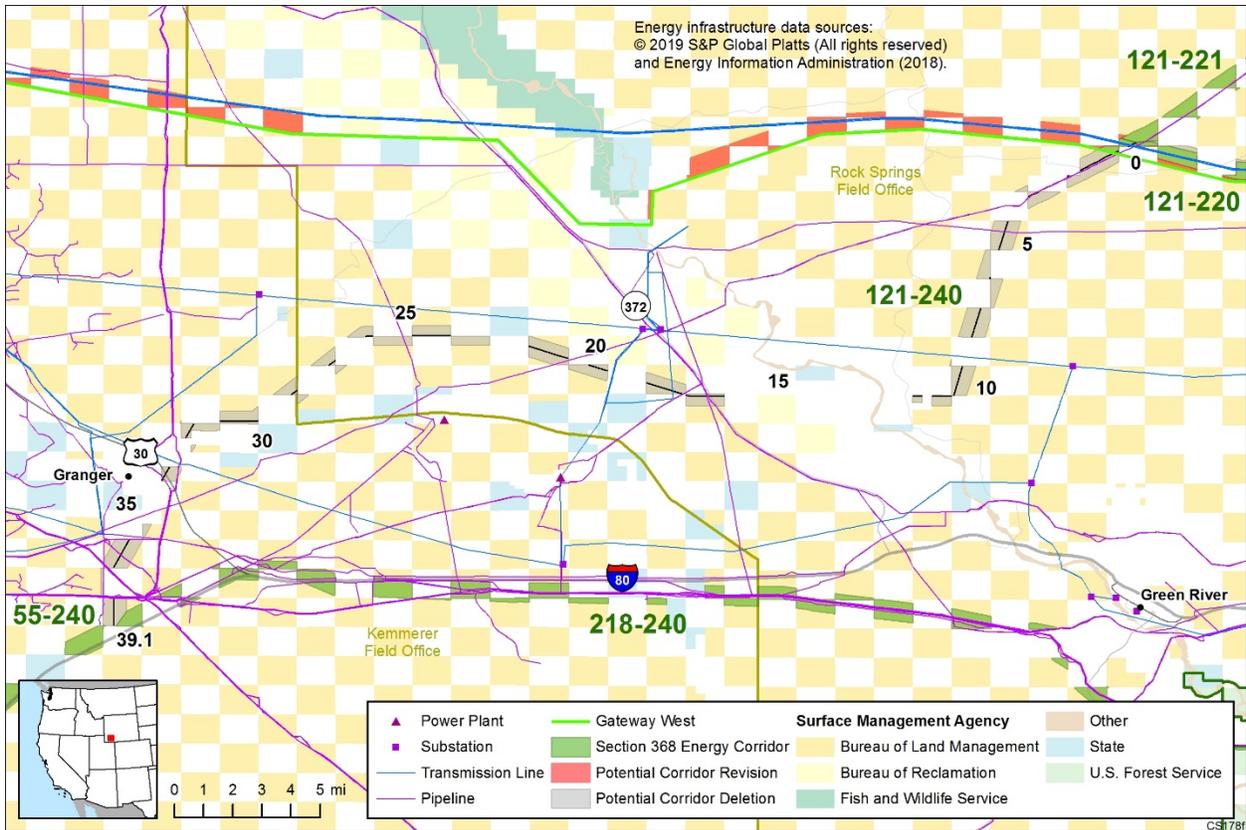


Figure 3.5-90c. Recommended Revision to Corridor 121-240

Corridor Abstract

Comprehensive background information and the Agency’s review and analysis of the existing corridor can be located in Corridor Abstract 121-240 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 126-133 (Vernal to Maybell Corridor)

Agency Jurisdiction

Bureau of Land Management
Little Snake Field Office
Vernal Field Office
White River Field Office

Colorado Counties

Moffat County, CO
Rio Blanco County, CO

Utah County

Uintah County, UT

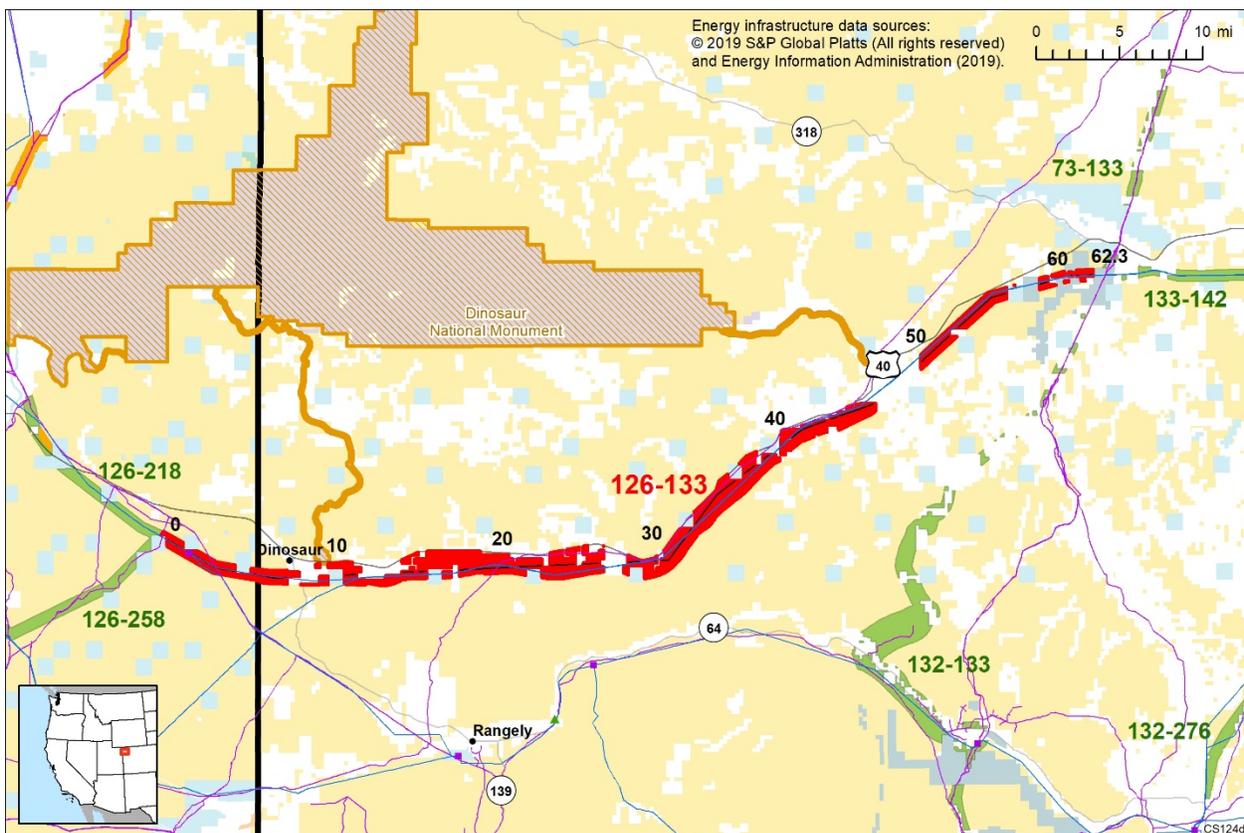


Figure 3.5-91 Corridor 126-133 and nearby electric transmission lines and pipelines (subject corridor in red).

Resource Management Plans

- Little Snake RMP (2011)
- Vernal RMP (2008)
- White River RMP (1997)
- Roan Plateau Planning Area ROD and ARMPA (2016)
- NWCO GRSG ARMPA (2015)
- UT GRSG ARMPA (2015)

Corridor width: 3,500 to 9,000 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Modifications Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

At the time of the review, the existing corridor location (Figure 3.5-91) with the above changes is considered to be the best balance in meeting the siting principles. Re-routing the corridor to avoid GRSG PHMA and GHMA is not a likely solution because of prevalence of habitat and the value in collocating infrastructure to limit disturbance. In addition, the Roan Plateau Planning Area ROD and ARMPA states that GHMAs will be managed as avoidance areas for major transmission lines greater than 100 kV and pipelines greater than 24 inches. As such, the current location of the corridor appears to best meet the siting principles based on the Settlement Agreement.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Narrow the corridor from MP 30 to MP 37 to avoid the Lower Wolf Creek lands with wilderness characteristics.

These concerns should be considered during any land use planning revisions that would affect the corridor.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 126-133, no recommended IOP revisions or additions are identified.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 126-133 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 126-218 (Vernal to Rock Springs Corridor)

Agency Jurisdiction

Bureau of Land Management
Vernal Field Office
Rock Springs Field Office

Utah Counties

Daggett County
Uintah County

Wyoming County

Sweetwater County

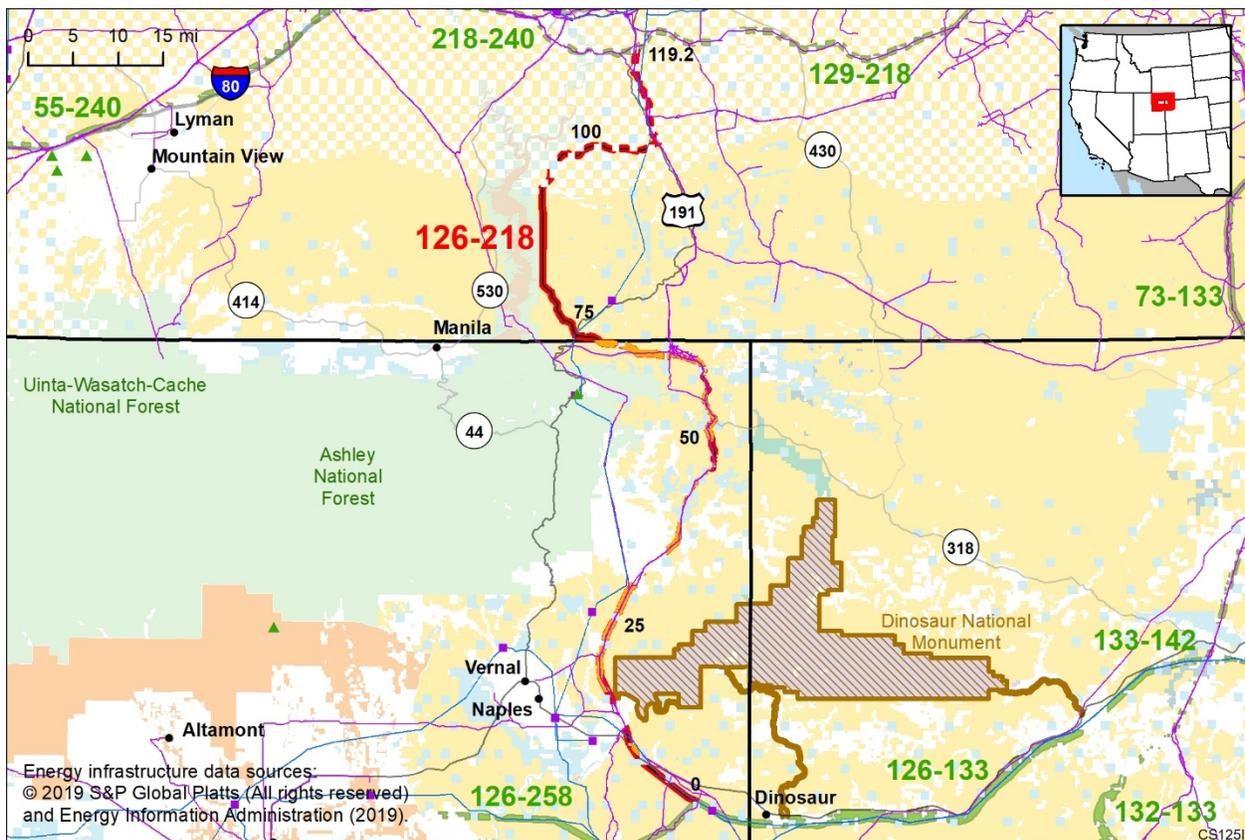


Figure 3.5-92. Corridor 126-218 and nearby electric transmission lines and pipelines (subject corridor in red).

Resource Management Plan

Vernal RMP (2008)
Green River RMP (1997)
UT GRSG ARMPA (2015)
WY GRSG ARMPA (2015)
Wyoming Pipeline Corridor Initiative ARMPA (2021)

Corridor width: 3,500 ft.

Designated use: underground only for most of the corridor; multi-modal for electric transmission from MP 0 to MP 16 and MP 108 to MP 119.

Recommended Corridor Modifications Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).
 - The corridor intersects the Browns Park ACEC, which is an avoidance area (NSO for leasing), between MP 49 and MP 57. The corridor designation and management prescription for the ACEC have conflicting management objectives. There is a need to provide clarification on the management prescriptions in the land use plan: options include revising the corridor, revising the ACEC boundary, or providing clarification that avoiding the ACEC has already been reviewed and the best method to meet the siting principles is through minimizing or mitigating impacts on a case-by-case basis.

At the time of the review, the existing corridor location (Figure 3.5-92) with the above changes is considered to be the best balance in meeting the siting principles. The corridor is west of the Sugarloaf Basin Management Area and avoids the Greater Red Creek ACEC. The corridor is within a ROW avoidance area but avoids a ROW exclusion area. There is no transmission capacity in the area to accommodate wind development, so any new wind energy development would require new transmission lines. Future energy need should inform whether a secondary route should be identified that follows the existing pipeline or transmission line. The corridor promotes efficient use of the landscape by providing a link to other Section 368 energy corridors (Corridors 129-218 and 218-240 to the north and Corridors 126-133 and 126-258 to the south), creating an interstate pathway for electrical and pipeline transmission between Utah and Wyoming. The Utah GRSG ARMPA designated almost the entire portion of the corridor in Region 3 underground only because it intersects PHMAs, minimizing potential impacts.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Address impacts on Dinosaur National Monument and other protected or sensitive resources, including paleontological resources, lands with wilderness characteristics, impacts on GRSG and visual resource impacts.
- Existing corridor borders Flaming Gorge NRA - concerns include water quality, pipelines, and visual concerns.
- Topography concerns both with existing corridor and alternative routes; steep topography could limit development.

- Realigning the corridor along either the existing pipeline or transmission line to the east would cross the Greater Red Creek ACEC, GRSG PHMA, and the Greater Little Mountain Area, which contains important big game habitat.
- Consider designating the corridor as underground-only to avoid impacts on GRSG and other resources.
- Corridor passes over Genesis Alkali underground mining areas between MP 25 and MP 35; underground mining may create ground movements in the corridor that could impact pipelines and power lines. BLM's process to authorize uses of these sections should ensure that the potential rights holders are informed in writing in this regard prior to acquiring any such rights.
- Delete corridor.
- Corridor crosses Greater Little Mountain area, a region that is being considered for special management in the ongoing Rock Springs Resource Management Plan revision and is highly valued by hunting-and-fishing enthusiasts.
- Corridor crosses PHMAs, big game habitat and the Greater Red Creek ACEC from MP 92 to MP 106.
- Large portions of this corridor do not follow existing disturbance, and development in the corridor would lead to unnecessary impacts on undeveloped lands and fragmentation of existing wildlife habitats in a place highly valued for its undeveloped nature.
- Because major portions of Corridor 126-218 south of the Wyoming/Colorado Border were undesignated through an RMP revision makes it completely unclear what the purpose and value of having the corridor on the Wyoming side of the border.
- The recommended revision would reduce impacts, but the corridor still conflicts with ACECs and lands with wilderness characteristics, specifically, the Greater Red Creek ACEC, the Red Creek Watershed ACEC, Clay Basin Camp lands with wilderness characteristics, and Sage Creek lands with wilderness characteristics. One impact of particular concern is sedimentation in waterways for the ACECs and trout fisheries.
- Realigning the corridor further east along the existing highway and pipeline is preferable because it would largely collocate with both an existing pipeline and Hwy 191, which would reduce impacts compared to following the existing transmission line. In addition, the corridor is underground only in this area.
- Restrict corridor to underground only, especially as any above ground infrastructure raises concerns south of the Wyoming/Colorado border in Browns Park.

These concerns should be considered during any land use planning revisions that would affect the corridor.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 126-218, specific issues that would be addressed through recommended IOP revisions or additions include:

- The Agencies could consider an IOP to provide guidance on the review process for lands with wilderness characteristic applications within corridors with incomplete inventories. The recommended IOP would assist with avoiding, minimizing, and/or mitigating impacts on lands with wilderness characteristics.
- Designated winter crucial habitat for big game species (Moose, Pronghorn Antelope, Bighorn Sheep, Elk, and Mule Deer) has been identified within the corridor. The Agencies could consider an IOP to help minimize impacts on migration corridors and habitats.
- The Four Trails Feasibility Study and the corridor intersect. The Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 126-218 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 126-258 (Vernal to Fort Duchesne Corridor)

Agency Jurisdiction

Utah County

Bureau of Land Management
Vernal Field Office

Uintah County

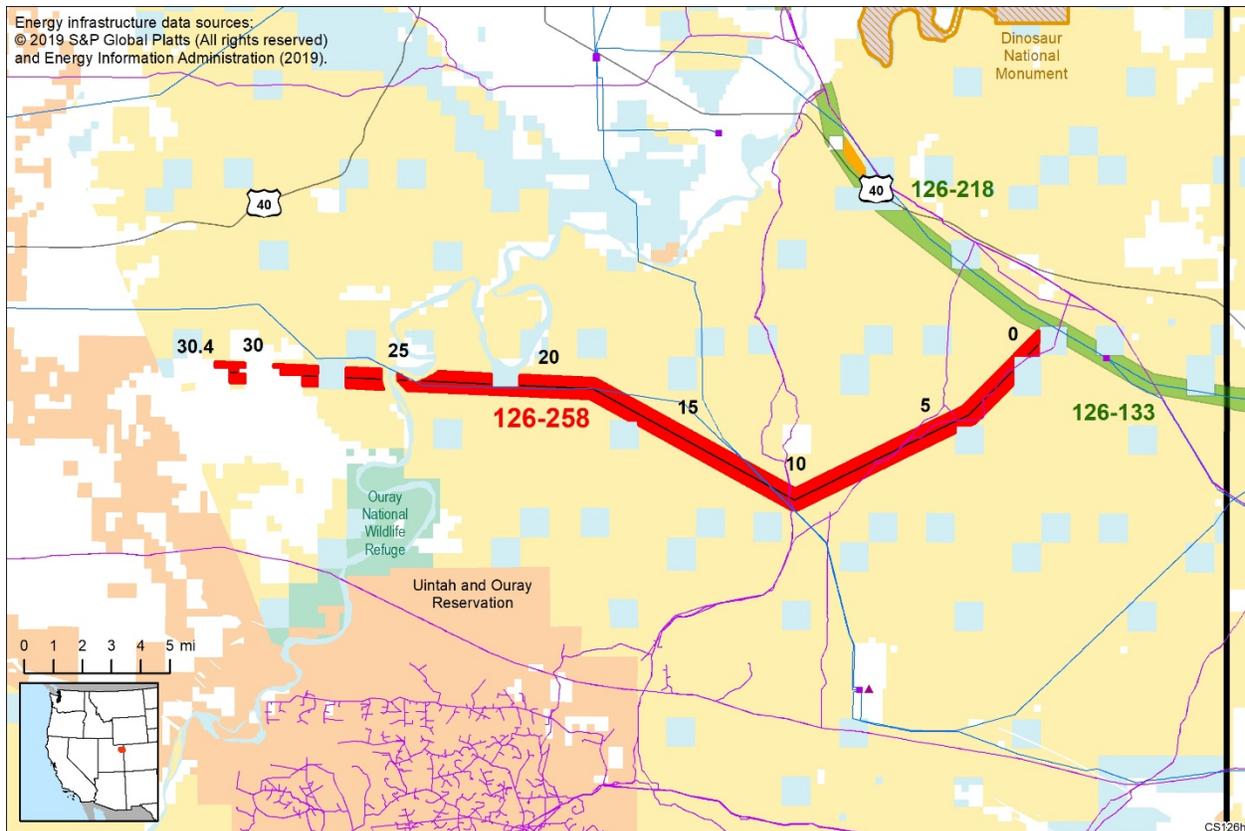


Figure 3.5-93a. Corridor 126-258 and nearby electric transmission lines and pipelines (subject corridor in red).

Resource Management Plan

Vernal RMP (BLM 2008h)

Corridor width: 3,500 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Modifications Summary and Rationale

- Revise the corridor from MP 3 to MP 17 and MP 24 to the end of the corridor to follow the authorized route for the TransWest Express Transmission Project (Figures 3.5-36b through e).

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy and technical standards for improved management (see Section 2.5).

At the time of the review, the existing corridor location (Figure 3.5-93a) with the above changes is considered to be the best balance in meeting the siting principles. The recommended corridor revision would maximize utility and minimize impacts through collocation with infrastructure, would avoid oil and gas infrastructure and topography concerns, and would minimize impacts on lands with wilderness characteristics. This recommended corridor revision would be dependent on the construction of TransWest Express. The corridor was identified as a corridor of concern in the Settlement Agreement regarding access to coal plants. The recommended corridor revision could provide a viable connectivity pathway to renewable and other energy generation, and would not terminate at the boundary with Indian trust lands.

Additional Stakeholder Input

No specific input was received during the Regions 4, 5, and 6 stakeholder workshops and no specific input was received on the Regions 2 and 3 Report or the Regions 4, 5, and 6 Report.

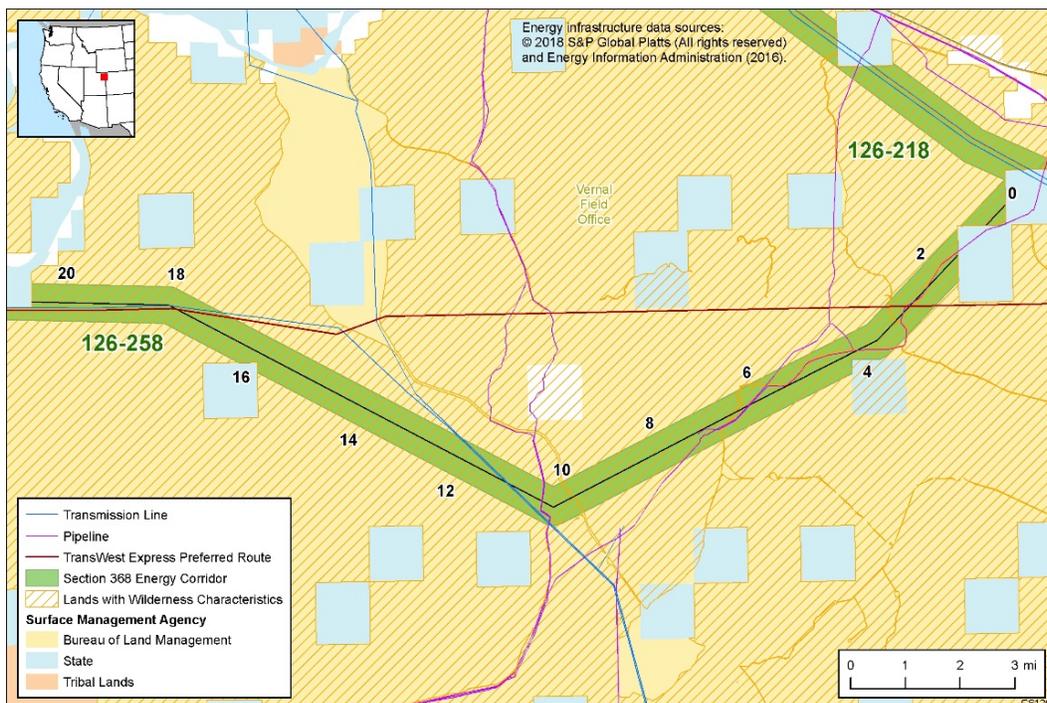


Figure 3.5-93b. Corridor 126-258, as designated (MP 0 to MP 18).

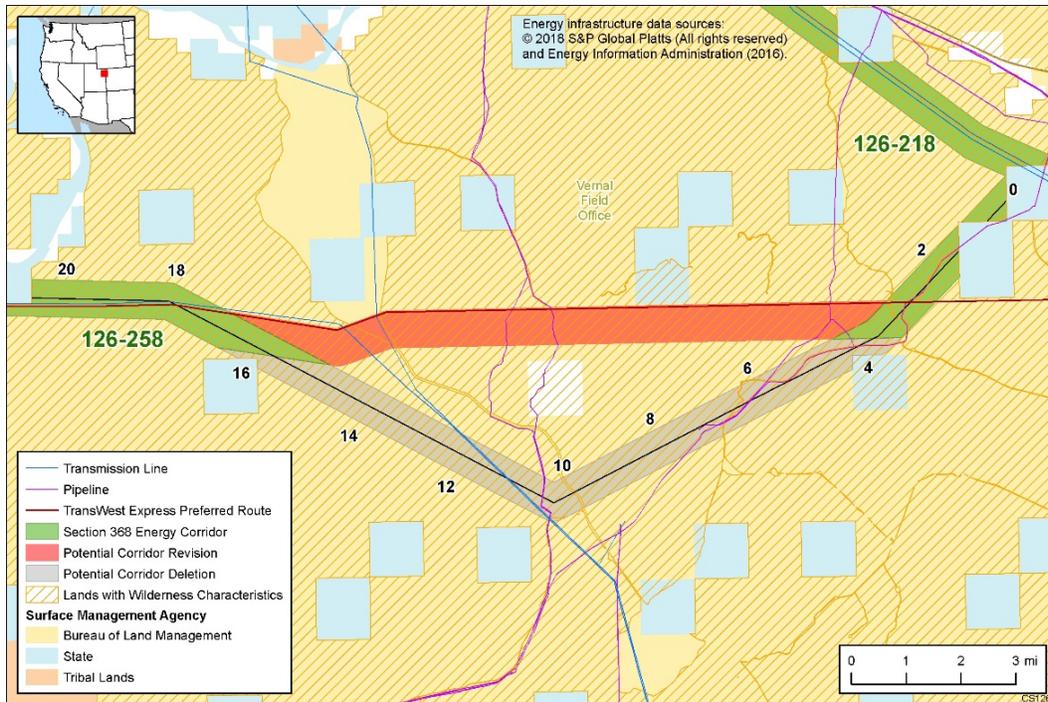


Figure 3.5-93c. Recommended Revision to Corridor 126-258 (MP 0 to MP 18).

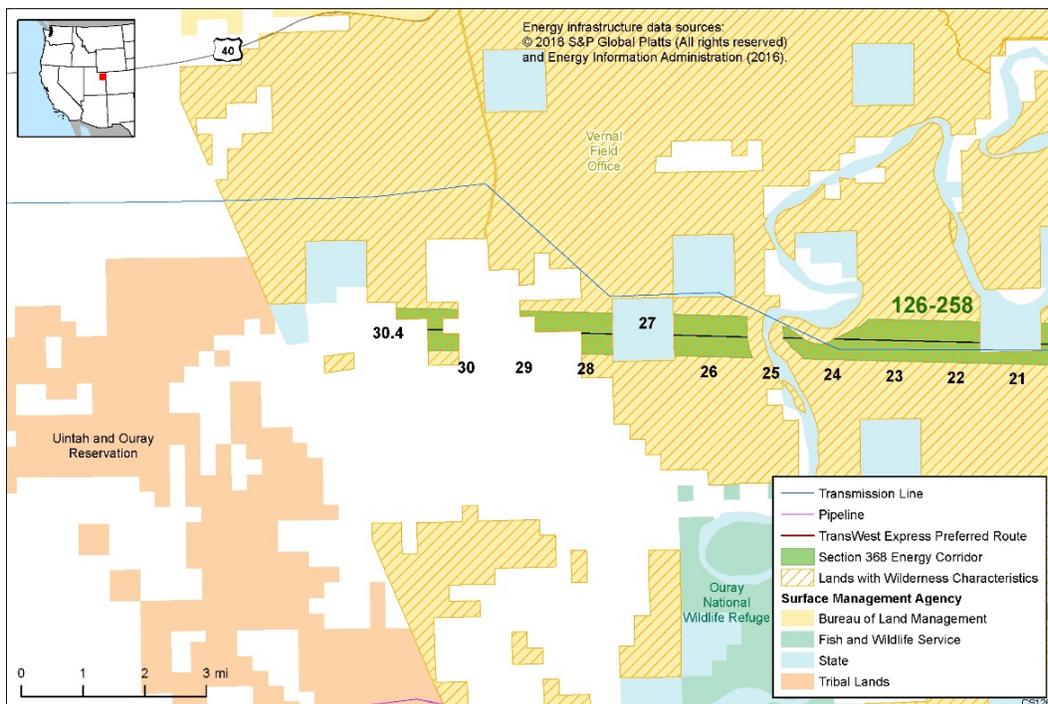


Figure 3.5-93d. Corridor 126-258, as designated (MP 24 to MP 30).

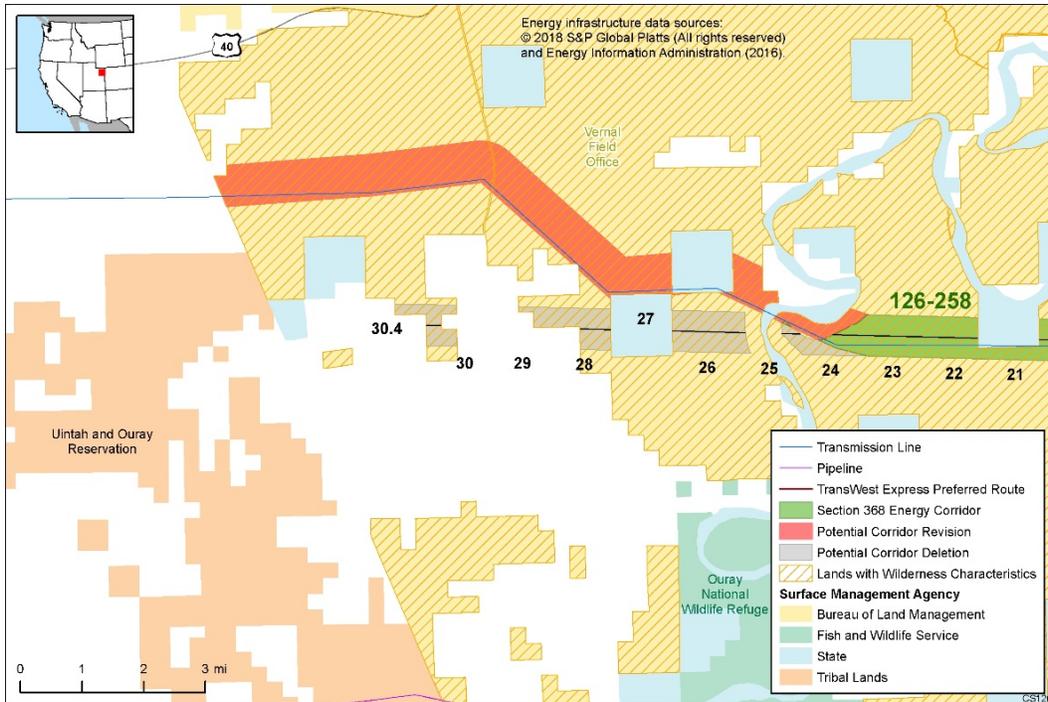


Figure 3.5-93e. Recommended Revision to Corridor 126-258 (MP 24 to MP 30).

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 126-258, no recommended IOP revisions or additions have been identified.

Corridor Abstract

Comprehensive background information and the Agency’s review and analysis of the existing corridor can be located in Corridor Abstract 126-258 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 129-218 (South Rock Springs Corridor)

Agency Jurisdictions

Bureau of Land Management
Rawlins Field Office
Rock Springs Field Office

Wyoming County

Sweetwater County

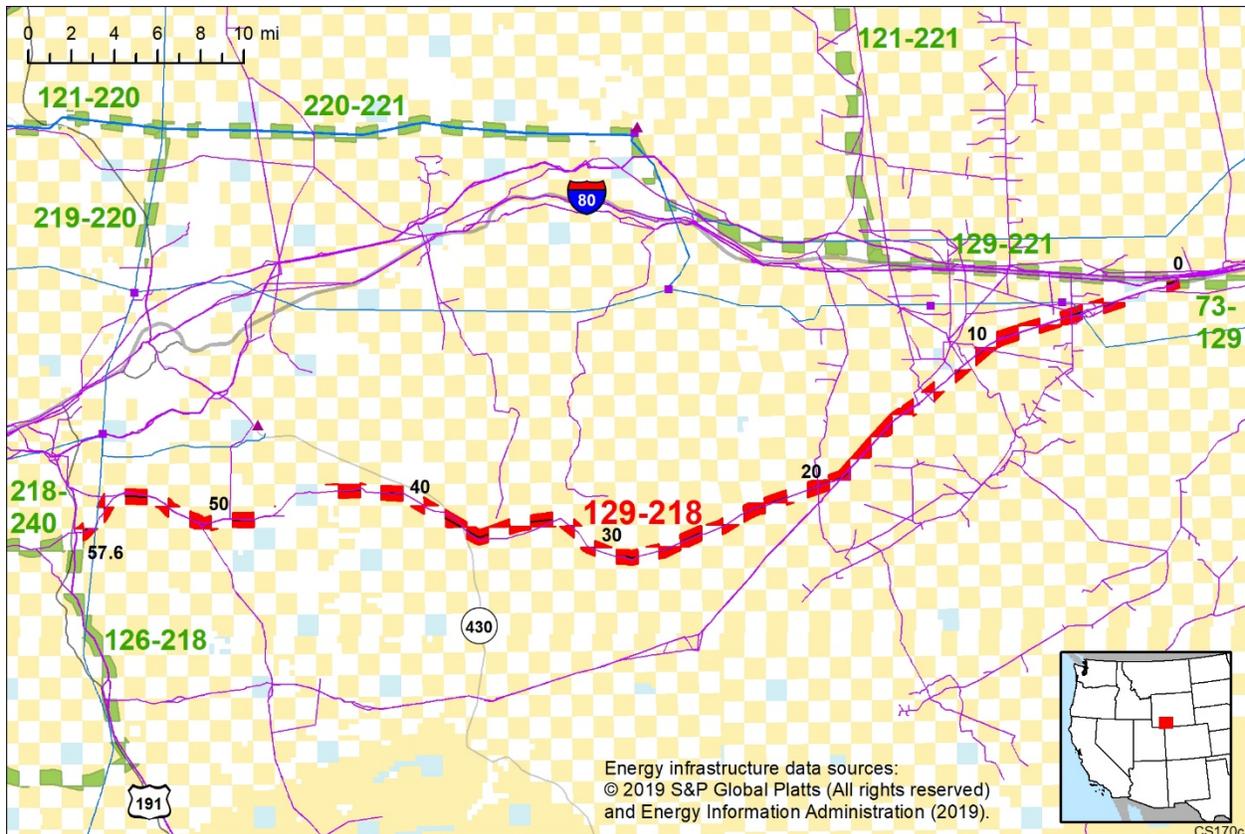


Figure 3.5-94. Corridor 129-218 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

- Green River RMP (1997)
- Rawlins RMP (2008)
- WY GRSG ARMPA (2015)
- Wyoming Pipeline Corridor Initiative ARMPA (2021)

Corridor width: 3,500 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

At the time of the review, the existing corridor location (Figure 3.5-94) is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a link to other Section 368 energy corridors (Corridors 218-240 and 126-218 to the west and Corridors 73-129 and 129-221 to the north and east), creating a continuous corridor network across southern Wyoming and into Utah across BLM- administered lands collocated with existing infrastructure (i.e., pipeline).

Additional Stakeholder Input

No specific input was received during the Regions 4, 5, and 6 stakeholder workshops and no specific input was received on the Regions 4, 5, and 6 Report.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 129-218, specific issues that would be addressed through recommended IOP revisions or additions include:

- The Four Trails Feasibility Study Trail and the corridor intersect. The Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 129-218 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 129-221 (Wyoming I-80 Connector Corridor)

Agency Jurisdictions

Bureau of Land Management
Rawlins Field Office
Rock Springs Field Office

Wyoming County

Sweetwater County

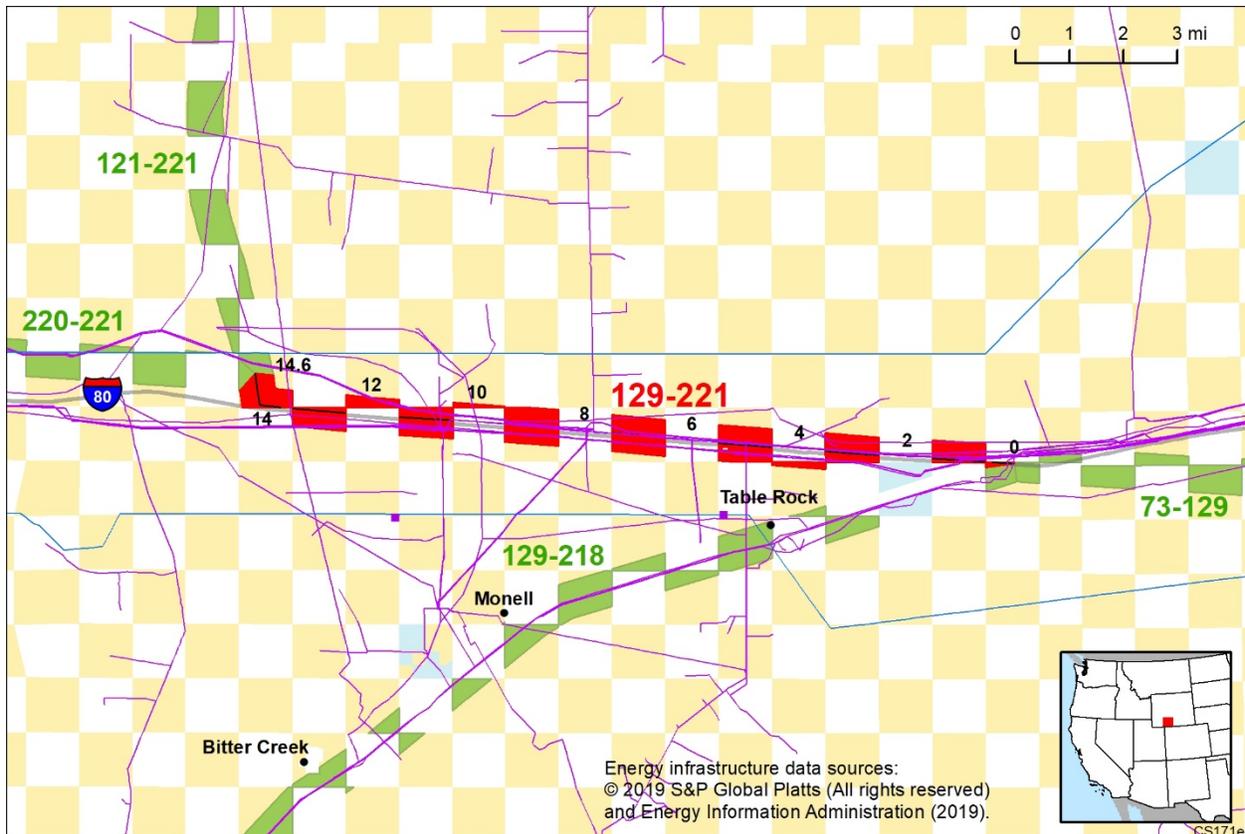


Figure 3.5-95a. Corridor 129-221 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

- Green River RMP (1997)
- Rawlins RMP (2008)
- WY GRSG ARMPA (2015)
- Wyoming Pipeline Corridor Initiative ARMPA (2021)

Corridor width: 3,500 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Enhancements Summary and Rationale

- Shift entire corridor to follow the recently authorized Gateway West transmission line (Figure 3.5-49c).
- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

At the time of the review, the existing corridor location (Figure 3.5-95a) with the above changes is considered to be the best balance in meeting the siting principles. The corridor provides an east-west pathway for energy transport through southern Wyoming across BLM-administered lands, and links multiple Section 368 energy corridors to create a continuous corridor network. The recommended revision is consistent with other recommended corridor revisions along the Gateway West route. It creates a preferred route for potential future energy development collocated with planned infrastructure and provides connectivity to renewable energy generation.

Additional Stakeholder Input

No specific input was received during the Regions 4, 5, and 6 stakeholder workshops and no specific input was received on the Regions 4, 5, and 6 Report.

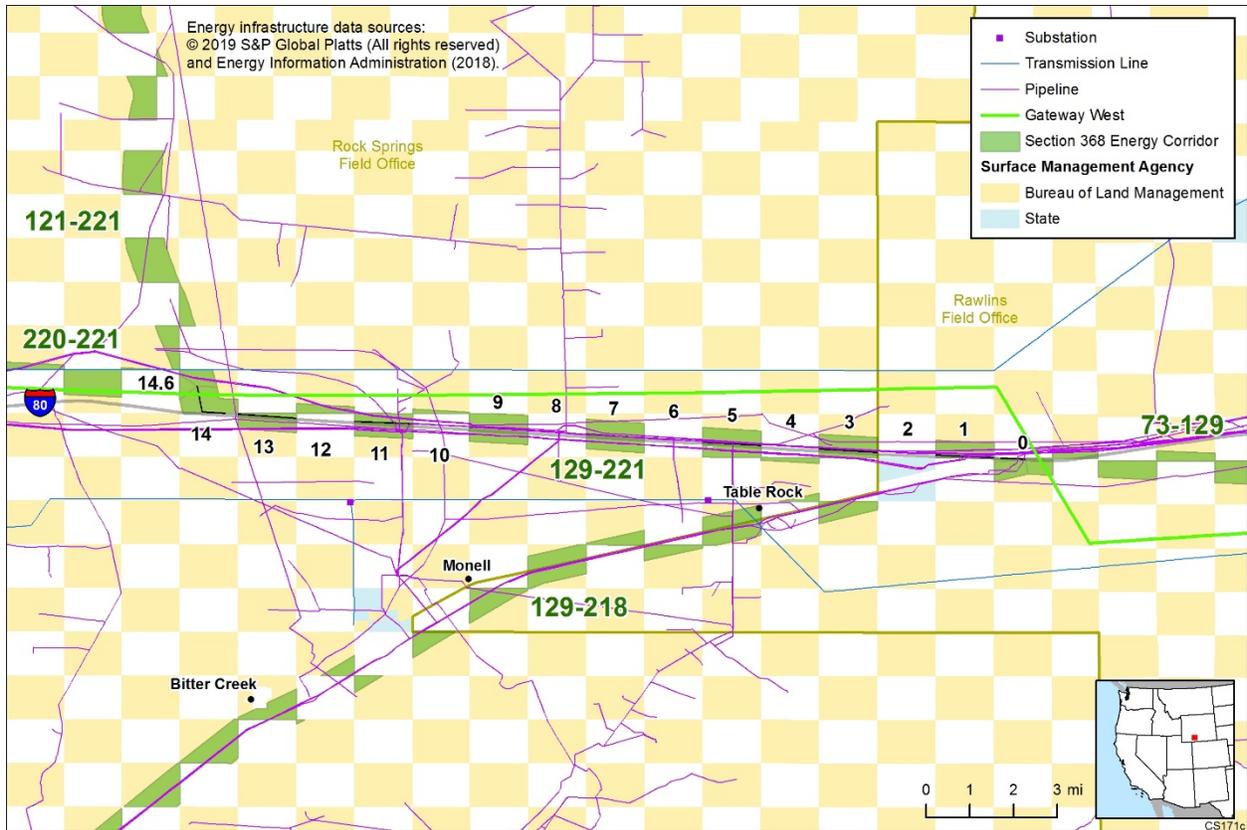


Figure 3.5-95b. Corridor 129-221, as designated

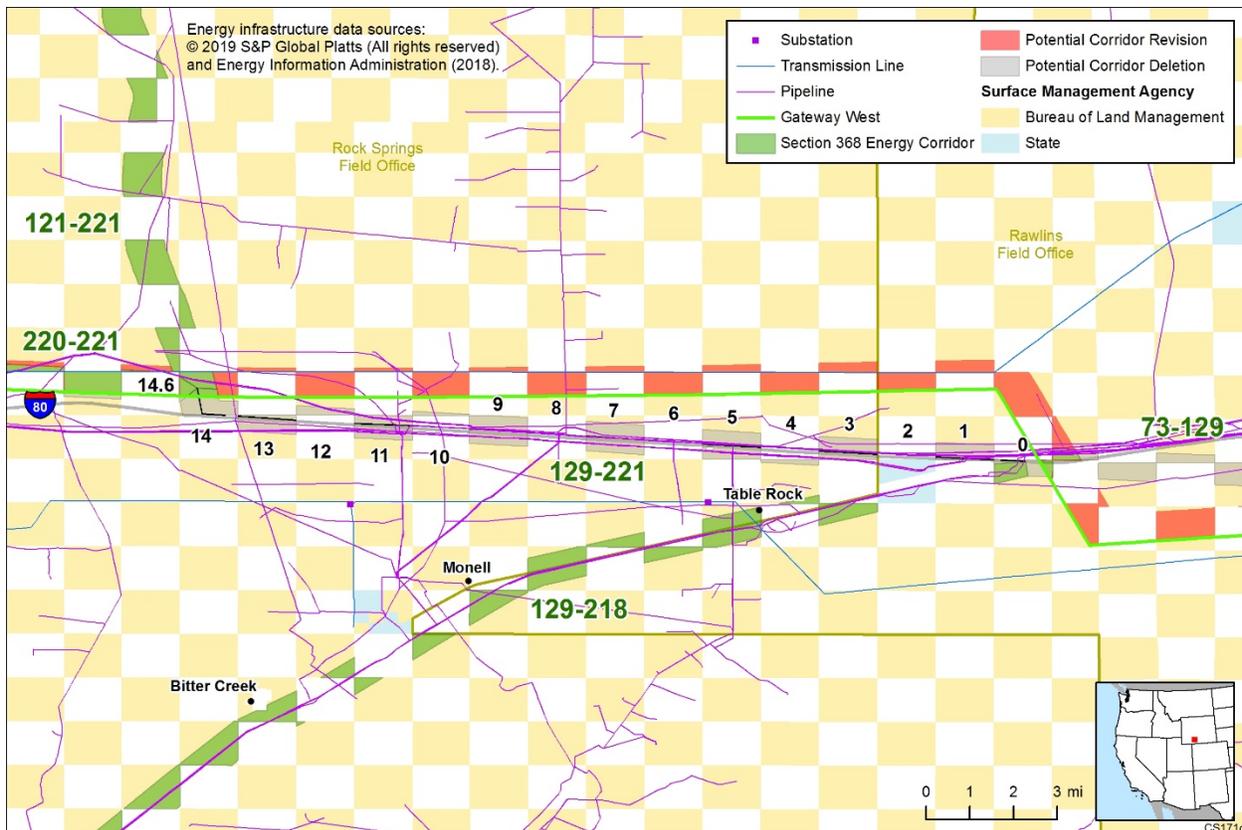


Figure 3.5-95c. Recommended Revision to Corridor 129-221

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 129-221, no recommended IOP revisions or additions have been identified.

Corridor Abstract

Comprehensive background information and the Agency’s review and analysis of the existing corridor can be located in Corridor Abstract 129-221 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 130-131(N)/130-131(S) (San Miguel Canyon)

Agency Jurisdictions

Bureau of Land Management
Tres Rios Field Office
Uncompahgre Field Office

Colorado Counties

Montrose County
San Miguel County

Forest Service

Grand Mesa, Uncompahgre, and Gunnison National Forest

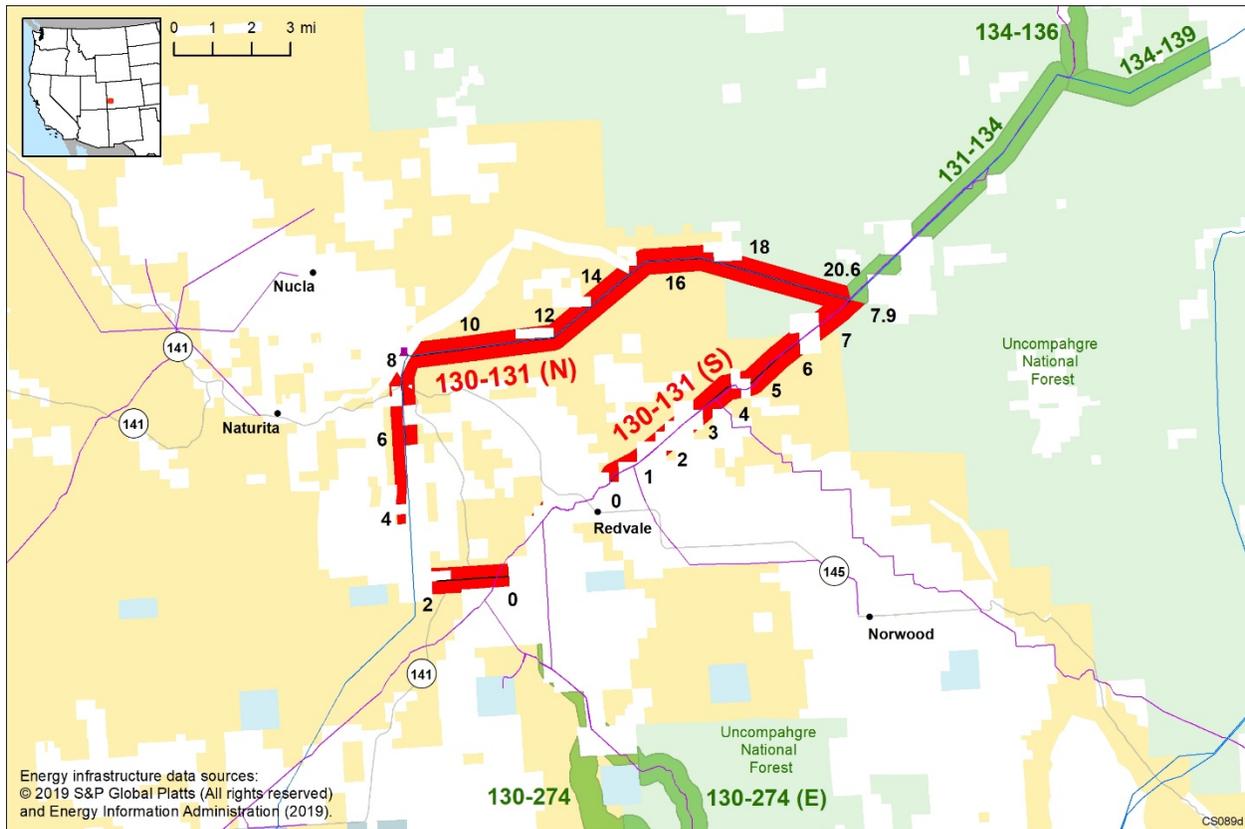


Figure 3.5-96. Corridor 130-131(N)/130-131(S) and nearby electric transmission lines and pipelines (subject corridor in red).

Land and Resource Management Plans

Tres Rios RMP (2015)

Uncompahgre Basin RMP (1989)

Grand Mesa, Uncompahgre, and Gunnison National Forests Amended LMP (1991)

Corridor width: 3,500 ft.

Designated use: Corridor 130-131(N) is designated electric only, while Corridor 130-131(S) is designated multi-modal for electric transmission and pipelines.

Recommended Corridor Modifications Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

At the time of the review, the existing corridor location (Figure 3.5-96) with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a northwest-southeast route for energy infrastructure in southwestern Colorado. The corridor maximizes utility and minimizes impact by collocating with existing infrastructure, including two electric pipelines for Corridor 130-131(N) and two natural gas pipelines for Corridor 130-131(S).

Additional Stakeholder Input

No specific input was received on the Regions 2 and 3 Report.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 130-131, no recommended IOP revisions or additions have been identified.

Corridor Abstract

Comprehensive background information and the Agencies' review and analysis of the existing corridor can be located in Corridor Abstract 130-131 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 130-274/130-274(E) (San Juan/San Miguel Corridor)

Agency Jurisdictions

Bureau of Land Management

Tres Rios Field Office
Uncompahgre Field Office

Forest Service

Grand Mesa, Uncompahgre, and Gunnison National Forests
San Juan National Forest

Colorado Counties

Dolores County
Montezuma County
San Miguel County

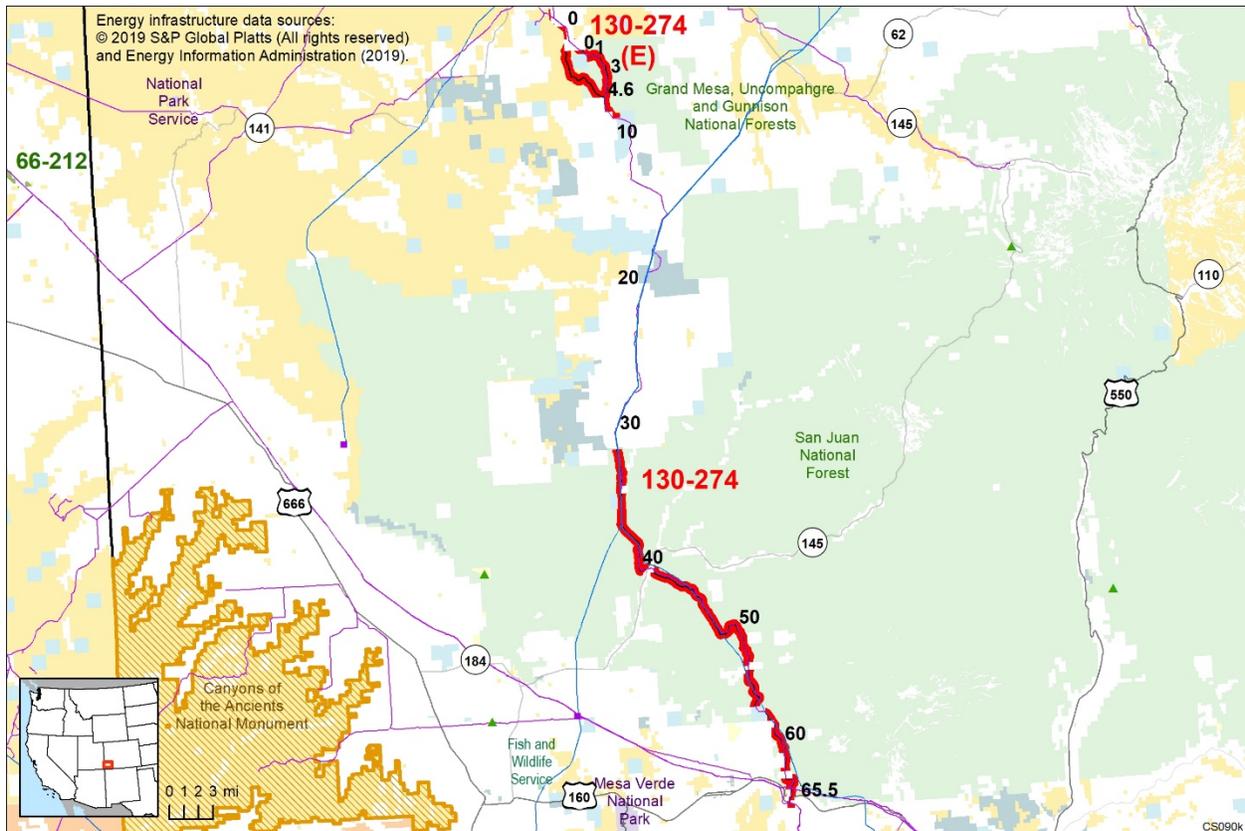


Figure 3.5-97a. Corridor 130-274/130-274(E) and nearby electric transmission lines and pipelines (subject corridor in red).

Land and Resource Management Plans

Tres Rios RMP (2015)

Uncompahgre Basin RMP (1989)

Grand Mesa, Uncompahgre, and Gunnison National Forest Amended LMP (1991)

San Juan National Forest and Proposed Tres Rios Field Office LMP (2013)

Corridor width: 3,500 ft.

Designated use: Corridor 130-274 is designated multi-modal for electric transmission and pipelines, while Corridor 130-274(E) is designated underground-only.

Recommended Corridor Modifications Summary and Rationale

- Partially delete Corridor 130-274 (MP 0 to MP 32). This corridor portion does not contain existing infrastructure and has not served as a preferred pathway to support electrical transmission infrastructure over the past 10 years.
- Delete Corridor 130-274 (E) (Figures 3.5-97b and c).
Add a new corridor west of Corridor 130-274 following the 230-kV transmission line and county road (see *San Miguel/Dolores Corridor Addition Summary*).
Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

The recommended corridor revisions listed above would address corridor of concern issues and promote efficient use of the landscape by maintaining a north-south energy pathway in western Colorado. The recommended deletion of Corridor 130-274 would minimize potential impacts on conservation easements on private land to protect GuSG and would also minimize potential impacts on scenery values in this area. Without Corridor 130-274, Corridor 130-274 (E) is an isolated parcel that does not promote efficient use of the landscape or maximize utility. However, the recommended corridor addition would maximize utility by providing future capacity (mile-wide corridor) and encouraging the collocation of future infrastructure. The route for the recommended corridor addition promotes efficient use of the landscape through the inclusion of more Federal land, which follows pre-disturbed areas (230-kV transmission line and a county road).

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Support recommended corridor revision to reduce fragmentation of critical habitat for GuSG.
- The designated corridor conflicts with conserved land and land managed by Colorado Parks and Wildlife for GuSG in State Wildlife Areas.
- The existing infrastructure is not a valid precedent for future ROWs. The existing infrastructure was constructed decades before the recognition of the GuSG as a distinct grouse species in 2000, was constructed prior to the listing of the GuSG as a threatened species protected by the ESA, and prior to the designation of critical habitat in 2014. The recommended deletion and addition for Corridors 130-274/130-274(E) will still have approximately 4 miles of conflict with GuSG habitat, but Tri-State has successfully completed the NEPA and a line upgrade post-GuSG listing.

These concerns should be considered during any land use planning revisions that would affect the corridor.

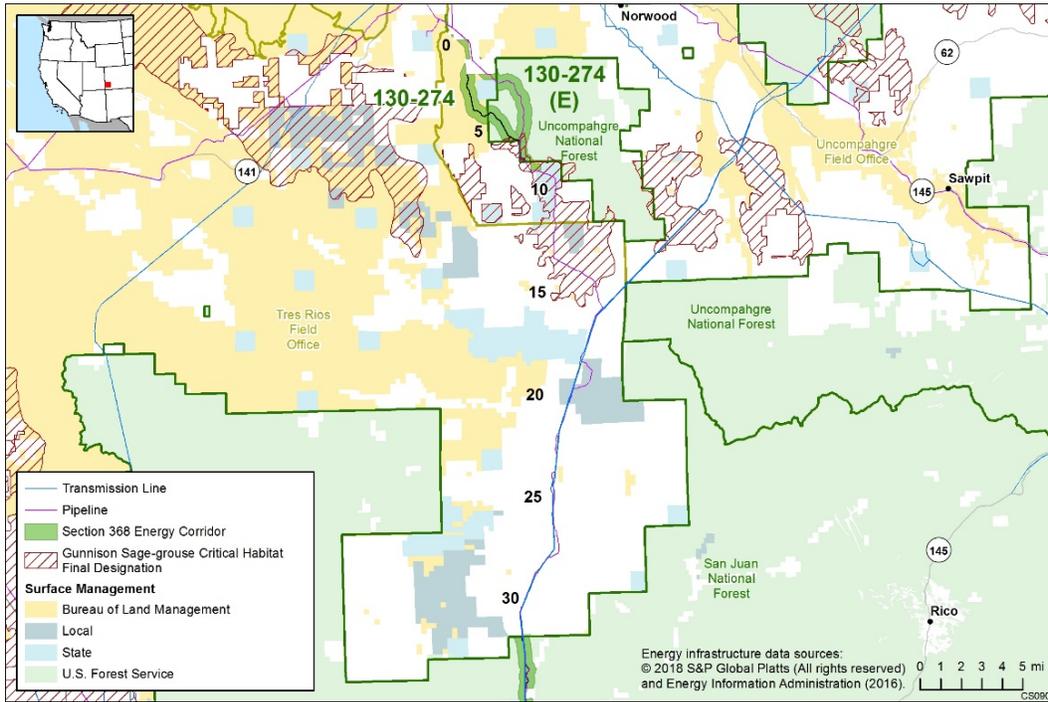


Figure 3.5-97b. Corridor 130-274 and Corridor 130-274(E), as designated.

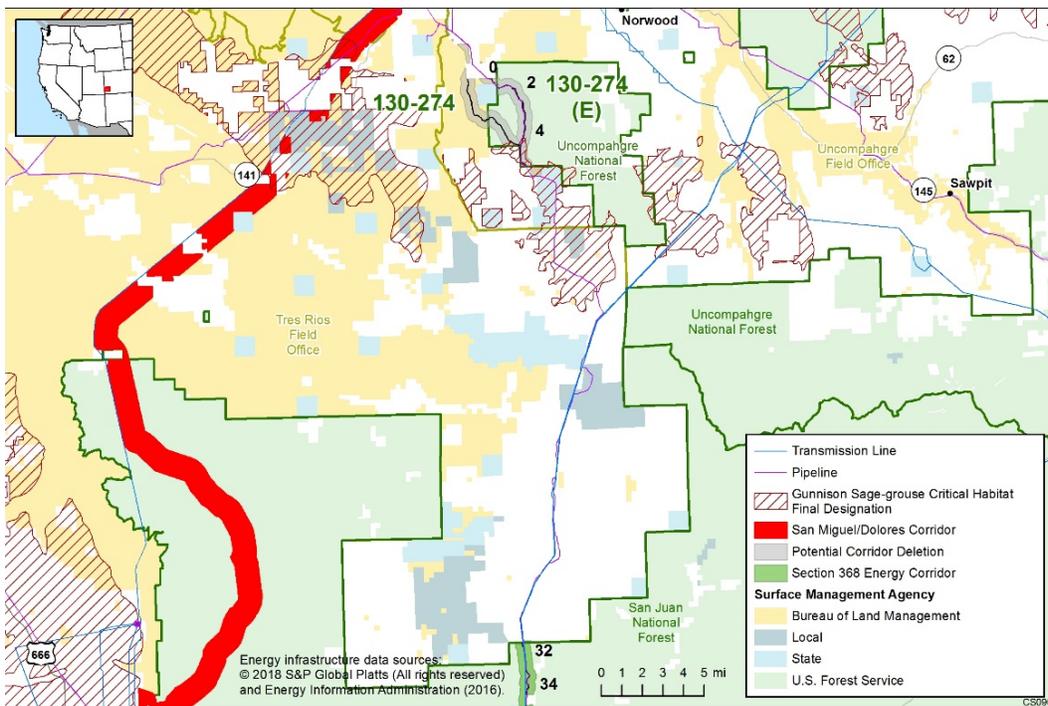


Figure 3.5-97c. Recommended Revision to Corridor 130-274 and Corridor 130-274(E).

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 130-274/130-274(E), specific issues that would be addressed through recommended IOP revisions or additions include:

- The Old Spanish NHT intersects the corridor. Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.
- The Agencies could consider IOPs for inventoried roadless areas, lands with wilderness characteristics, and visual resources to ensure appropriate consideration occurs within the review process for future use or development(s) within the energy corridor.

Corridor Abstract

Comprehensive background information and the Agencies' review and analysis of the existing corridor can be located in Corridor Abstract 130-274/130-274(E), which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 131-134 (Montrose-Nucla Connector)

Agency Jurisdictions

Forest Service

Grand Mesa, Gunnison, and Uncompahgre National Forest

Colorado County

Montrose County

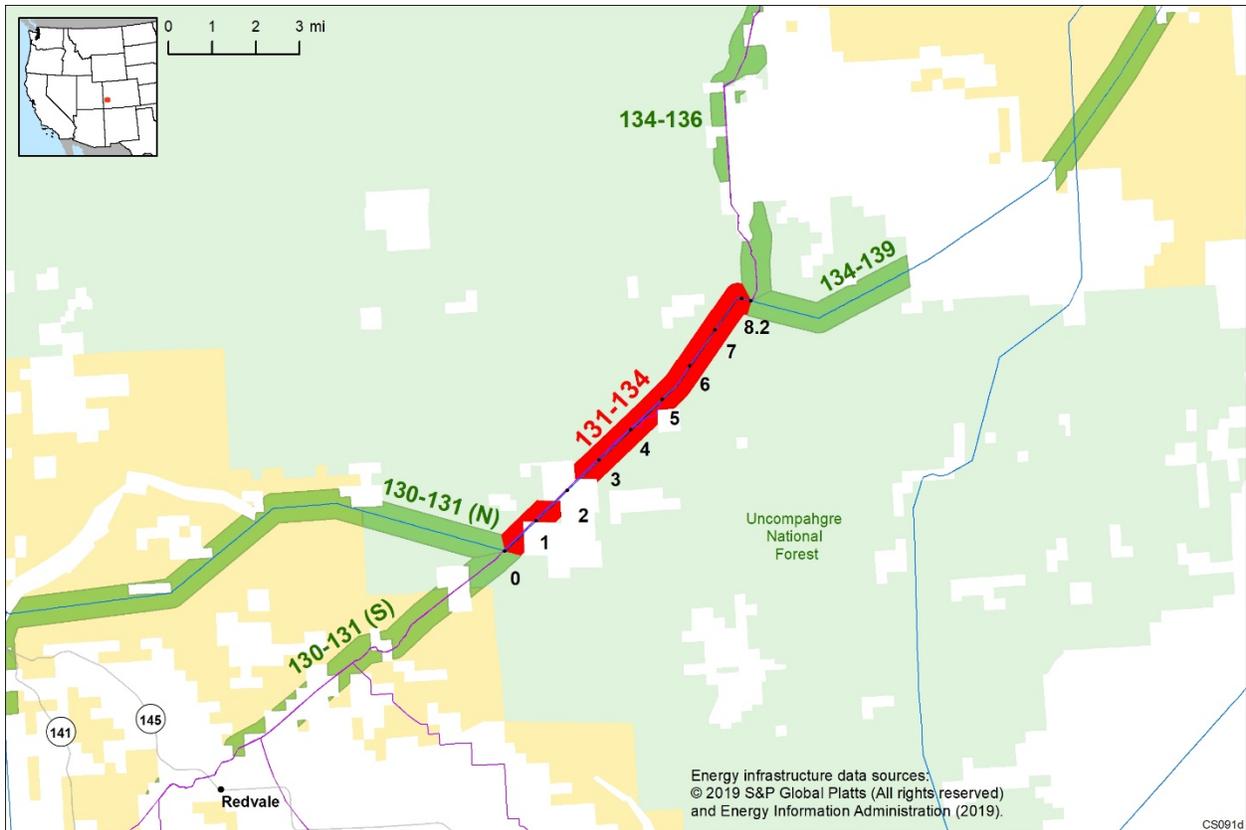


Figure 3.5-98. Corridor 131-134 and nearby electric transmission lines and pipelines (subject corridor in red).

Land and Resource Management Plan

Grand Mesa, Uncompahgre, and Gunnison National Forests Amended LMP (1991)

Corridor width: 3,500 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Modifications Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

At the time of the review, the existing corridor location (Figure 3.5-98) with the above changes is considered to be the best balance in meeting the siting principles. The designated corridor promotes efficient use of the landscape because it provides a west-east route for energy infrastructure across the Uncompahgre National Forest. The corridor maximizes utility and minimizes impact by collocating with existing infrastructure.

Additional Stakeholder Input

No specific input was received on the Regions 2 and 3 Report.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 131-134, no recommended IOP revisions or additions have been identified.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 131-134 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 132-133 (De Beque to Maybell Corridor)

Agency Jurisdiction

Bureau of Land Management

Grand Junction Field Office
Little Snake Field Office
White River Field Office

Colorado Counties

Garfield County
Mesa County
Moffat County
Rio Blanco County

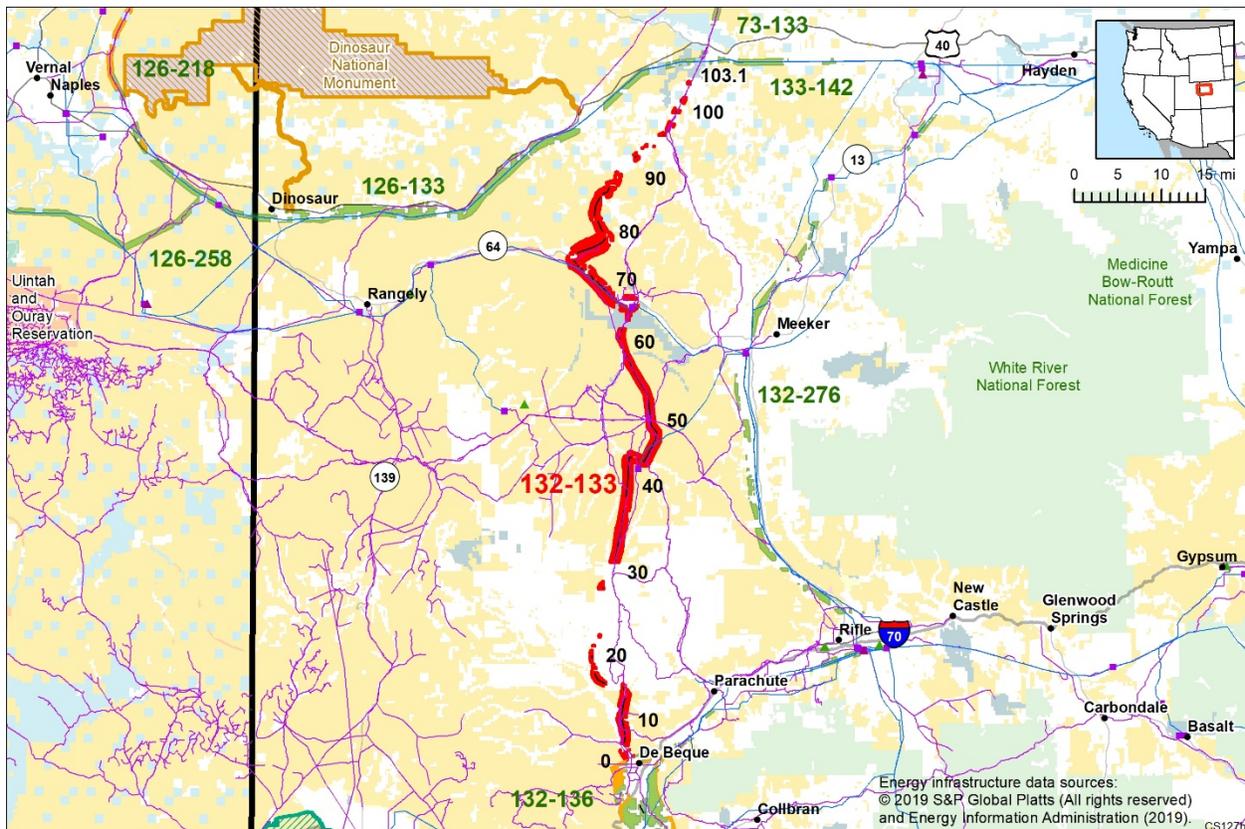


Figure 3.5-99a. Corridor 132-133 and nearby electric transmission lines and pipelines (subject corridor in red).

Resource Management Plans

Grand Junction RMP (2015)
Little Snake RMP (2011)
White River RMP (1997)
Roan Plateau Planning Area ROD and ARMPA (2016)

Corridor width: variable from 2,250 to 10,500 ft.
Designated use: underground-only.

Recommended Corridor Modifications Summary and Rationale

- Shift the corridor between MP 6 to MP 9 to the east in order to occupy BLM-administered lands (Figures 3.5-99b and c).
- Where the corridor has existing transmission lines (MP 97 to MP 103), designate the corridor multi-modal to allow for upgrades to the existing transmission lines.
- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Implement minor adjustments to avoid environmentally sensitive areas.
 - Shift corridor slightly in areas where the corridor slightly overlaps lands with wilderness characteristics so that the existing infrastructure becomes the boundary rather than the centerline. For example, shift the corridor west to avoid lands with wilderness characteristics between MP 59 and MP 63. The Agencies should consider aligning the existing transmission line as the eastern boundary of the recommended corridor revision to avoid the lands with wilderness characteristics.
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

At the time of the review, the existing corridor location (Figure 3.5-99a) with the above changes is considered to be the best balance in meeting the siting principles. This recommended corridor revision would maximize utility and minimize impacts: it would connect a gap in the designated corridor, maximize utility of the corridor increasing the amount of BLM land within the corridor, and continue to avoid the South Shale Ridge ACEC. The Grand Junction RMP narrowed the corridor to eliminate conflict with the South Shale Ridge and Pyramid Rock ACECs. Within the Roan Plateau Planning Area, GHMAs are managed as avoidance areas for major transmission lines greater than 100 kV and pipelines greater than 24 inches.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- The corridor overlaps higher wildlife transportation conflicts (priority percentiles from 70-94%) from MP 45 to MP 62.

These concerns should be considered during any land use planning revisions that would affect the corridor.

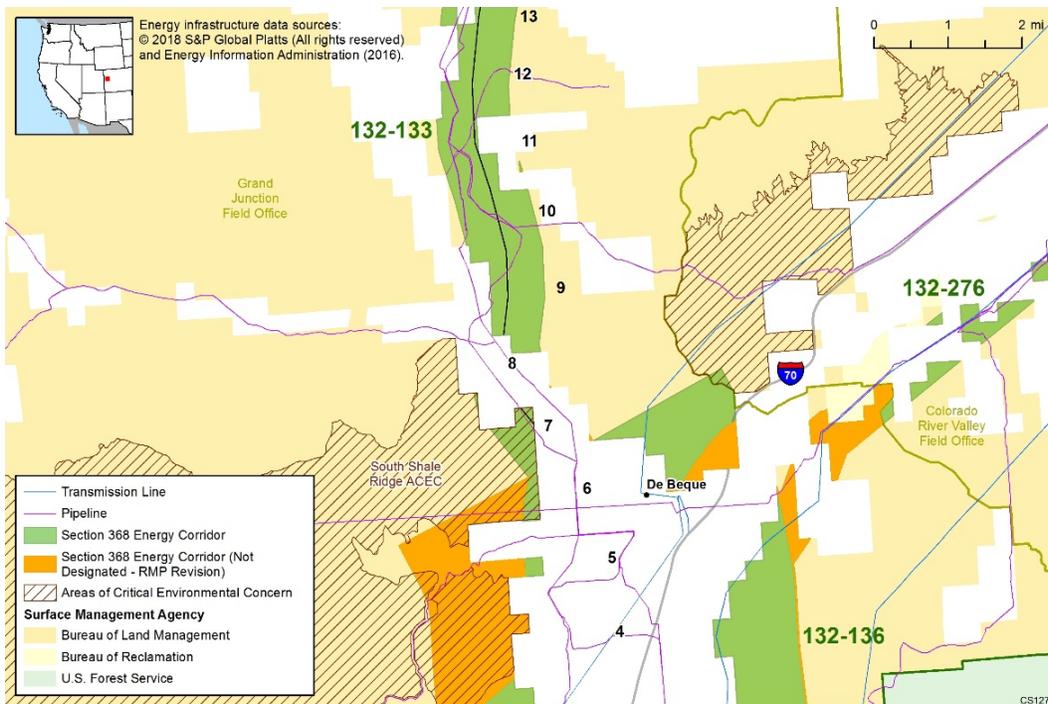


Figure 3.5-99b. Corridor 132-133, as designated (MP 6 to MP 9).

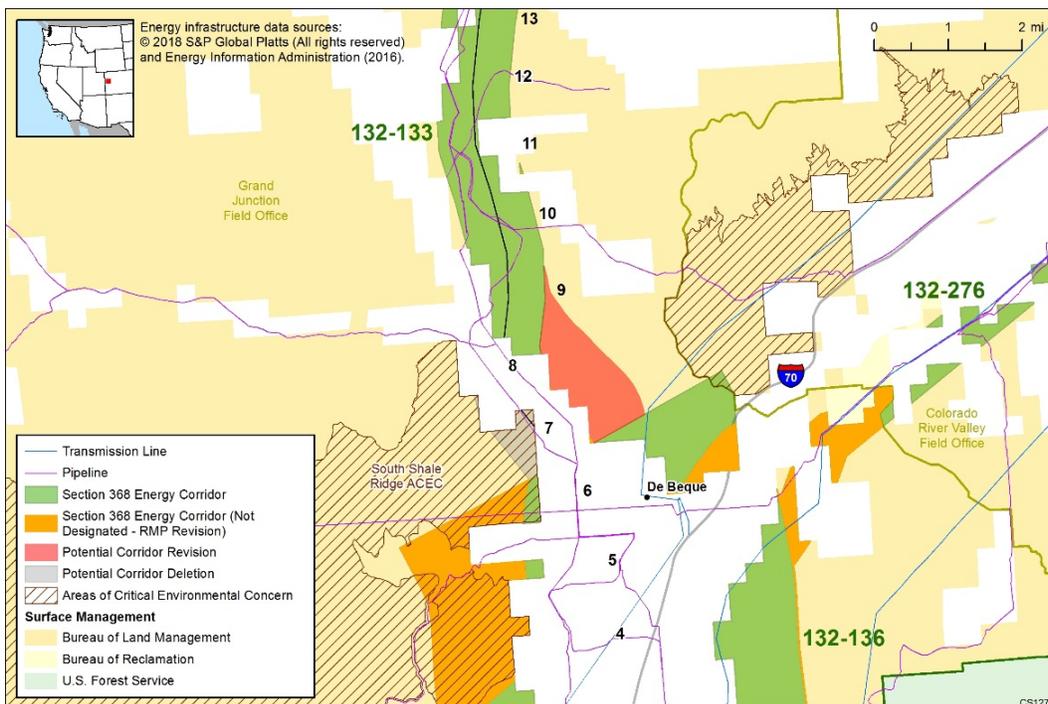


Figure 3.5-99c. Recommended Revision to Corridor 132-133 (MP 6 to MP 9).

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 132-133, no recommended IOP revisions or additions have been identified.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 132-133 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 132-136 (De Beque to Montrose)

Agency Jurisdiction

Bureau of Land Management
Grand Junction Field Office
Uncompahgre Field Office

Colorado Counties

Delta County
Mesa County
Montrose County

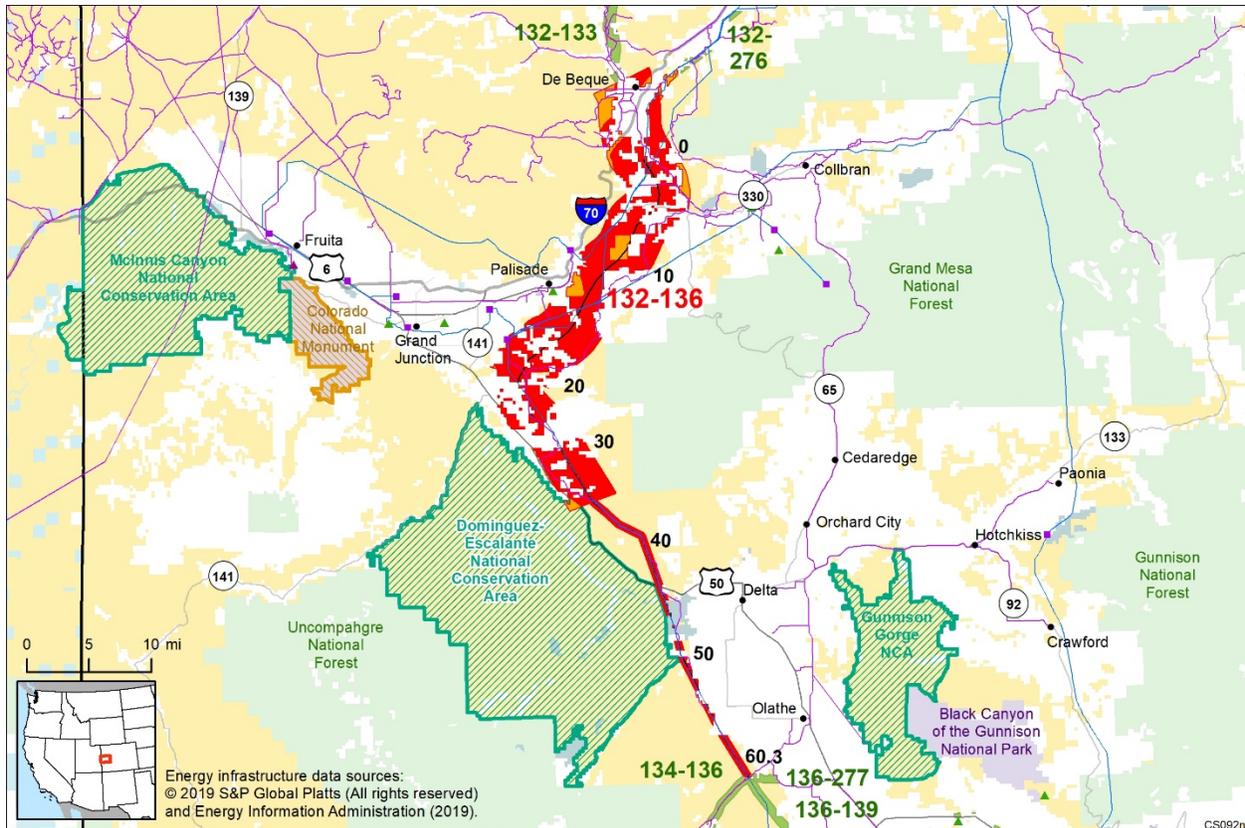


Figure 3.5-100. Corridor 132-136 and nearby electric transmission lines and pipelines (subject corridor in red).

Resource Management Plans

- Grand Junction RMP (2015)
- Uncompahgre Basin RMP (1989)
- Dominguez-Escalante NCA RMP (2017)

Corridor width: 21,200 to 26,400 ft between MP 0 to MP 34, remainder of the corridor 3,500 ft.
Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Modifications Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).
 - VRM Class II areas intersect the corridor at several locations. Future development within the corridor could be limited as VRM Class II allows for low-level of change to the characteristic landscape. There is an opportunity to revise the corridor, revise the VRM class within the corridor, or collocate future projects as close to existing infrastructure as feasible.

At the time of the review, the existing corridor location (Figure 3.5-100) with the above changes is considered to be the best balance in meeting the siting principles. The corridor maximizes utility and minimizes impacts by avoiding the ACEC and allowing for future development within the wide corridor. The Grand Junction RMP narrowed the corridor to avoid ACECs and the Dominguez-Escalante NCA RMP removed a portion of the corridor within the NCA, minimizing potential impacts.

Additional Stakeholder Input

No specific input was received on the Regions 2 and 3 Report.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 132-136, specific issues that would be addressed through recommended IOP revisions or additions include:

- The Old Spanish NHT intersects or is adjacent to the corridor. Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.
- Wildlife migration corridors have been identified within the corridor. The Agencies could consider an IOP to help minimize impacts on wildlife migration corridors and habitats.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 132-136 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 132-276 (De Beque-Rifle-Craig Corridor)

Agency Jurisdiction

Bureau of Land Management
Colorado River Valley Field Office
Grand Junction Field Office
Little Snake Field Office
White River Field Office

Colorado Counties

Garfield County
Mesa County
Moffat County
Rio Blanco County

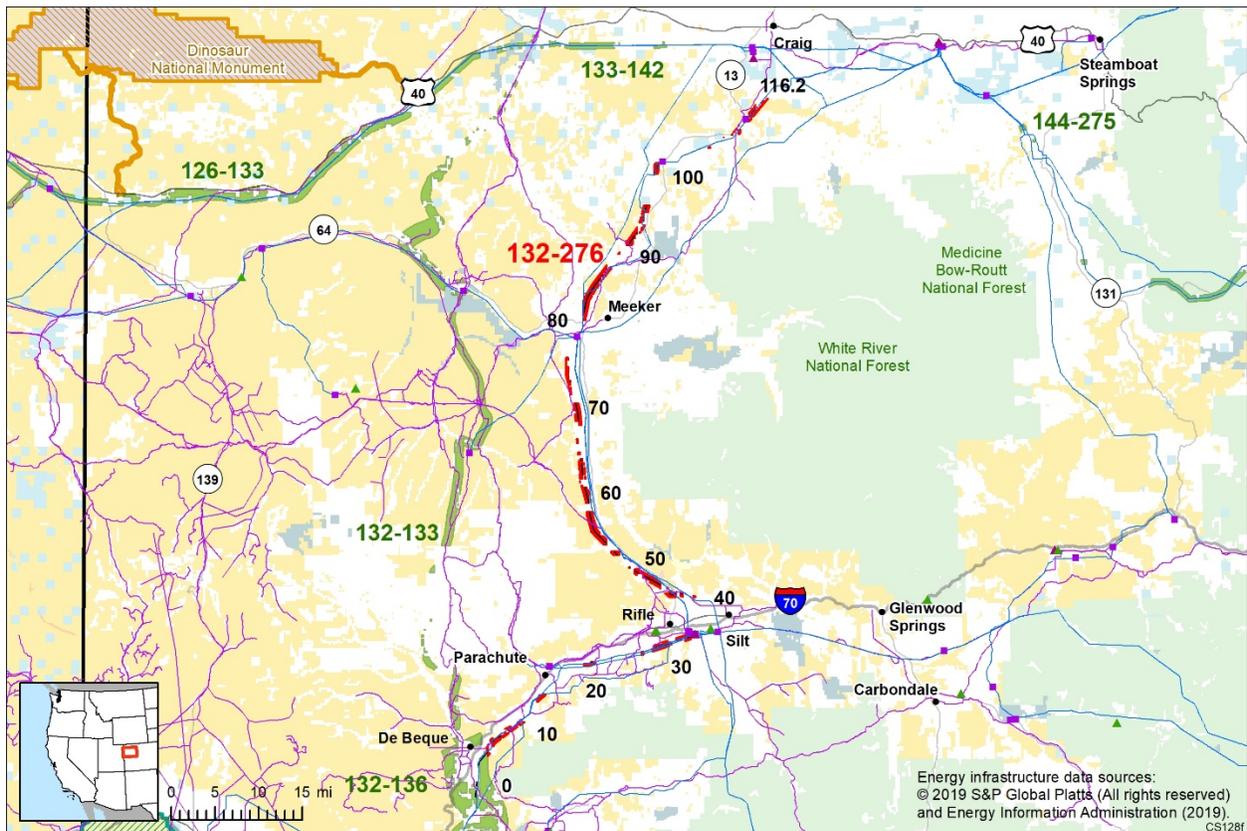


Figure 3.5-101a. Corridor 132-276 and nearby electric transmission lines and pipelines (subject corridor in red).

Resource Management Plans

Colorado River Valley RMP (2015)
Grand Junction RMP (2015)
Little Snake RMP (2011)
White River RMP (1997)
Roan Plateau Planning Area ROD and ARMPA (2016)

Corridor width: 3,500 ft.

Designated use: electric only for most of its length, although the portion of the Colorado River Valley FO is designated multi-modal for electric transmission and pipelines.

Recommended Corridor Modifications Summary and Rationale

- Revise the corridor along the existing 345-kV transmission line from MP 60 to MP 103 (Figures 3.5-101b and c). To maximize use of BLM-administered land, the BLM should consider aligning the existing transmission line as the eastern boundary of the recommended corridor revision from MP 60 to MP 80 and the western boundary from MP 80 to MP 103.
- Implement minor adjustments to avoid environmentally sensitive areas.
 - Shift the corridor slightly to the east between MP 53 and MP 54 to retain capacity within the corridor on BLM-administered land and avoid the Magpie Gulch ACEC, which only intersects a portion of the corridor width at this location
- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).
 - VRM Class II areas intersect portions of the corridor. Future development within the corridor could be limited as VRM Class II areas allow for low-level changes to the characteristic landscape. The corridor designation and VRM class have conflicting management objectives. There is an opportunity to revise the corridor or to revise the VRM class where it intersects the corridor.

At the time of the review, the existing corridor location (Figure 3.5-101a) with the above changes is considered to be the best balance in meeting the siting principles. The recommended corridor revision improves corridor utility and minimizes impact by collocating with existing infrastructure and avoiding the Magpie Gulch ACEC. The recommended corridor revision also avoids mining operations and state lands. The corridor promotes efficient use of the landscape by providing a pathway for energy transport, particularly electricity transmission and gas pipelines, through a portion of northwest Colorado. The corridor supports connectivity to multiple energy generation sources. There are two solar power plants within two miles of the corridor. The Roan Plateau Planning Area ARMPA states that GHMAs will be managed as avoidance areas for major transmission lines greater than 100 kV and pipelines greater than 24 inches.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- The northern part of this corridor is situated in a heavy wildlife migration corridor including Craig to Meeker, and to a lesser extent Meeker to Rifle. There are several segments of highway near Corridor 132-276 that are identified as Colorado Department of Transportation top 5% priority between Craig and Rifle.

- The southern portion of this corridor is adjacent to Interstate 70, which currently has near full coverage of exclusion fencing and multiple below grade crossings to reduce animal transportation conflicts.

These concerns should be considered during any land use planning revisions that would affect the corridor.

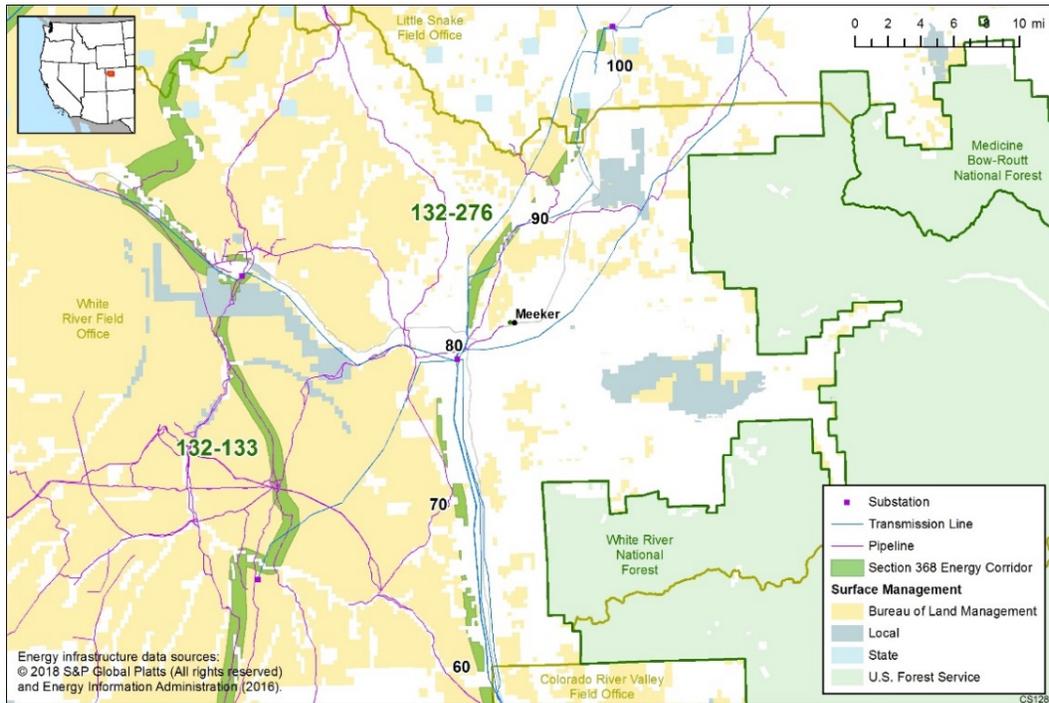


Figure 3.5-101b. Corridor 132-276, as designated

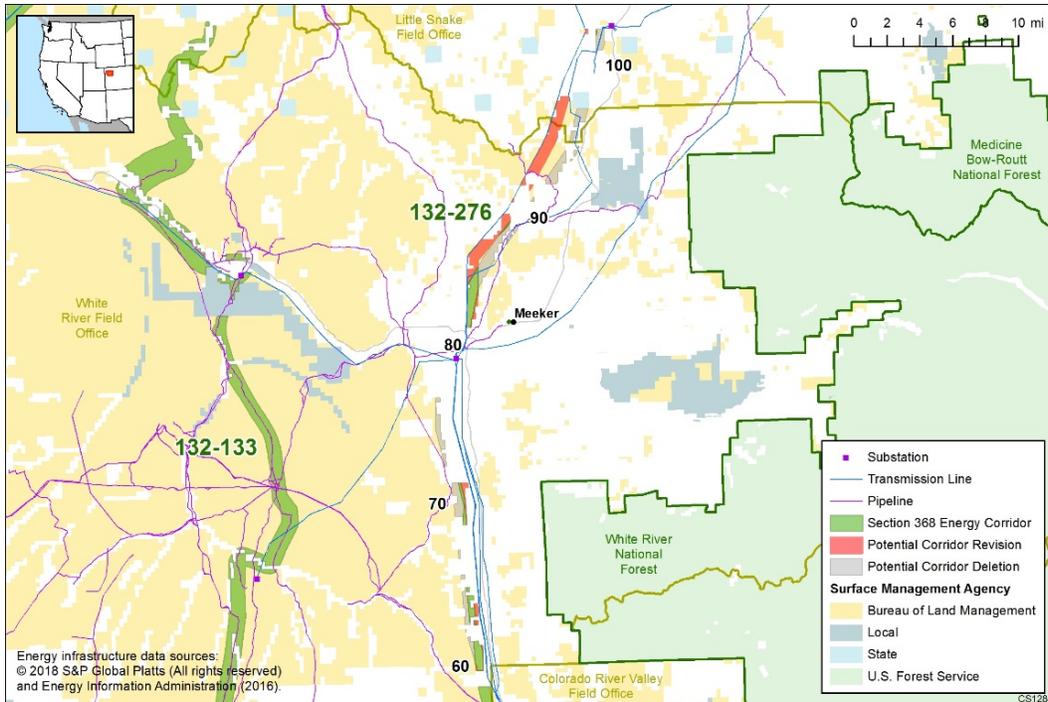


Figure 3.5-101c. Recommended Revision to Corridor 132-276

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 132-276, no recommended IOP revisions or additions have been identified.

Corridor Abstract

Comprehensive background information and the Agency’s review and analysis of the existing corridor can be located in Corridor Abstract 132-276 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 133-142 (Maybell to Craig Corridor)

Agency Jurisdiction

Colorado County

Bureau of Land Management
Little Snake Field Office

Moffat County

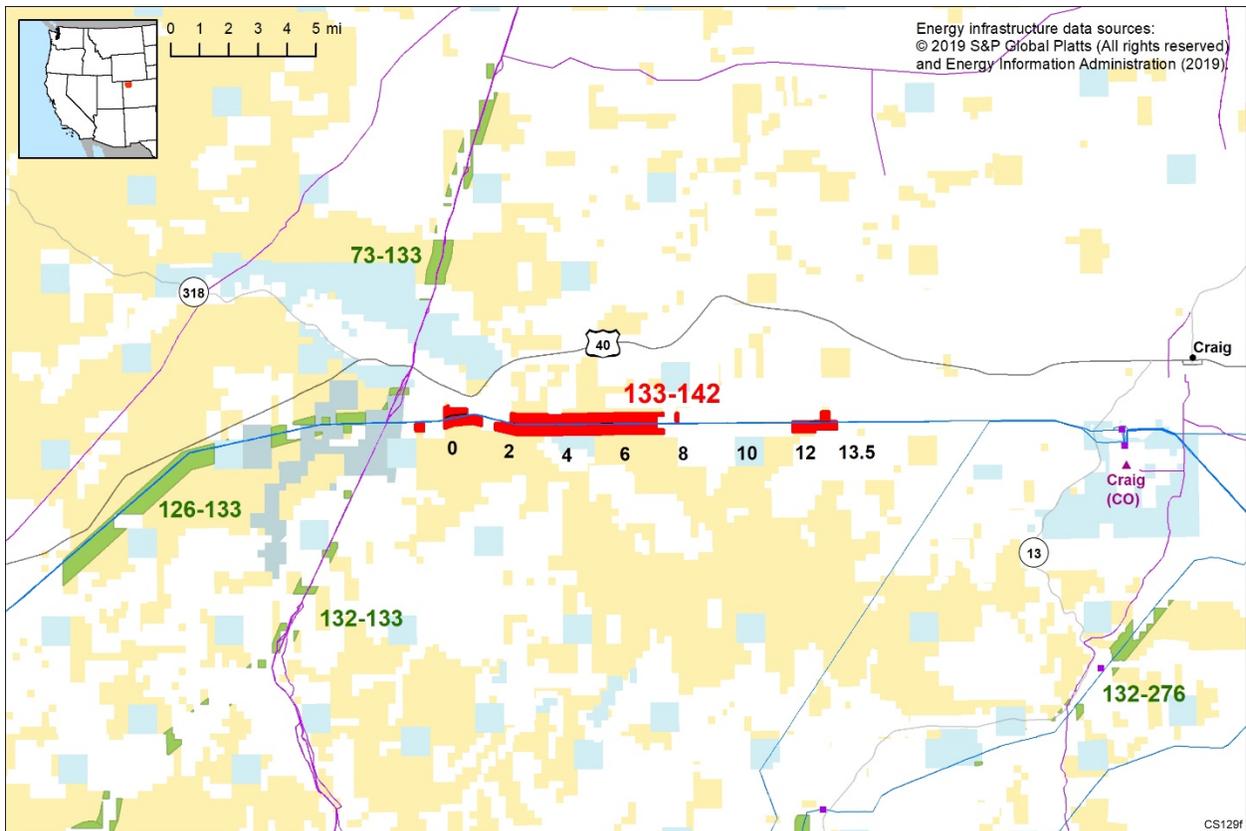


Figure 3.5-102a. Corridor 133-142 and nearby electric transmission lines and pipelines (subject corridor in red).

Resource Management Plan

Little Snake RMP (2011)
NWCO GRSG ARMPA (2015)

Corridor width: 3,500 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Modifications Summary and Rationale

- Shift the corridor so that the existing 345-kV transmission line is the southern boundary of the corridor rather than the centerline (Figures 3.5-102b and c).
- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).
 - The corridor intersects GRSB PHMAs. The NWCO GRSB ARMPA has a requirement to manage areas within PHMAs as avoidance areas for BLM ROW permits and are ROW avoidance areas for high-voltage transmission line ROWs. The corridor designation and management prescription for GRSB PHMAs have conflicting management objectives that need to be addressed.

At the time of the review, the existing corridor location (Figure 3.5-102a) with the above changes is considered to be the best balance in meeting the siting principles. This recommended corridor revision would minimize impacts by avoiding lands with wilderness characteristics and maximize utility by collocating with existing infrastructure. The corridor promotes efficient use of the landscape since it connects multiple Section 368 energy corridors.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Two large highway segments in this stretch of US 40 have been identified as high priority (MP 62 to MP 82). These wildlife priority segments are also the subject of review of alternatives for the Uinta Basin Railway Surface Transportation Board EIS. The Colorado Department of Transportation and Colorado Parks and Wildlife is concerned about the impacts the railway proposal has to wildlife connectivity. The railway and the energy corridor combined actions may cumulatively increase impacts on wildlife in this area, more than the current highway impacts. Associated human activities, new roads, and a railway would further disconnect local and migrating animals from habitats and collisions would result in more animal deaths/injuries.

These concerns should be considered during any land use planning revisions that would affect the corridor.

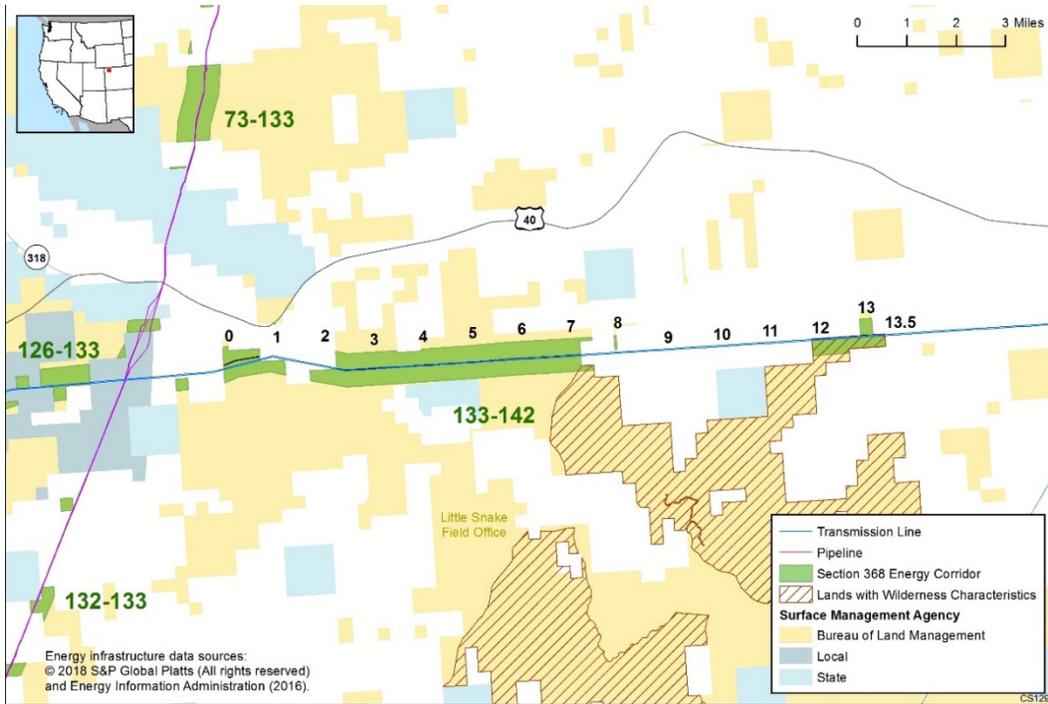


Figure 3.5-102b. Corridor 133-142, as designed.

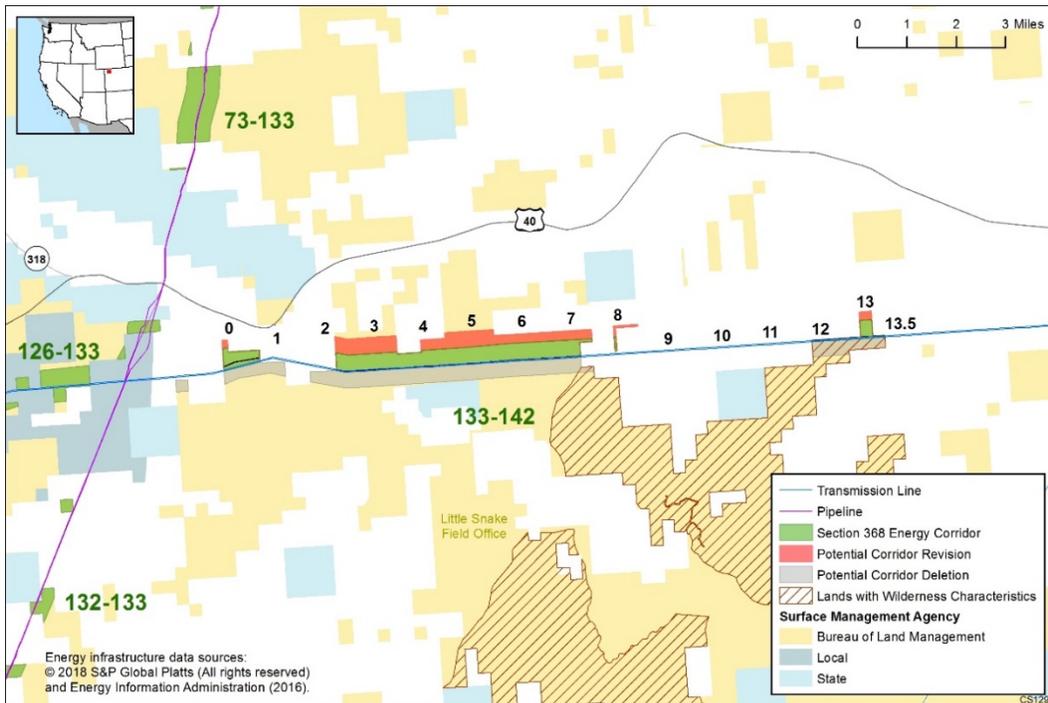


Figure 3.5-102c. Recommended Revision to Corridor 133-142.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 133-142, no recommended IOP revisions or additions have been identified.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 133-142 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 134-136 (Roubideau Corridor)

Agency Jurisdictions

Bureau of Land Management
Uncompahgre Office

Forest Service

Grand Mesa, Uncompahgre, and Gunnison National Forest

Colorado County

Montrose County

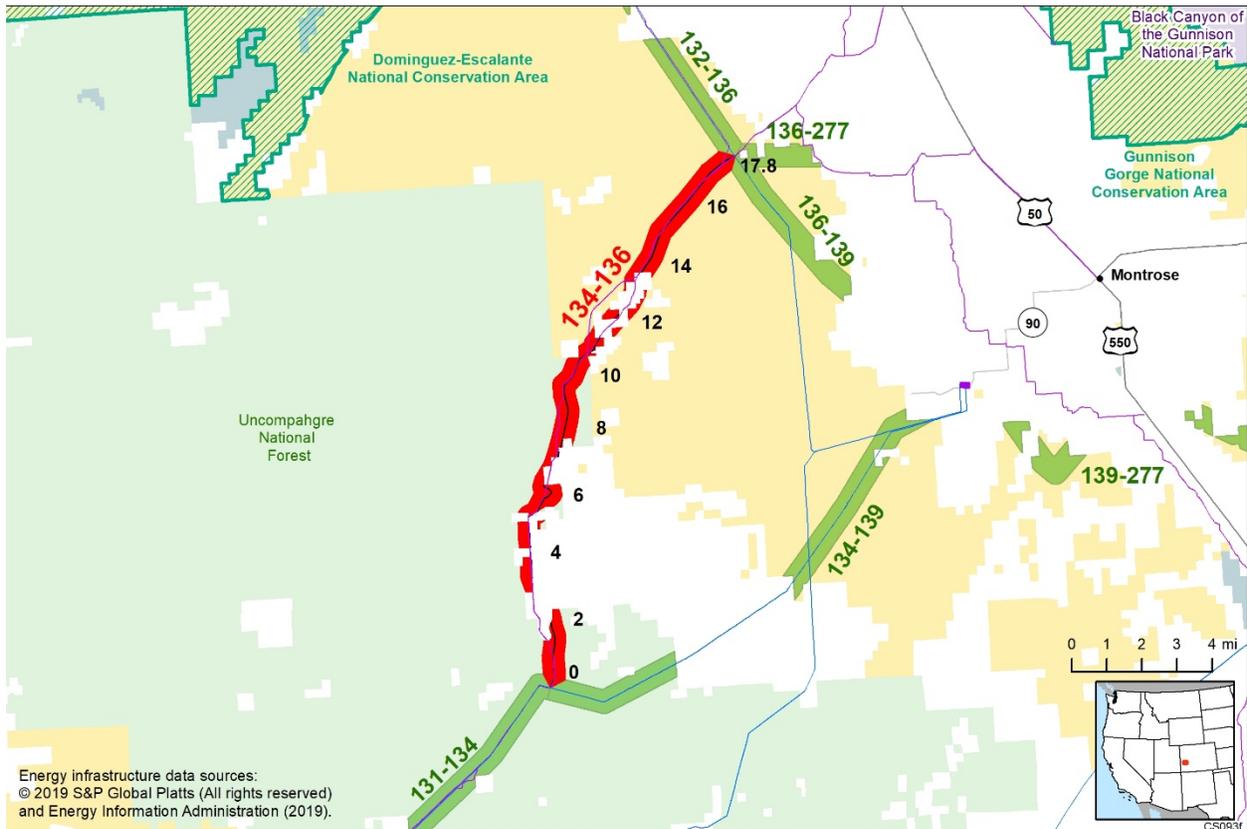


Figure 3.5-103a. Corridor 134-136 and nearby electric transmission lines and pipelines (subject corridor in red).

Land and Resource Management Plans

Uncompahgre Basin RMP (1989)

Grand Mesa, Uncompahgre, and Gunnison National Forest Amended LMP (1991)

Corridor width: 3,500 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Modifications Summary and Rationale

- Designate the corridor as underground only from MP 1 to MP 9 to minimize impacts on the Roubideau SMA (Figures 3.5-103b and c).
- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

At the time of the review, the existing corridor location (Figure 3.5-103a) with the above changes is considered to be the best balance in meeting the siting principles. The recommended corridor revision would restrict the development of overhead transmission lines, minimizing potential impacts on wilderness character and visual resources in the SMA. The only existing infrastructure in the corridor is natural gas pipelines. Corridor 134-139 runs parallel to Corridor 134-136 and is designated electric-only. The recommended corridor revision maximizes utility because project proponents will not have to address separation requirements that arise when transmission lines and pipelines are collocated within a single corridor.

Additional Stakeholder Input

No specific input was received on the Regions 2 and 3 Report.

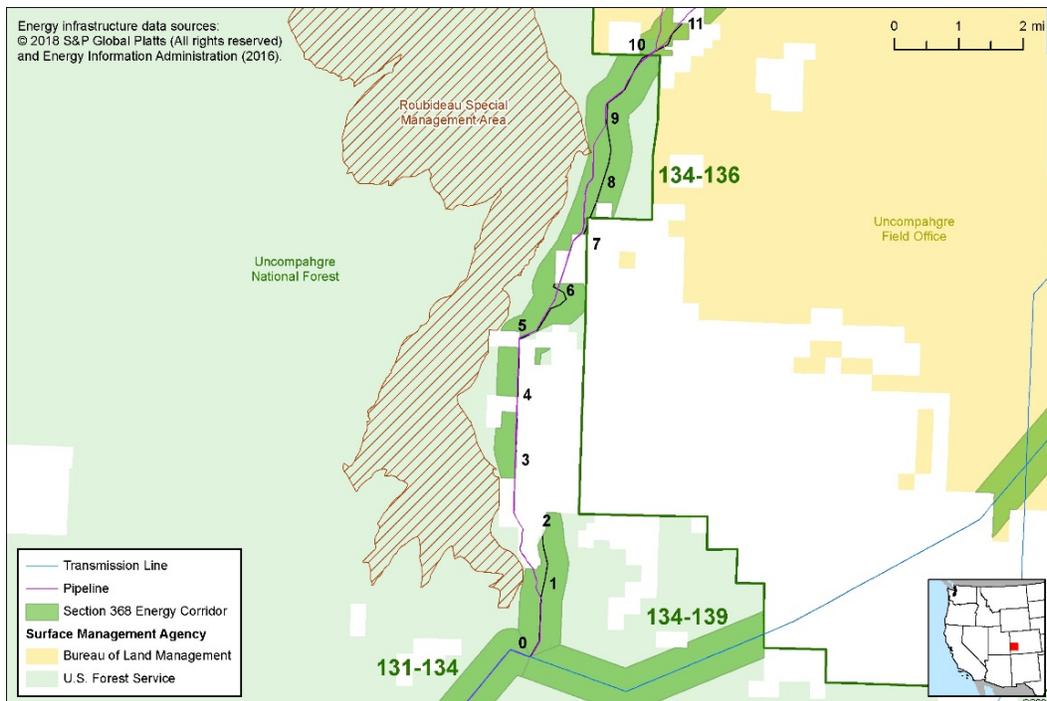


Figure 3.5-103b. Corridor 134-136, as designated.

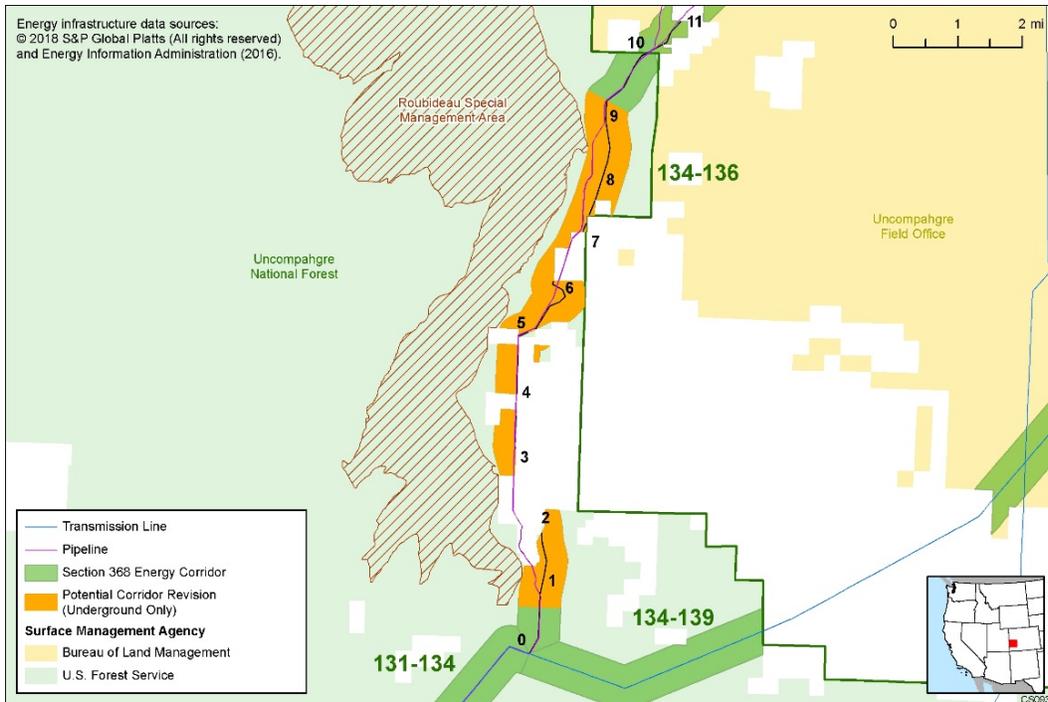


Figure 3.5-103c. Recommended Revision to Corridor 134-136.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 134-136, no recommended IOP revisions or additions have been identified.

Corridor Abstract

Comprehensive background information and the Agencies’ review and analysis of the existing corridor can be located in Corridor Abstract 134-136 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 134-139 (Montrose Sub-SW Corridor)

Agency Jurisdictions

Bureau of Land Management
Uncompahgre Field Office

Forest Service

Grand Mesa, Uncompahgre, and Gunnison National Forest

Colorado Counties

Montrose County
Ouray County

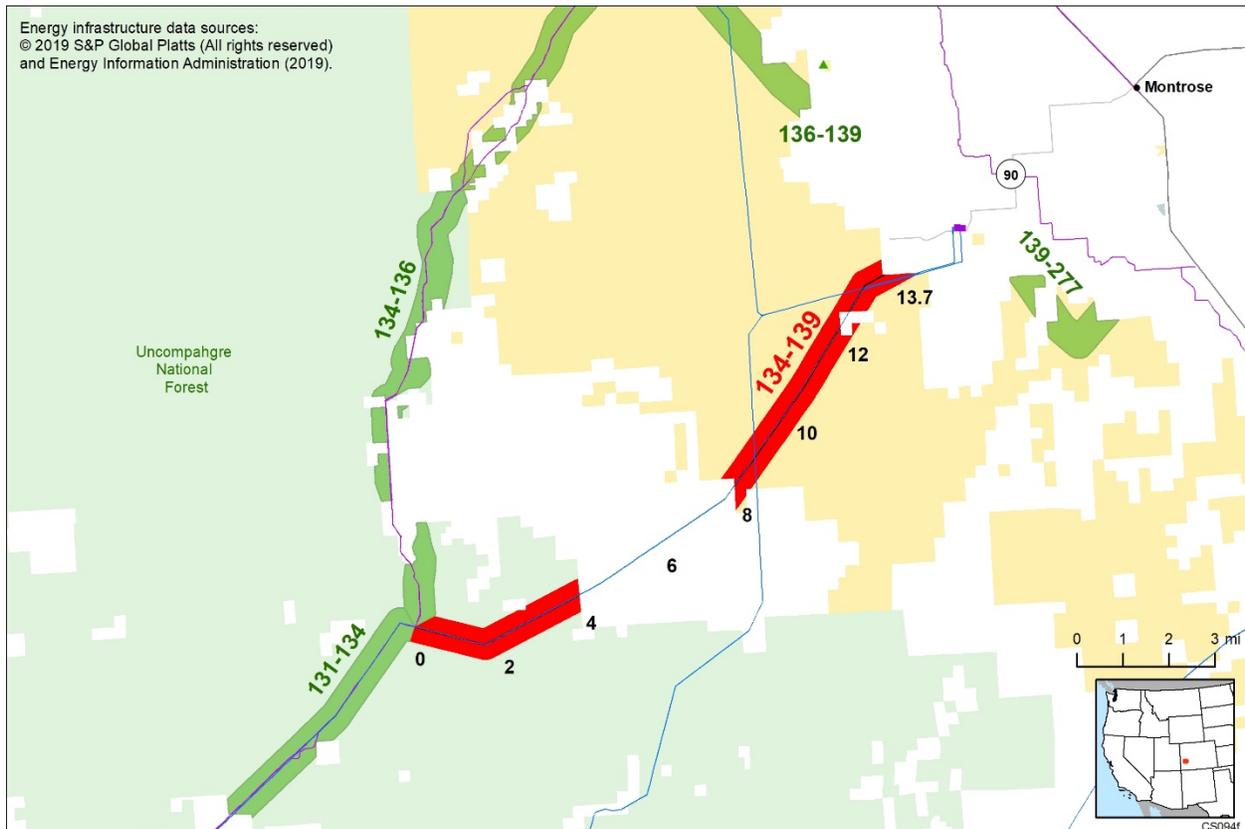


Figure 3.5-104a. Corridor 134-139 and nearby electric transmission lines and pipelines (subject corridor in red).

Land and Resource Management Plans

Uncompahgre Basin RMP (1989)

Grand Mesa, Uncompahgre, and Gunnison National Forests Amended LMP (1991)

Corridor width: 3,500 ft.

Designated use: electric-only.

Recommended Corridor Modifications Summary and Rationale

- Shift the corridor to the south so that the existing transmission line is the northern boundary of the corridor rather than the centerline (Figures 3.5-104b and c).
- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).
 - The Silesca Ranger Station, a NRHP property, is located within the corridor at MP 3. The corridor designation and the Silesca Ranger Station have conflicting management objectives. The recommended corridor revision described above would avoid the NRHP property.

At the time of the review, the existing corridor location (Figure 3.5-104a) with the above changes is considered to be the best balance in meeting the siting principles. The recommended corridor revision would avoid the Silesca Ranger Station, a NRHP site that is within the northern portion of the current alignment near MP 3 and would maximize utility within the corridor. The corridor promotes efficient use of the landscape because it provides a northeast-southwest linkage between Corridors 139-277 and 131-134.

Additional Stakeholder Input

No specific input was received on the Regions 2 and 3 Report.

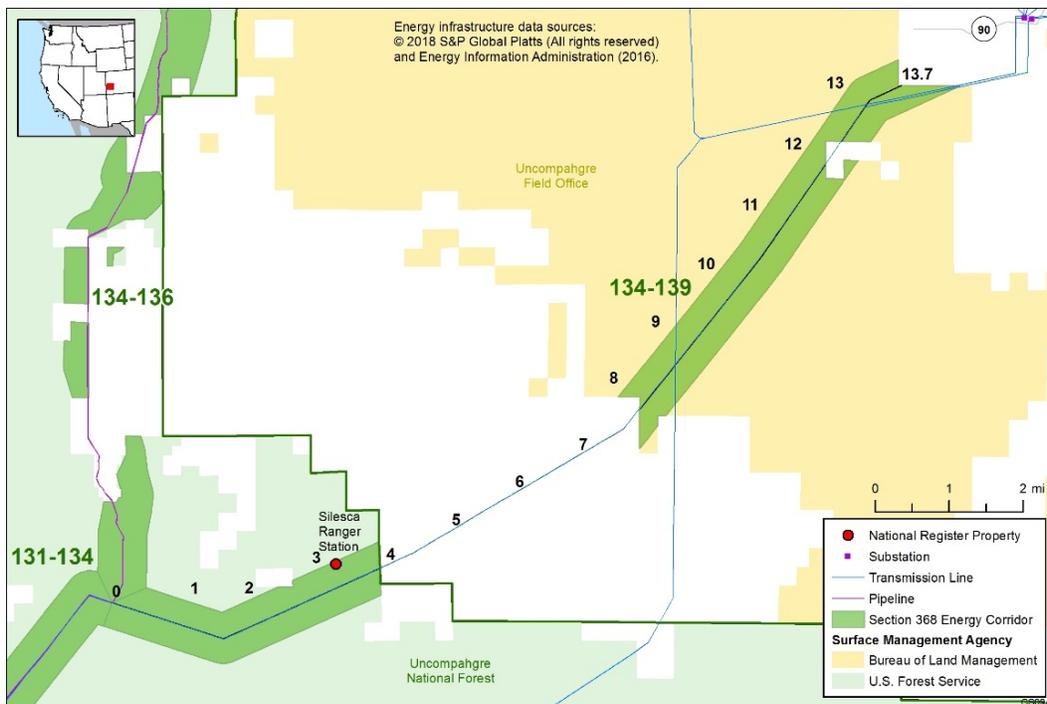


Figure 3.5-104b. Corridor 134-139, as designated.

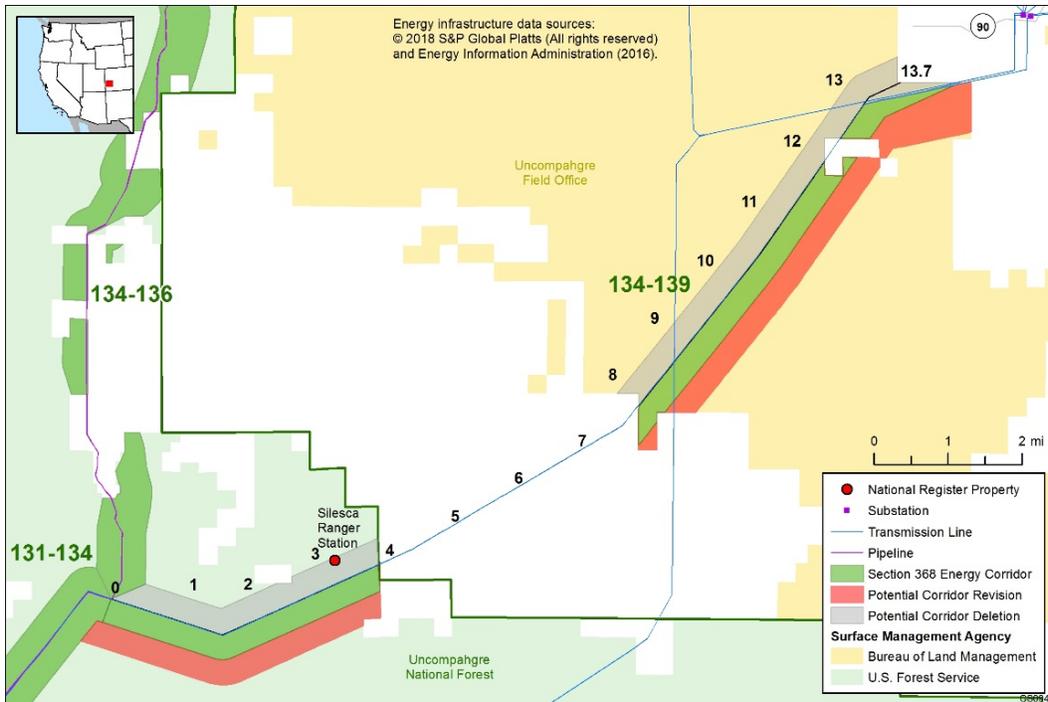


Figure 3.5-104c. Recommended Revision to Corridor 134-139.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 134-139, no recommended IOP revisions or additions have been identified.

Corridor Abstract

Comprehensive background information and the Agencies' review and analysis of the existing corridor can be located in Corridor Abstract 134-139 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 136-139 (Montrose Sub-NW Corridor)

Agency Jurisdictions

Bureau of Land Management
Uncompahgre Field Office

Colorado County

Montrose County

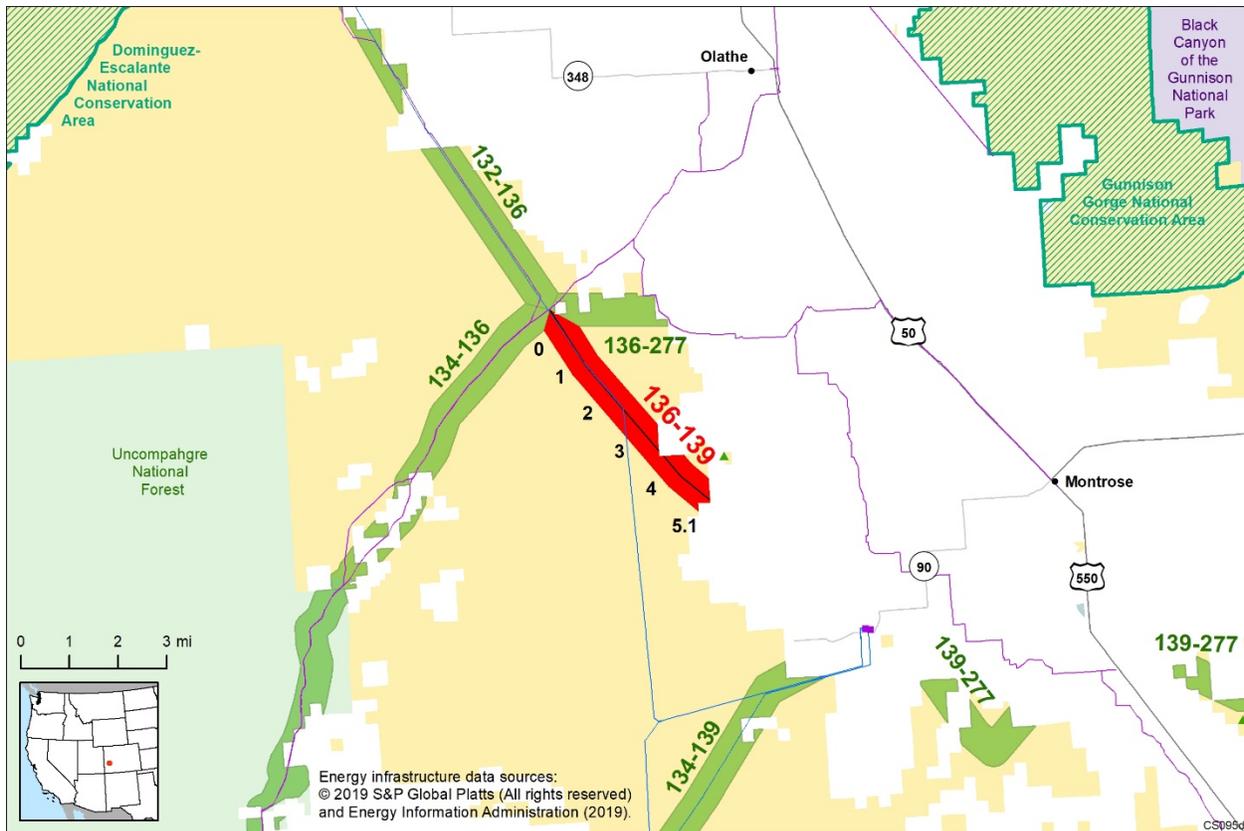


Figure 3.5-105. Corridor 136-139 and nearby electric transmission lines and pipelines (subject corridor in red).

Resource Management Plan

Uncompahgre Basin RMP (1989)

Corridor width: 3,500 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Modifications Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

At the time of the review, the existing corridor location (Figure 3.5-105) with the above changes is considered to be the best balance in meeting the siting principles. The designated corridor promotes efficient use of the landscape because it is a crucial link connecting multiple Section 368 energy corridors, creating a continuous corridor network for energy transport infrastructure in Colorado. The corridor maximizes utility and minimizes impacts by collocating with existing infrastructure, including transmission lines.

Additional Stakeholder Input

No specific input was received on the Regions 2 and 3 Report.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 136-139, no recommended IOP revisions or additions have been identified.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 136-139 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 136-277 (Highway 50 Corridor)

Agency Jurisdictions

Bureau of Land Management
Uncompahgre Field Office

Colorado County

Montrose County

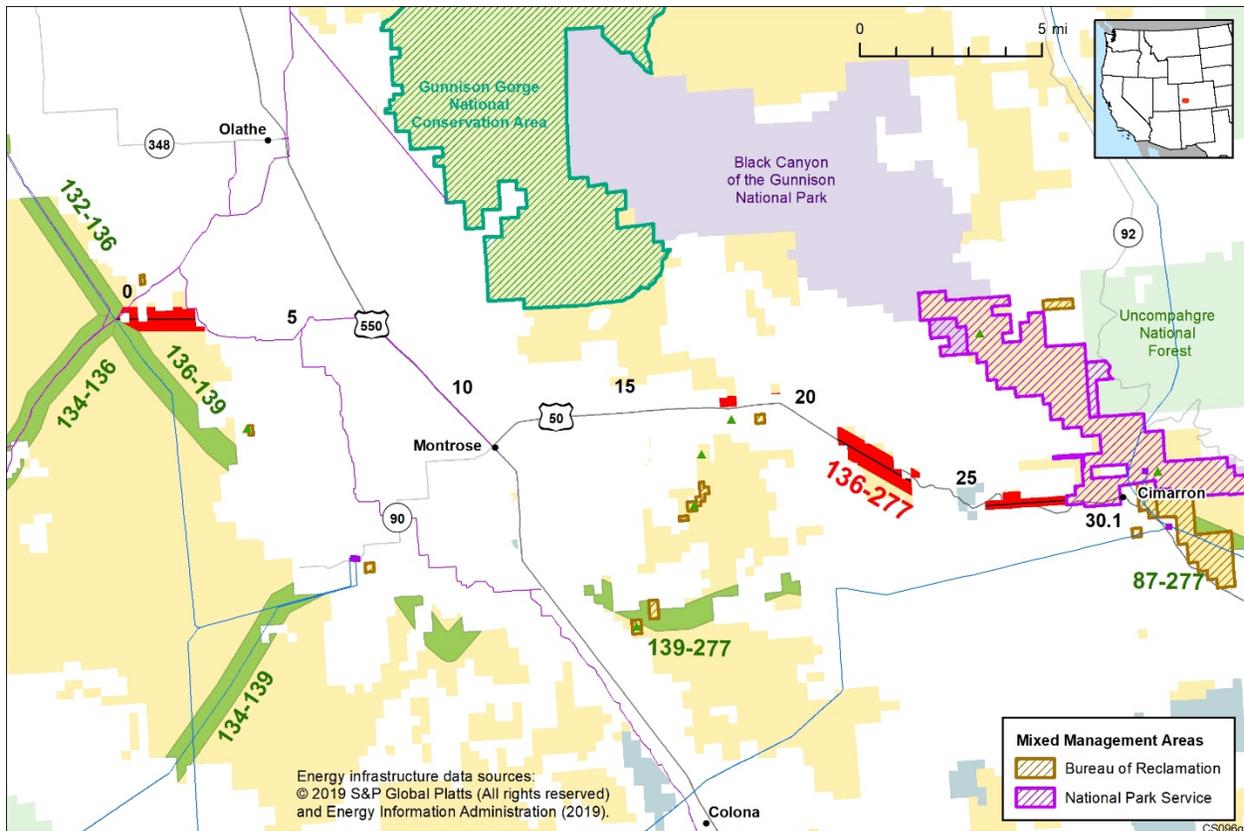


Figure 3.5-106. Corridor 136-277 and nearby electric transmission lines and pipelines (subject corridor in red).

Resource Management Plan

Uncompahgre Basin RMP (1989)

Corridor width: 3,500 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Modifications Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

At the time of the review, the existing corridor location (Figure 3.5-106) with the above changes is considered to be the best balance in meeting the siting principles. The preferred methodology to mitigate undue degradation of resources is to collocate future energy infrastructure across public land with existing infrastructure to the extent feasible. Any alternative route would go through areas of GuSG critical habitat and would not lend itself to collocation with existing development (U.S. Highway 50), further fragmenting critical habitat. The corridor promotes efficient use of the landscape because it provides a link to multiple Section 368 energy corridors.

Additional Stakeholder Input

No specific input was received on the Regions 2 and 3 Report.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 136-277, specific issues that would be addressed through recommended IOP revisions or additions include:

- The Old Spanish NHT closely parallels the corridor for 12 miles and is within the corridor for 2 miles at one location and 0.5 miles at another location. Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 136-277 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 138-143 (Baggs Corridor)

Agency Jurisdiction

Bureau of Land Management
Little Snake Field Office
Rawlins Field Office

Colorado County

Moffat County

Wyoming Counties

Carbon County
Sweetwater County

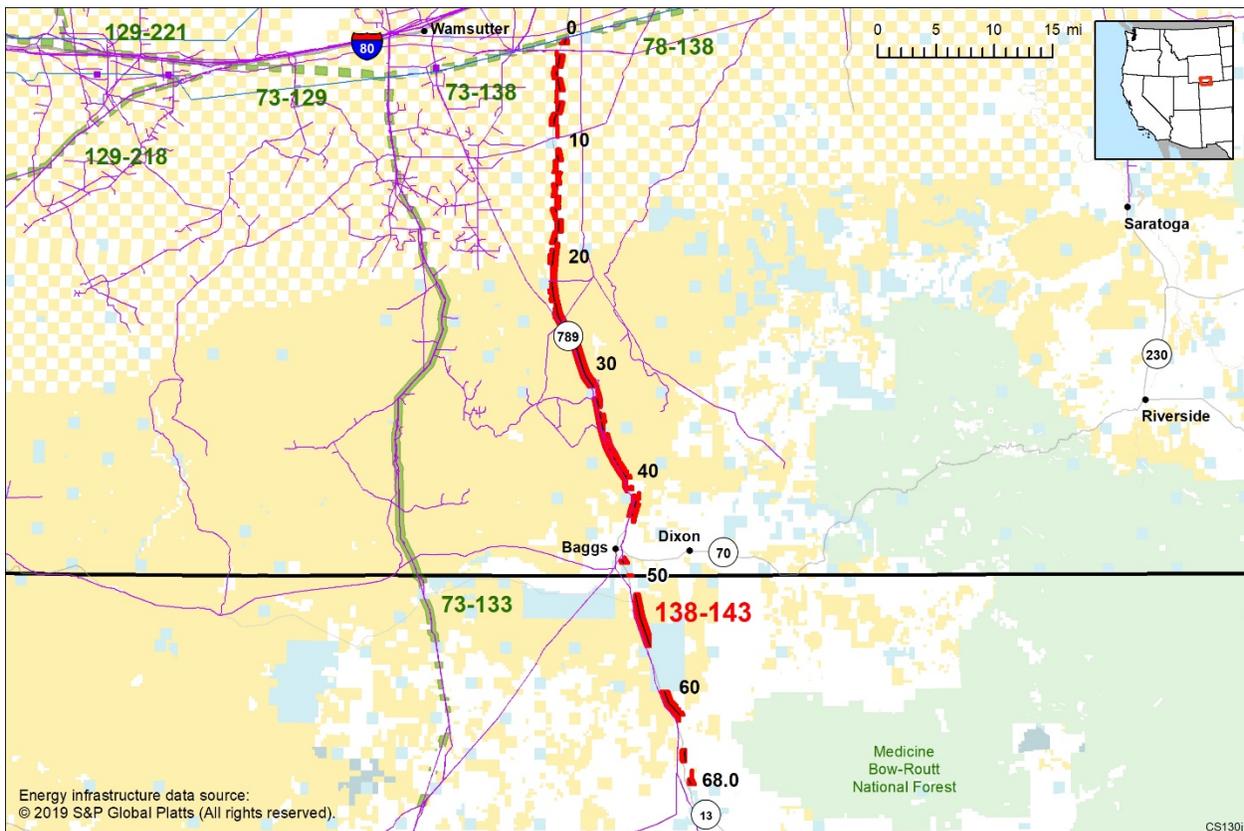


Figure 3-5.107a. Corridor 138-143 and nearby electric transmission lines and pipelines (subject corridor in red).

Resource Management Plan

- Little Snake RMP (2011)
- Rawlins RMP (2008)
- WY GRSG ARMPA (2015)
- NWCO GRSG ARMPA (2015)
- Wyoming Pipeline Corridor Initiative ARMPA (2021)

Corridor width: 3,500 ft.

Designated use: multi-modal for electric transmission and pipelines from MP 0 to MP 50; electric-only from MP 50 to MP 68.

Recommended Corridor Modifications Summary and Rationale

- Delete the corridor from and replace with the Wamsutter-Powder Rim recommended corridor addition (Figure 3.5-107b and c).

There are two corridors (Corridor 138-143 and Corridor 73-133) that run north-south in this area, providing connectivity between Wyoming and Colorado. The Agencies could consider upgrading the 3,500-ft Wamsutter-Powder Rim locally designated utility corridor along the authorized TransWest Express route (east of Corridor 73-133) to a Section 368 energy corridor (to connect to Corridor 73-133 at MP 44) and deleting Corridor 138-143 (see *Summary for the Wamsutter-Powder Rim Corridor Addition*). Corridor 138-143 does not follow existing energy infrastructure from MP 0 to MP 25. The recently authorized TransWest/Gateway South route is a preferable pathway for energy transmission compared to Corridor 138-143 in Wyoming and would be collocated with planned infrastructure along its entire route.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Consider habitat concerns, including GRSG PHMA (MP 1 to MP 7 and MP 51 to MP 62) and GHMA (MP 7 to MP 50 and MP 63 to MP 67); and Mule Deer migration route.
- There are two high priority segments for wildlife-transportation mitigation along the highway.
- Support corridor deletion and TransWest Express corridor addition. Collocating projects helps to reduce habitat fragmentation, disturbance, erosion, and the size of the reclamation area.

These concerns should be considered during any land use planning revisions that would affect the corridor.

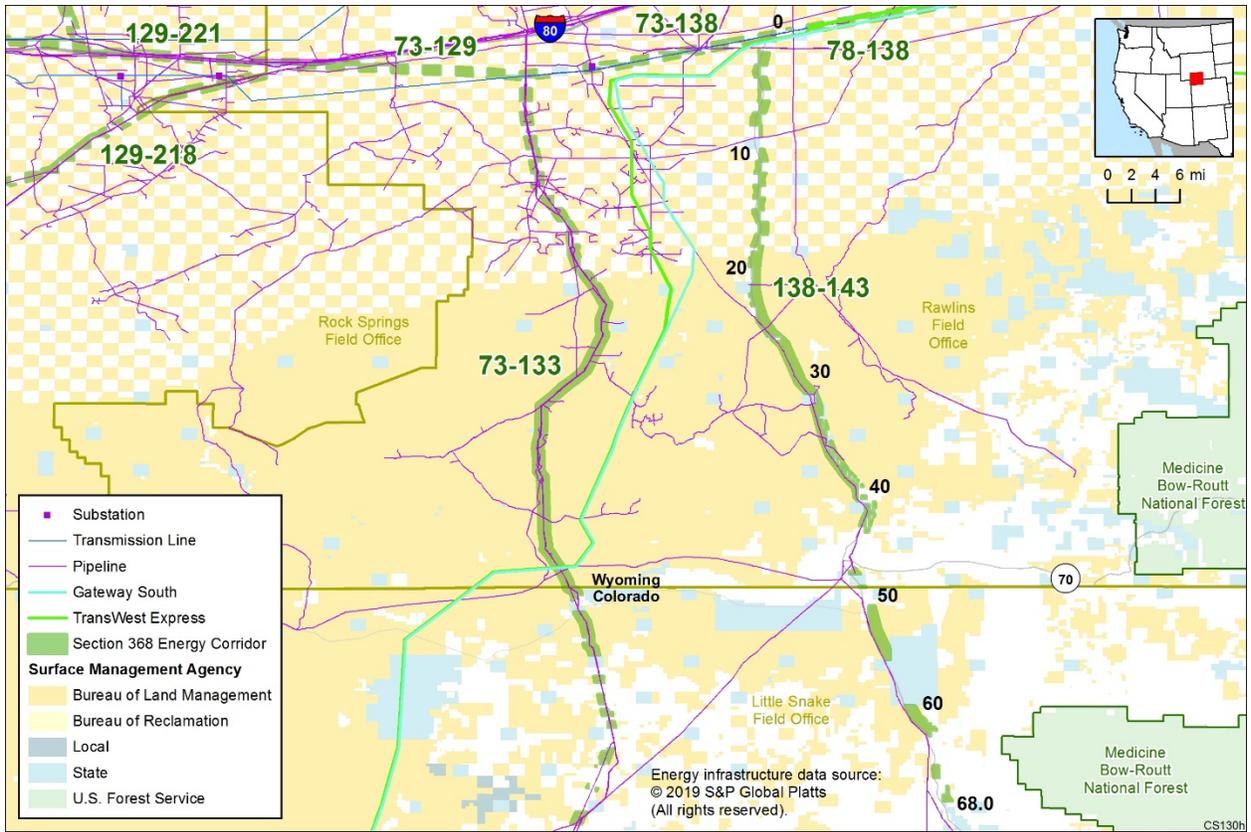


Figure 3.5-107b. Corridor 138-143, as designated

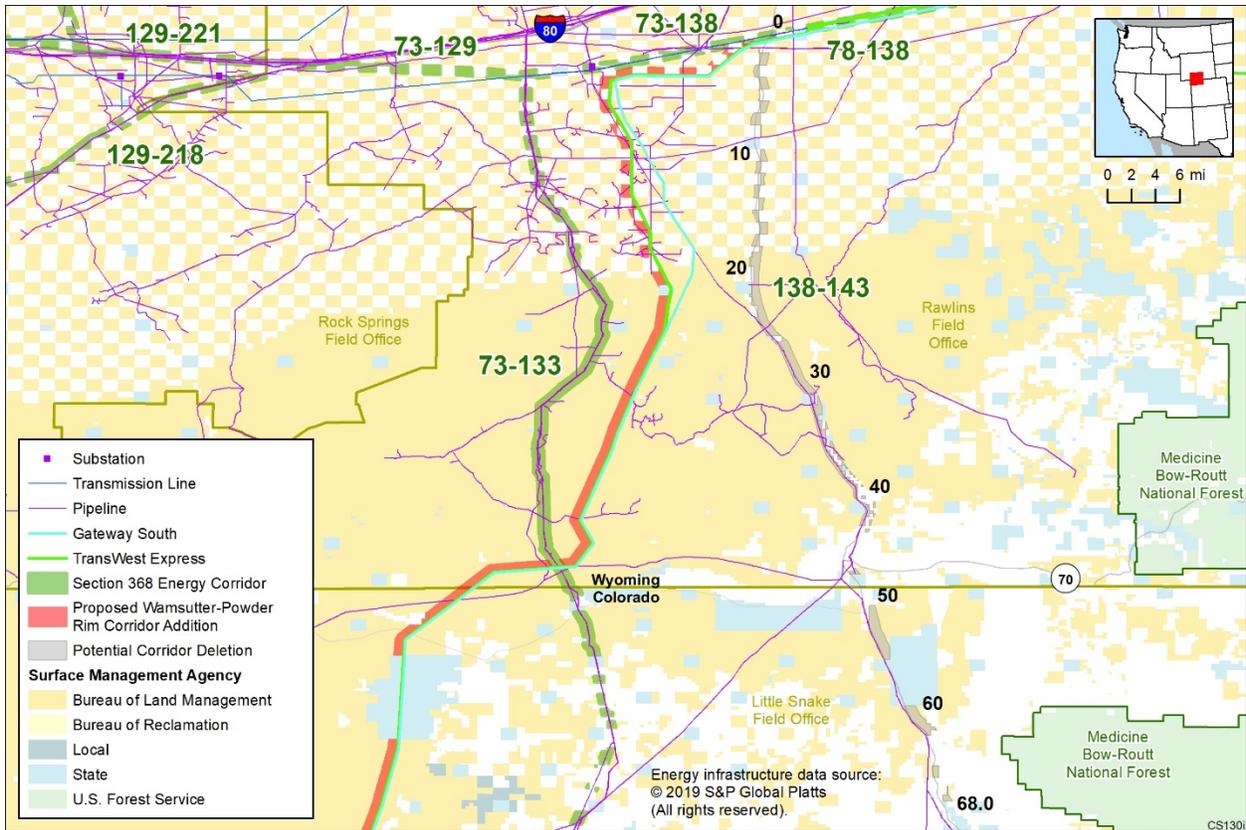


Figure 3.5-107c. Recommended Revision to Corridor 138-143

Corridor Abstract

Comprehensive background information and the Agency’s review and analysis of the existing corridor can be located in Corridor Abstract 138-143 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 139-277 (Montrose Sub-SE Corridor)

Agency Jurisdictions

Bureau of Land Management
Uncompahgre Field Office

Colorado County

Montrose County

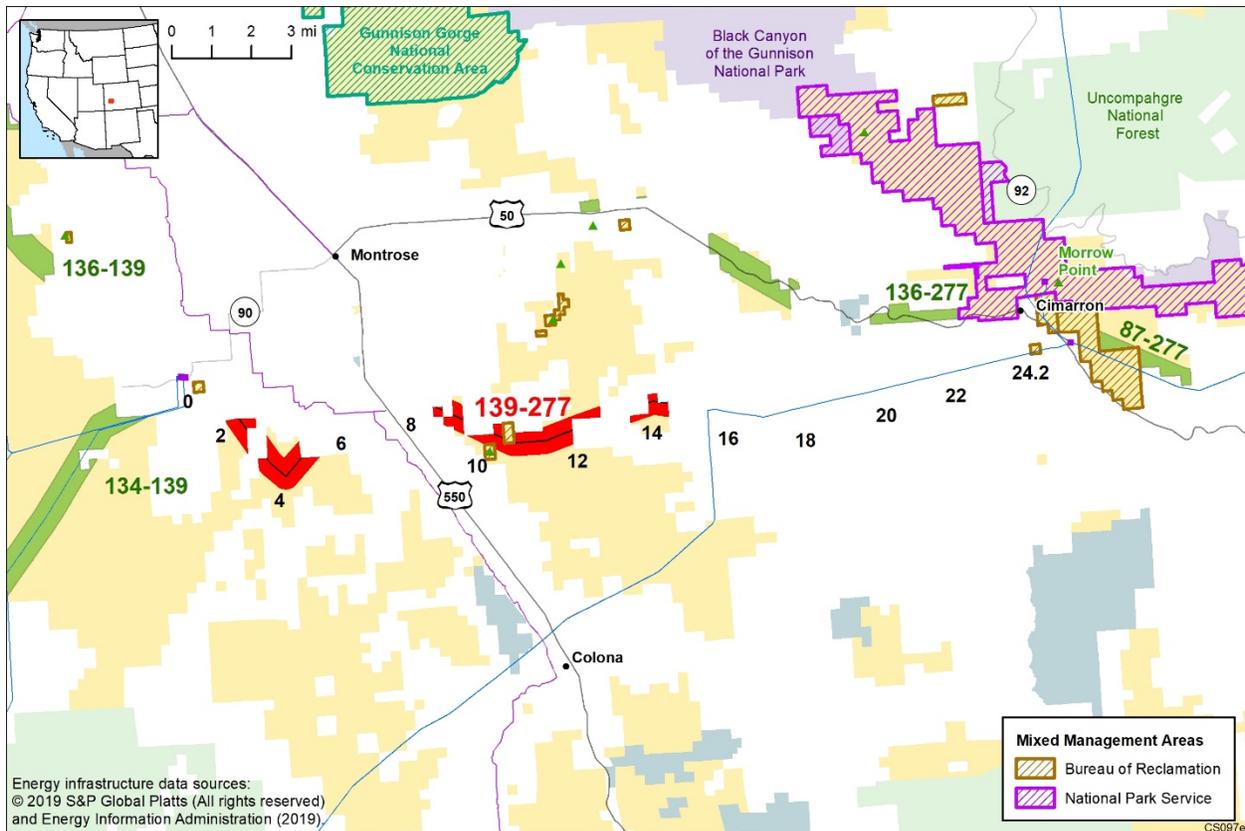


Figure 3.5-108. Corridor 139-277 and nearby electric transmission lines and pipelines (subject corridor in red).

Resource Management Plan

Uncompahgre Basin RMP (1989)

Corridor width: 3,500 ft.

Designated use: electric only.

Recommended Corridor Modifications Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Implement minor adjustments to avoid environmentally sensitive areas.
 - Shift the corridor slightly to the northeast or narrow the corridor slightly between MP 8 and MP 9 to avoid Western Yellow-billed Cuckoo proposed critical habitat.
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

At the time of the review, the existing corridor location (Figure 3.5-108) with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape because it provides an east-west connection between Corridors 87-277 and 134-139. Portions of the corridor cross GuSG critical habitat and habitat for the Clay-loving Wild Buckwheat. Rerouting the corridor to avoid GuSG critical habitat is not a likely solution because of prevalence of the habitat and the value in collocating infrastructure to limit disturbance. Any alternative route would go through areas of GuSG critical habitat and habitat for the Clay-loving Wild Buckwheat and would not lend itself to collocation, further fragmenting habitat for the species. The recommended corridor revisions would support connectivity to multiple energy generation sources. Four hydroelectric power plants are located within four miles of the corridor.

Additional Stakeholder Input

No specific input was received on the Regions 2 and 3 Report.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 139-277, specific issues that would be addressed through recommended IOP revisions or additions include:

- Old Spanish NHT closely parallels and intersects the corridor. Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 139-277 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 144-275 (Empire to Hayden)

Agency Jurisdictions

Bureau of Land Management

Kremmling Field Office
Little Snake Field Office

Forest Service

Arapaho and Roosevelt National Forests
Medicine Bow-Routt National Forest

Colorado Counties

Clear Creek County
Grand County
Routt County

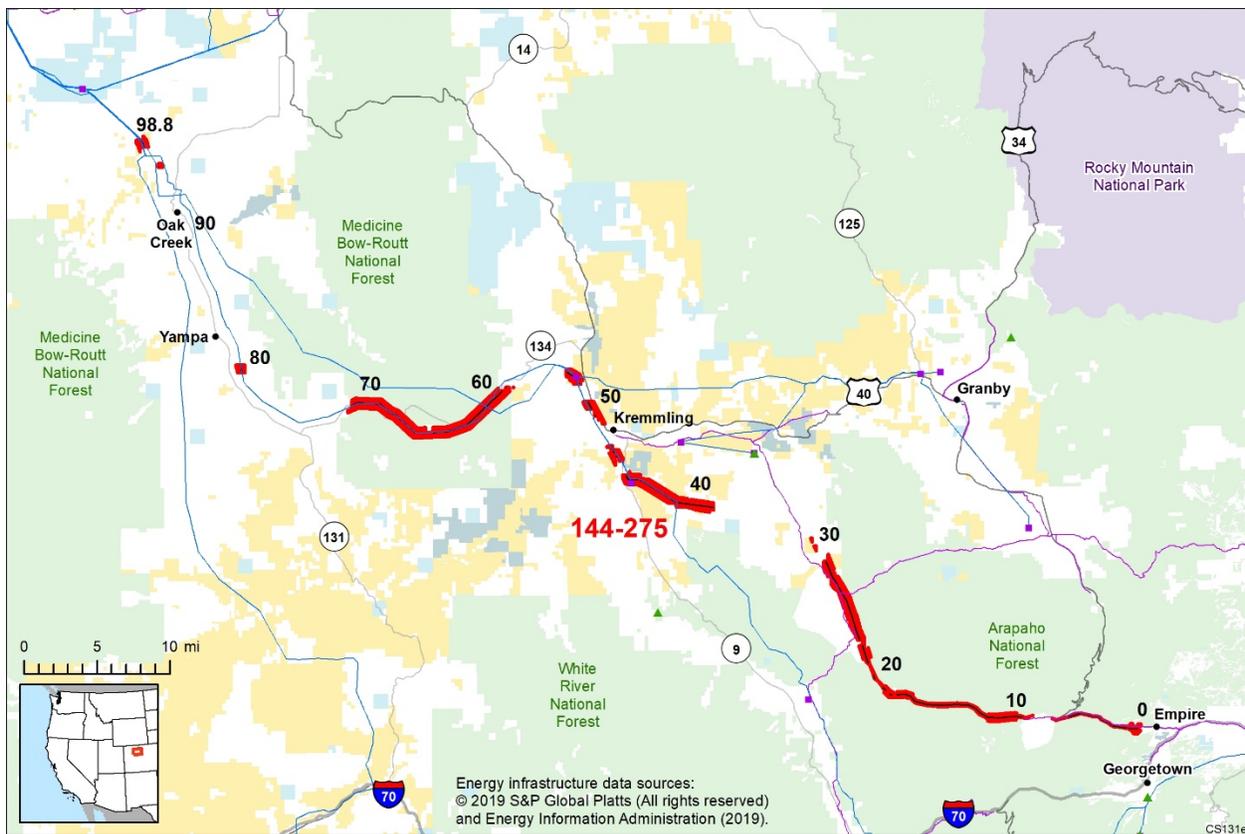


Figure 3.5-109a. Corridor 144-275 and nearby electric transmission lines and pipelines (subject corridor in red).

Land and Resource Management Plans

Kremmling RMP (2015)

Little Snake RMP (2011)

Arapaho and Roosevelt National Forests, Pawnee National Grassland LMP (1997, updated 2012)

Medicine Bow National Forest LMP (2003)

NWCO GRSG ARMPA (2015)

Corridor width: variable, ranging from 200 to 3,500 ft.

Designated use: designated electrical transmission only in the Arapaho-Roosevelt National Forest, designated multi-modal for future electric transmission and pipeline projects along the rest of the corridor.

Recommended Corridor Modifications Summary and Rationale

- Widen corridor to 3,500 ft, include existing transmission line within the corridor between MP 0 and MP 22, and avoid intersections with inventoried roadless areas as much as possible (Figures 3.5-109b and c).
- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).
 - SRMAs intersect and are adjacent to the corridor between MP 46 and MP 53. According to the Kremmling RMP, SRMAs are avoidance areas. The corridor designation and management prescription for the SRMAs have conflicting management objectives. There is an opportunity to revise the corridor or revise the SRMA boundary or management prescriptions. Because the SRMA extends well beyond the corridor in one location, the opportunity to expand or shift the corridor is limited.
 - The corridor intersects GRSG PHMAs. The NWCO GRSG ARMPA has a requirement to manage areas within PHMAs as avoidance areas for BLM ROW permits, including high-voltage transmission line ROWs. The corridor designation and management prescription for GRSG PHMAs have conflicting management objectives.

At the time of the review, the existing corridor location (Figure 3.5-109a) with the above changes is considered to be the best balance in meeting the siting principles. The recommended corridor revisions would maximize utility by widening the corridor at pinch points and would minimize impacts by collocating with existing infrastructure. The corridor promotes efficient use of the landscape because it provides a pathway to support future interstate energy transport across north-central Colorado. The corridor was identified as a corridor of concern in the Settlement Agreement regarding coal, wilderness, and NHPs. While the corridor crosses an NRHP site, it does not intersect any wilderness areas.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Recommended revisions intersect with 3,750 acres of inventoried roadless areas; avoid these areas.
- Corridor intersects with Colorado inventoried roadless area in Arapahoe & Roosevelt National Forest at MP 3 to MP 4 (Bard Creek inventoried roadless area) and MP 12 to MP 14; avoid these areas.

These concerns should be considered during any land use planning revisions that would affect the corridor.

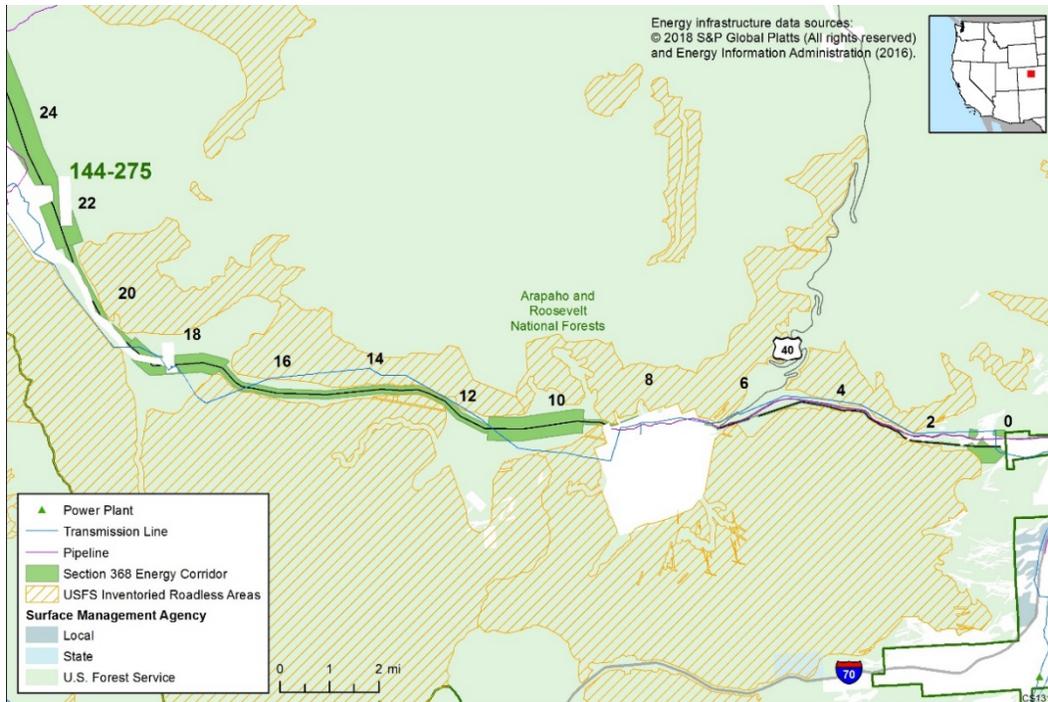


Figure 3.5-109b. Corridor 144-275, as designated.

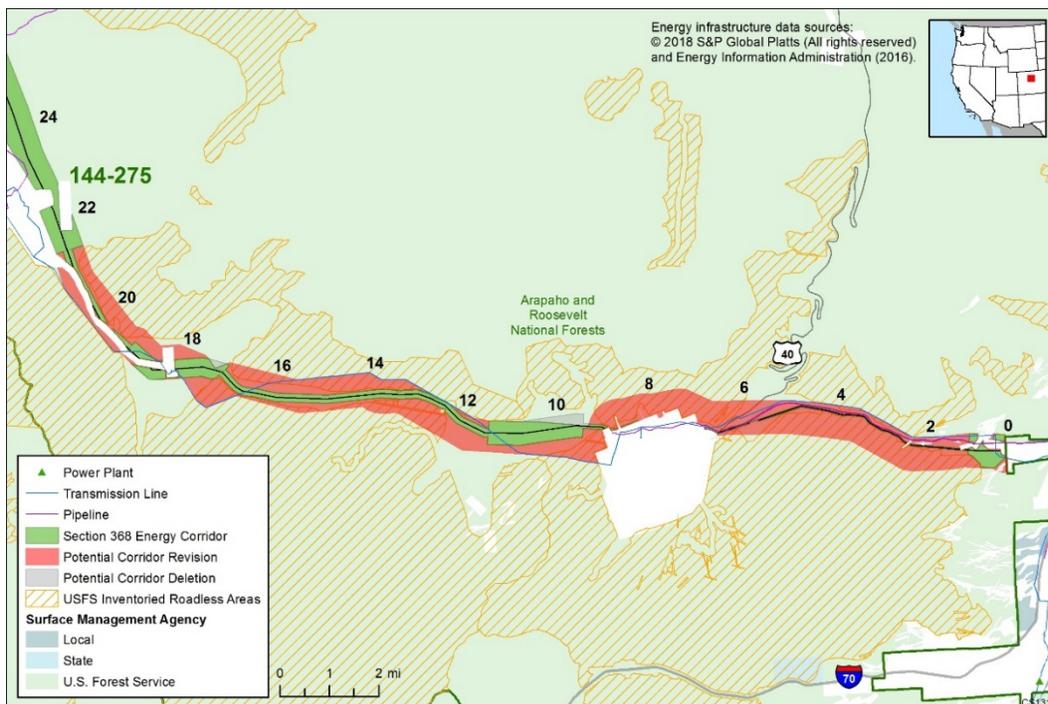


Figure 3.5-109c. Recommended Revision to Corridor 144-275.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 144-275, specific issues that would be addressed through recommended IOP revisions or additions include:

- The Continental Divide NST intersects the corridor or is close to the corridor. The Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.
- Bard Creek, Byers Peak, and James Peak Colorado inventoried roadless areas intersect or are adjacent to the corridor. The Agencies could consider a coordination IOP related to inventoried roadless areas to help minimize conflicts with the Roadless Rule.
- Habitat connectivity concerns have been identified within the corridor. The Agencies could consider an IOP to help minimize impacts on wildlife connectivity.

Corridor Abstract

Comprehensive background information and the Agencies' review and analysis of the existing corridor can be located in Corridor Abstract 144-275 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 218-240 (South Green River Corridor)

Agency Jurisdictions

Bureau of Land Management

Kemmerer Field Office
Rock Springs Field Office

Forest Service

Ashley National Forest

Wyoming County

Sweetwater County



Figure 3.5-110. Corridor 218-240 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

- Green River RMP (1997)
- Kemmerer RMP (2010)
- Ashley National Forest LMP (1986)
- WY GRSG ARMPA (2015)
- Wyoming Pipeline Corridor Initiative ARMPA (2021)

Corridor width: 3,500 ft on BLM-administered land and 1,500 ft on USFS-administered land.
Designated use: designated multi-modal for electric transmission and pipelines on BLM-administered land, designated underground only on USFS-administered land.

Recommended Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).
- Implement minor adjustments to avoid environmentally sensitive areas.
 - From MP 18 to MP 23, shift the corridor to the north so that existing infrastructure would be on the southern edge of the corridor to reduce disturbance of GRSG PHMA.

At the time of the review, the existing corridor location with the above changes (Figure 3.5-110) is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a link to other Section 368 energy corridors (Corridor 55-240 to the west, Corridor 129-218 to the east, and Corridor 126-218 to the south), creating a continuous corridor network in southern Wyoming across BLM- and USFS-administered lands. The recommended corridor revision would help minimize impacts on GRSG PHMA. Conflicts with trona leasing have the potential to limit future development within the corridor. High potential leasing areas should be avoided.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Narrow corridor where it crosses Blacks Fork River and Green River.
- Designate corridor as underground-only.
- Consider impacts on the Four Trails Feasibility Study Trail; corridor parallels long portions of the trail.

These concerns should be considered during any land use planning revisions that would affect the corridor.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 218-240, specific issues that would be addressed through recommended IOP revisions or additions include:

- The Four Trails Feasibility Study Trail and the corridor intersect. The Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.
- The 0401036 inventoried roadless area and the corridor intersect. The Agencies could consider a coordination IOP related to inventoried roadless areas to help minimize conflicts with the Roadless Rule.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 218-240 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 219-220 (Reliance Corridor)

Agency Jurisdictions

Bureau of Land Management

Rock Springs Field Office

Wyoming County

Sweetwater County



Figure 3.5-111. Corridor 219-220 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Green River RMP (1997)

WY GRSG ARMPA (2015)

Wyoming Pipeline Corridor Initiative ARMPA (2021)

Corridor width: 3,500 ft.

Designated use: electric only.

Recommended Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

At the time of the review, the existing corridor location (Figure 3.5-111) is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a pathway for electric energy transport in southern Wyoming. The location appears to best meet the siting principles because collocation is preferred, and the corridor is collocated with existing transmission lines (e.g. 230-kV transmission line).

Additional Stakeholder Input

No specific input was received during the Regions 4, 5, and 6 stakeholder workshops and no specific input was received on the Regions 4, 5, and 6 Report.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 219-220, no recommended IOP revisions or additions have been identified.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 219-220 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 220-221 (North Rock Springs Corridor)

Agency Jurisdictions

Bureau of Land Management
Rock Springs Field Office

Wyoming County

Sweetwater County

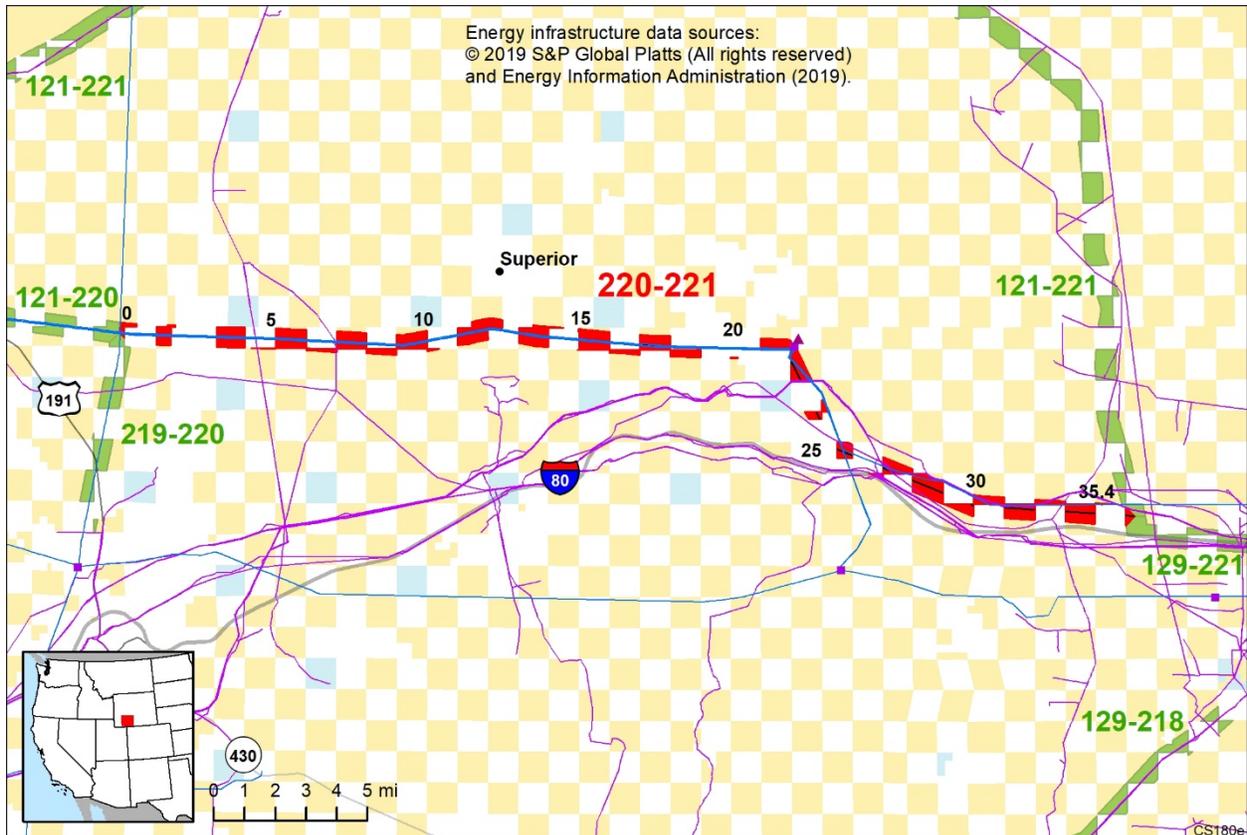


Figure 3.5-112a. Corridor 220-221 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

- Green River RMP (1997)
- WY GRSG ARMPA (2015)
- Wyoming Pipeline Corridor Initiative ARMPA (2021)

Corridor width: 3,500 ft.
Designated use: electric only.

Recommended Corridor Enhancements Summary and Rationale

- Shift entire corridor along the recently authorized Gateway West route (Figure 3.5-112b and c).

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

At the time of the review, the existing corridor location (Figure 3.5-112a) with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a link to other Section 368 energy corridors (Corridors 121-220 and 219-220 to the west and Corridor 129-221 to the east), creating a continuous corridor network in southern Wyoming across BLM-administered lands. The recommended revision is consistent with other recommended corridor revisions along the Gateway West route. It creates a preferred route for potential future energy development collocated with planned infrastructure and provides connectivity to renewable energy generation.

Additional Stakeholder Input

No specific input was received during the Regions 4, 5, and 6 stakeholder workshops and no specific input was received on the Regions 4, 5, and 6 Report.

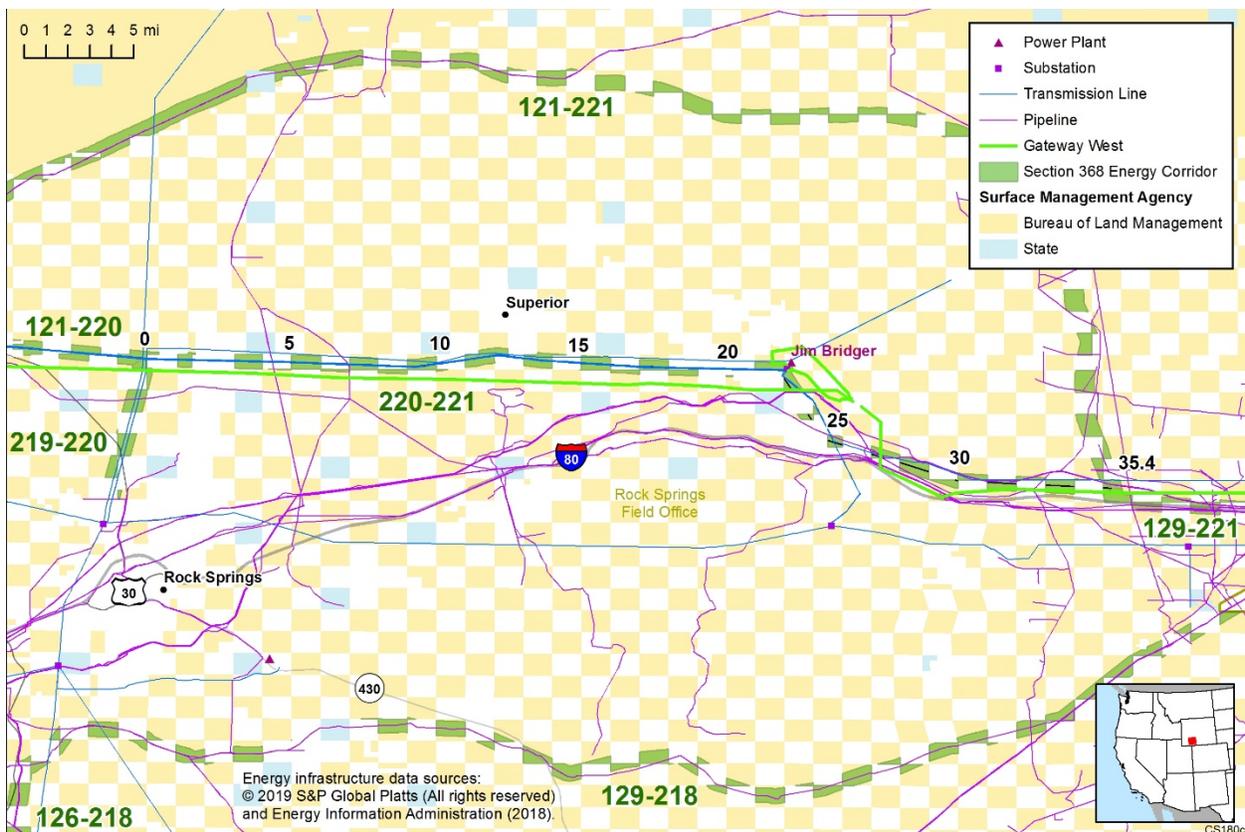


Figure 3.5-112b. Corridor 220-221, as designated

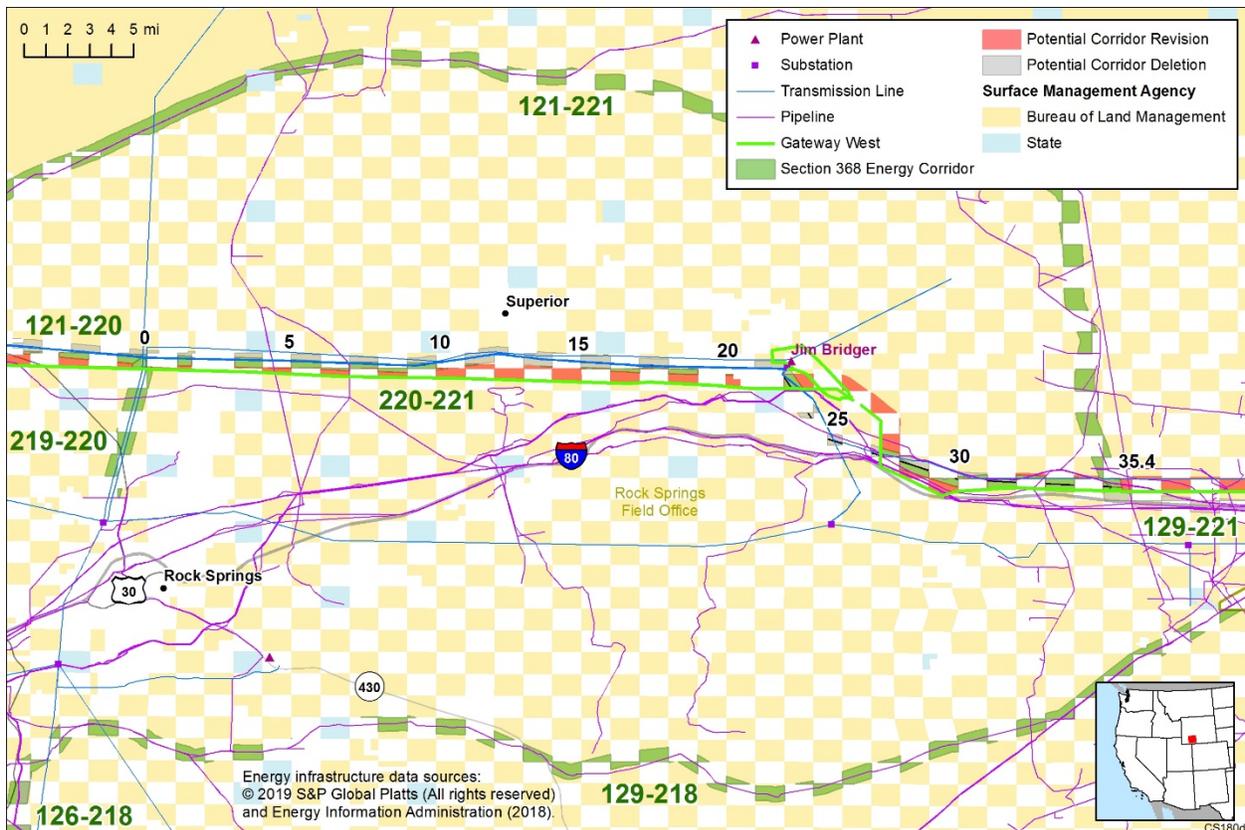


Figure 3.5-112c. Recommended Revision to Corridor 220-221

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 220-221, specific issues that would be addressed through recommended IOP revisions or additions include:

- The Four Trails Feasibility Study Trail is located on private lands between MP 26 and MP 28. The logical extension of the corridor between the designated corridor segments would cross and could potentially impact the trail. The Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.

Corridor Abstract

Comprehensive background information and the Agency’s review and analysis of the existing corridor can be located in Corridor Abstract 220-221 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 223-224 (Junction US-95/Hwy-160 to Northwest Las Vegas)

Agency Jurisdictions

Bureau of Land Management
 Southern Nevada District Office
 Las Vegas Field Office
 Pahrump Field Office

Nevada Counties

Clark County
 Nye County

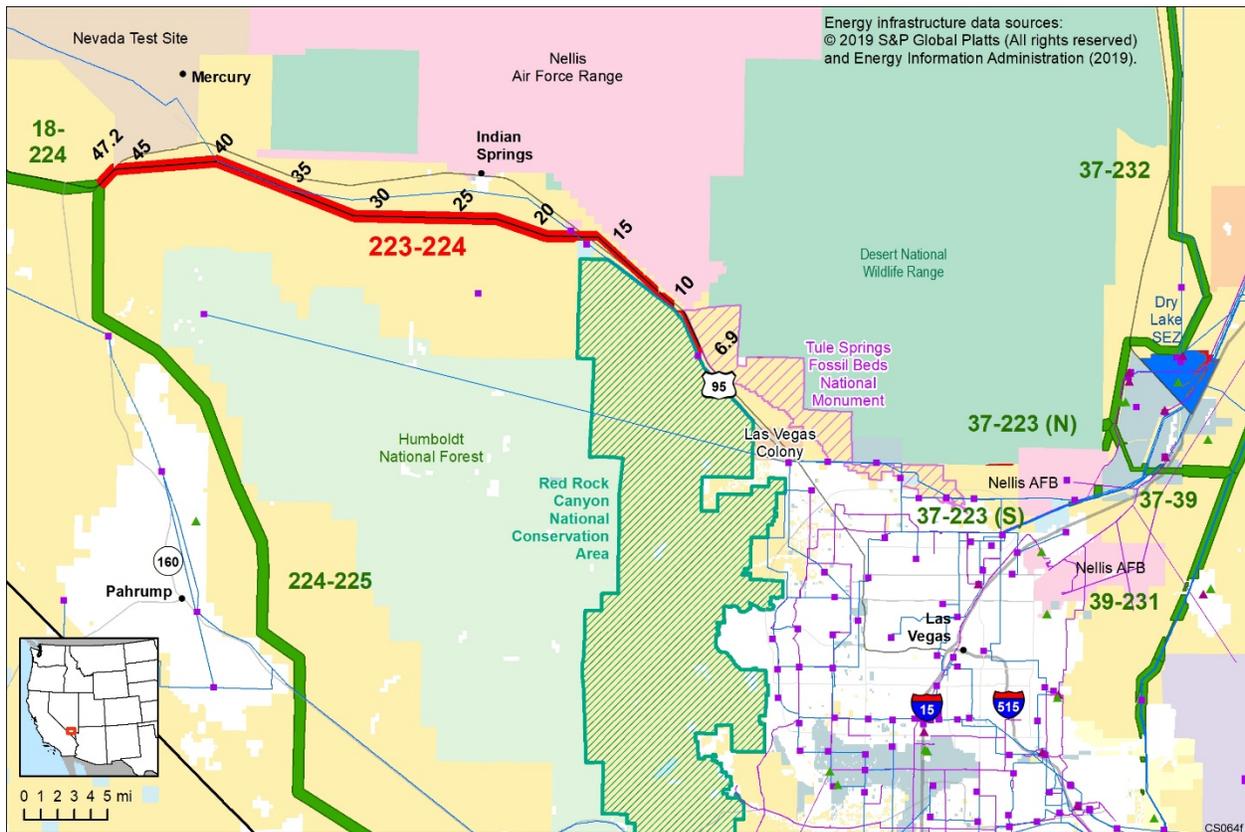


Figure 3.5-113a. Corridor 223-224 and nearby electric transmission lines and pipelines (subject corridor in red).

Land and Resource Management Plans

Las Vegas RMP (1998)

Corridor width: 2,050 ft from MP 6 to MP 17; 3,500 ft for the rest of the corridor.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Enhancements Summary and Rationale

- Realign the corridor south of U.S. Highway 95 from MP 0 to MP 17, to align with the existing locally designated corridors and where there is existing infrastructure (Figure 3.5-113b and c). The realignment would narrow the corridor width to approximately 1,400 ft. and avoid crossing the Tule Springs Fossil Beds National Monument and proximity to DoD-administered lands and the NTTR.
- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

At the time of the review, the existing corridor location (Figure 3.5-113a) with the above changes is considered to be the best balance in meeting the siting principles. The corridor was sited in its current location to complete a Section 368 energy corridor route across the northern portion of Las Vegas in response to anticipated demand for alternative routes in this high-use area. However, because Section 368 energy corridors were not designated on DoD- or USFWS-administered lands as anticipated, the intended connection is not complete. The corridor promotes efficient use of the landscape by providing a link to other Section 368 energy corridors, creating an interstate energy pathway for electrical and pipeline transmission extending from Arizona and Utah across Nevada to California. The recommended revision would minimize impacts by avoiding the Tule Springs Fossil Beds National Monument and collocating along an existing 138-kV transmission line.

The corridor was identified as a corridor of concern in the Settlement Agreement regarding ACECs and the Desert NWR. While the corridor contains important contiguous Desert Tortoise habitat, there future siting along existing infrastructure in the corridor is expected to be preferred over crossing undisturbed habitat.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Shift the corridor from MP 19 to MP 27 to avoid a proposed expansion of Red Rock NCA.
- Shift the corridor from MP 27 to MP 35 to avoid a proposed wilderness area.
- Support the recommended corridor revision.
- Consider cultural resources within and near the Tule Springs Fossil Bed National Monument as well as a recommendation for enhanced partnerships with Tribes in the area.
- Delete the corridor due to Desert Tortoise habitat.
- Concern that infrastructure development could lead to increased Desert Tortoise predation (Common Ravens) and wildlife concerns.

These concerns should be considered during any land use planning revisions that would affect the corridor.

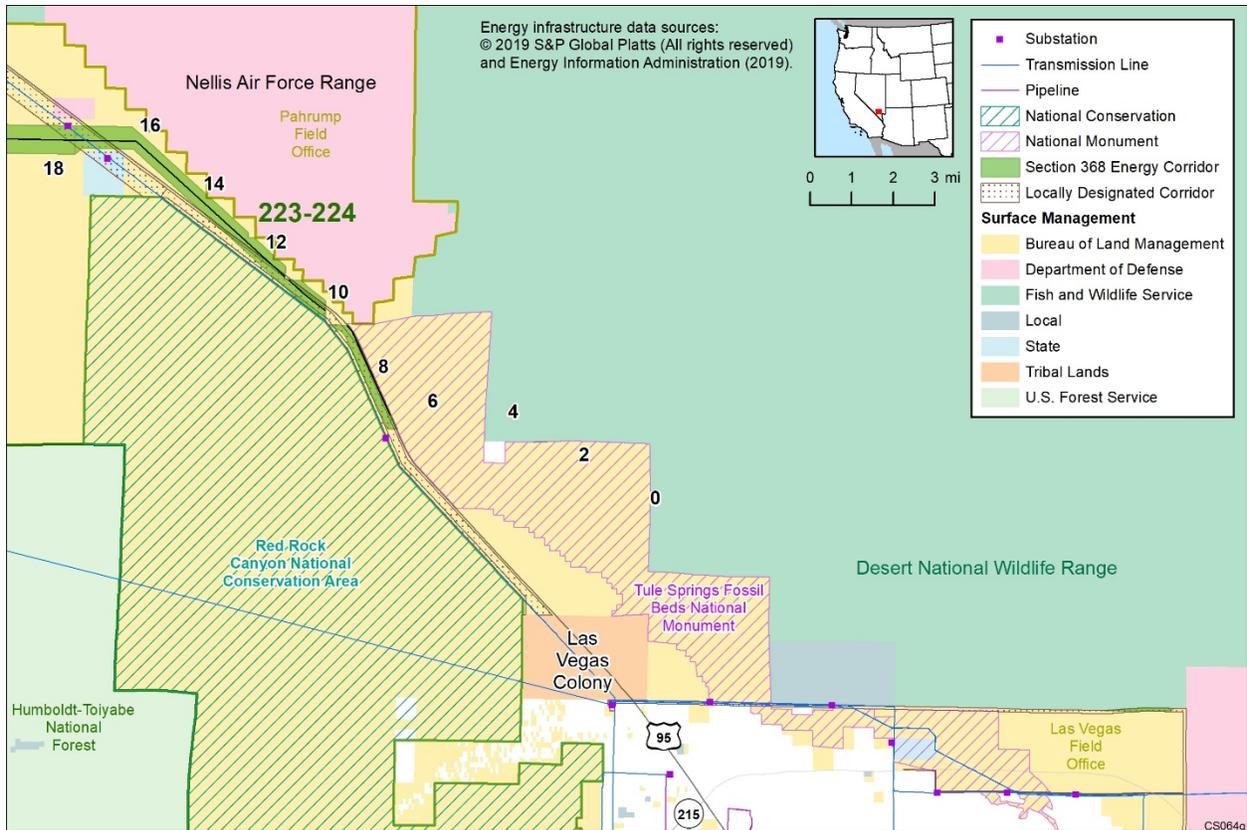


Figure 3.5-113b. Corridor 223-224, as designated

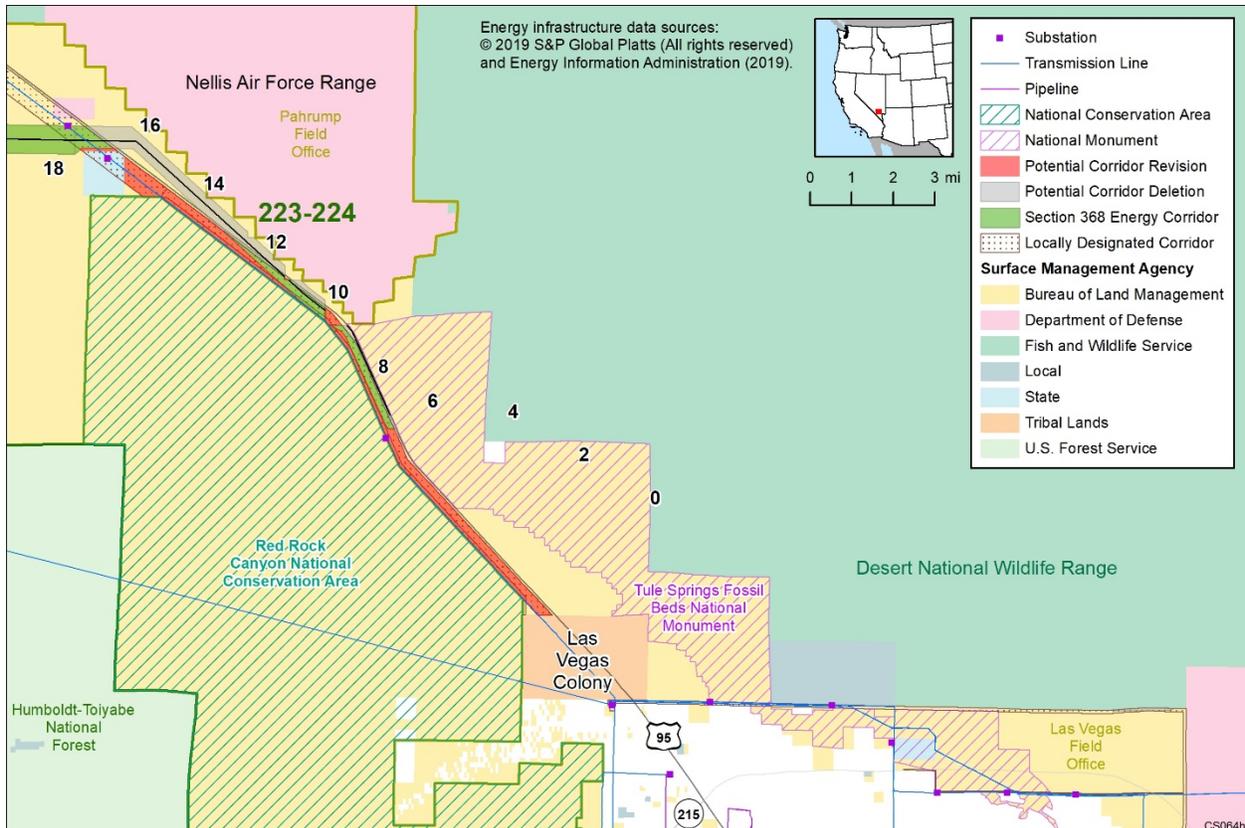


Figure 3.5-113c. Recommended Revision to Corridor 223-224

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 223-224, specific issues that would be addressed through recommended IOP revisions or additions include:

- The Agencies could consider an IOP for habitat connectivity so that projects within Section 368 energy corridors are sited and designed in a manner that minimizes impacts on Desert Tortoise habitat connectivity.
- MTR-IR, MTR-VR, and SUA intersect the corridor. Adherence to existing IOP regarding coordination with DoD would be required. The Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.

Corridor Abstract

Comprehensive background information and the Agency’s review and analysis of the existing corridor can be located in Corridor Abstract 223-224 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 224-225 (North Pahrump/US-95 to Las Vegas/Ivanpah Valley)

Agency Jurisdictions

Bureau of Land Management
Southern Nevada District Office
Las Vegas Field Office
Pahrump Field Office

Nevada County

Clark County

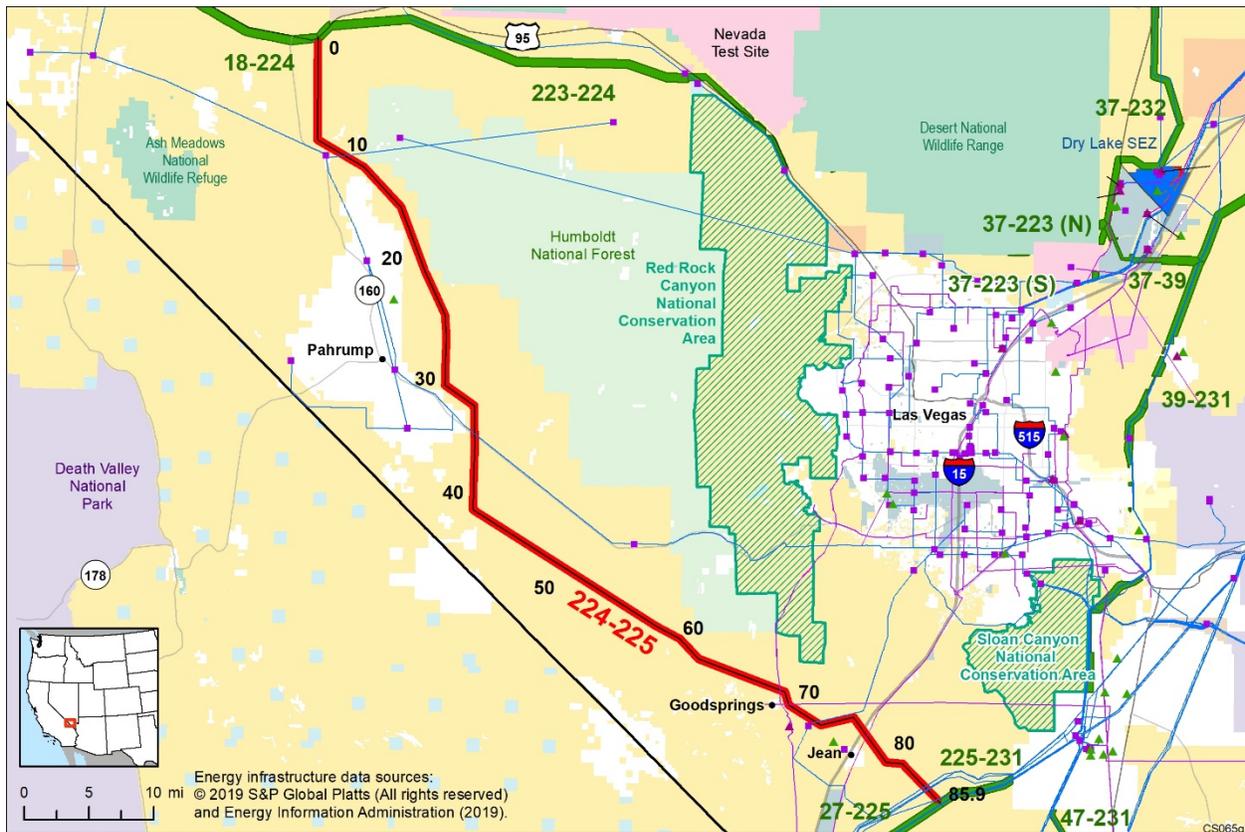


Figure 3.5-114a. Corridor 224-225 and nearby electric transmission lines and pipelines (subject corridor in red).

Land and Resource Management Plans

Las Vegas RMP (1998)

Corridor width: 3,500 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Enhancements Summary and Rationale

- Re-route corridor with an existing locally designated corridor from MP 33 to MP 61 (Figure 3.5-114b and c).
- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
 - Re-route corridor north to parallel Highway 160 and collocate with an existing transmission line to navigate difficult terrain issues and the pinch point between MP 6 and MP 9 (Figure 3.5-114b and c).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

At the time of the review, the existing corridor location (Figure 3.5-114a) with the above changes is considered to be the best balance in meeting the siting principles. The corridor was sited to avoid encroachment on DoD activities in California and to meet demand for more energy in southern California. The corridor does not contain existing infrastructure, but multiple transmission lines cross the corridor. The recommended revision would minimize environmental impacts by avoiding sensitive resources and realigning the corridor with a locally designated corridor alongside existing infrastructure to avoid currently undeveloped areas. A natural gas and solar energy power plant are near the southern end of the corridor and there are pending solar projects in the vicinity of the corridor, providing opportunity for the corridor to accommodate transmission tied to renewable energy development.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- The recommended corridor revision crosses the proposed Stump Springs ACEC.
- Shift the corridor from MP 10 to MP 11 and from MP 13 to MP 24 to avoid lands with wilderness characteristics.
- Complete cultural inventories involving landscape-level evaluations to inform recommendations for possible corridor revision or deletion.
- Suggest early consultation with the Timbisha and the Pahrump Paiute Tribes in the area.
- Support recommended revision to avoid the proposed Stump Springs SMA and lands with wilderness characteristics.
- Include specific potential impacts on wilderness characteristics.
- Re-route the corridor to avoid a Desert Tortoise connectivity area (avoidance area).
- Consider potential impacts on Death Valley National Park, which is identified in the California Desert Protection Act as unique.

These concerns should be considered during any land use planning revisions that would affect the corridor. At this time, the Agencies suggest retaining the corridor; however, if the proposed Stump

Springs ACEC is designated in the future, the planning staff can consider rerouting the corridor to maintain a viable pathway through an alternate route.

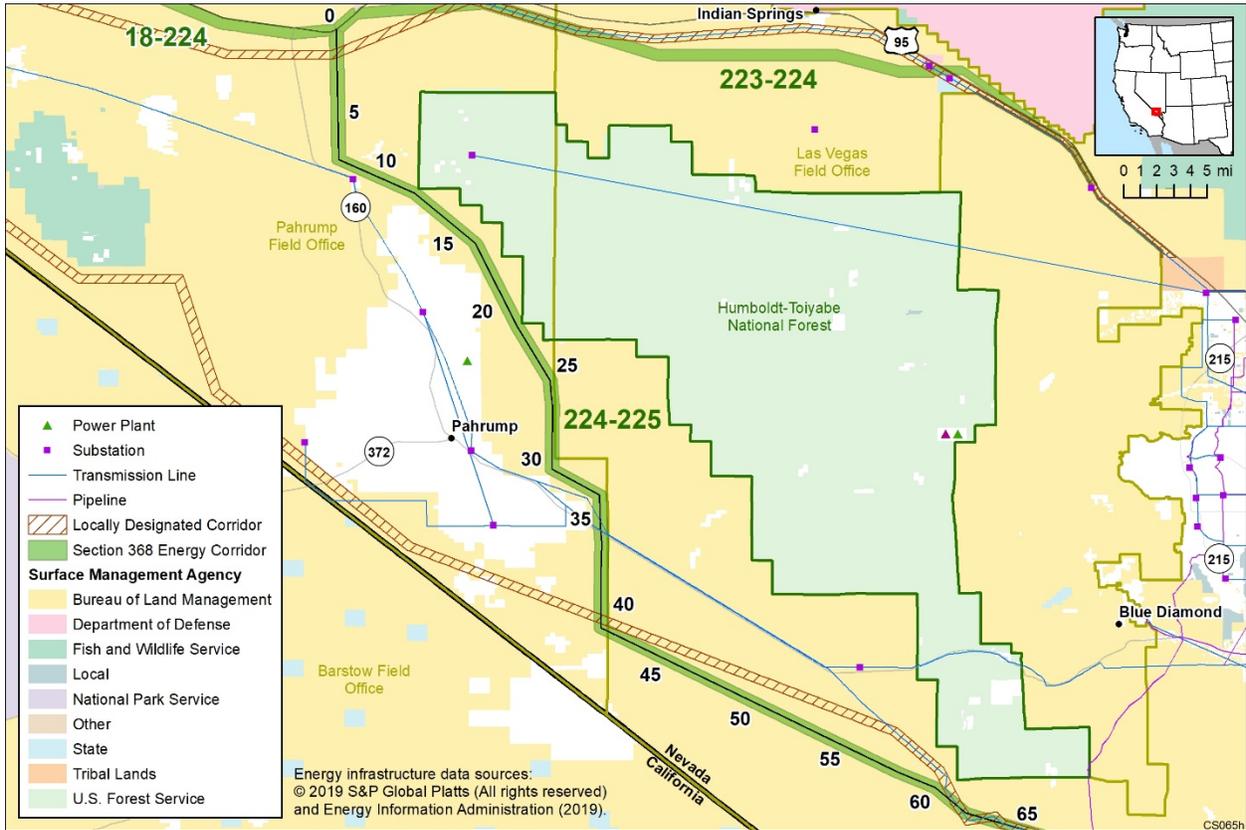


Figure 3.5-114b. Corridor 224-225, as designated

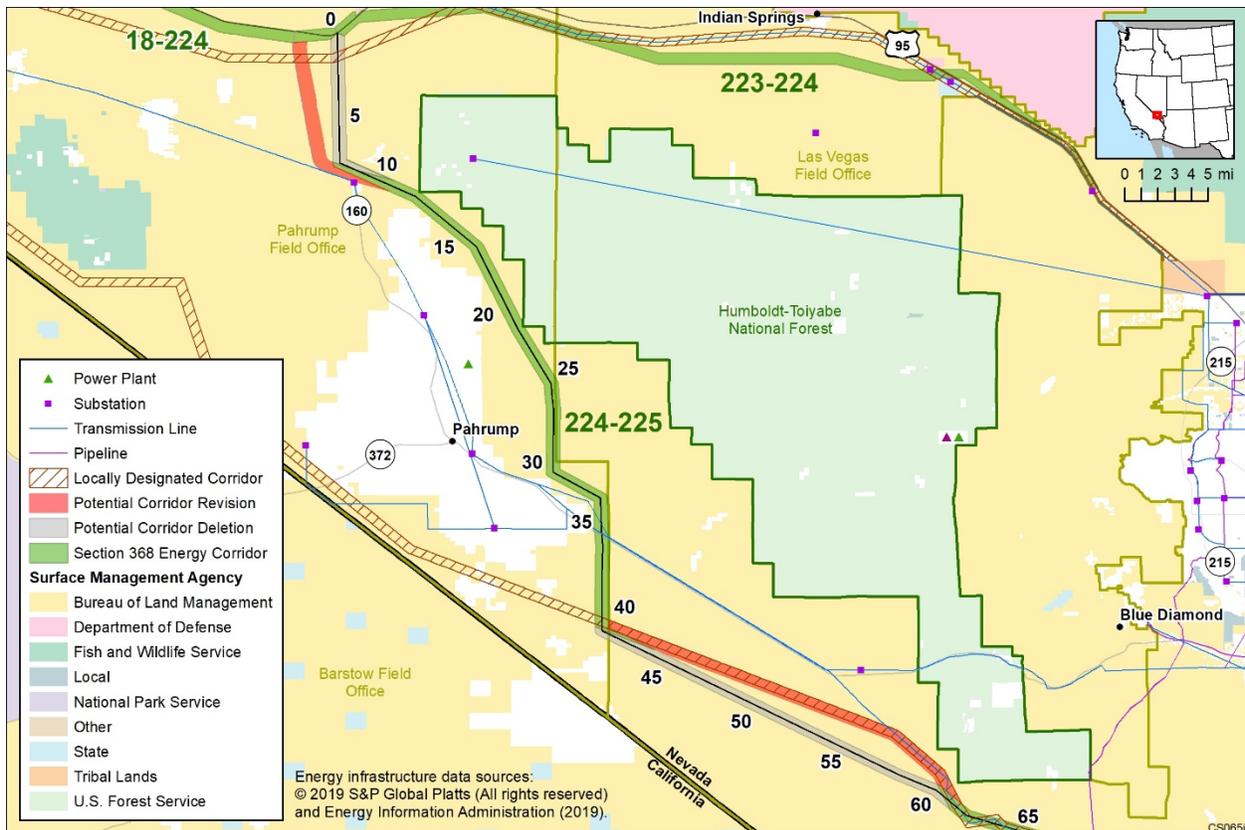


Figure 3.5-114c. Recommended Revision to Corridor 224-225

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 224-225, specific issues that would be addressed through recommended IOP revisions or additions include:

- The Agencies could consider an IOP for habitat connectivity so that projects within Section 368 energy corridors are sited and designed in a manner that minimizes impacts on Desert Tortoise habitat connectivity.
- MTR-IR and MTR-VR intersect the corridor. Adherence to existing IOP regarding coordination with DoD would be required. The Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.

Corridor Abstract

Comprehensive background information and the Agency’s review and analysis of the existing corridor can be located in Corridor Abstract 224-225 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 225-231 (South McCullough Wilderness)

Agency Jurisdictions

Bureau of Land Management
Southern Nevada District
Las Vegas Field Office

Nevada County

Clark County

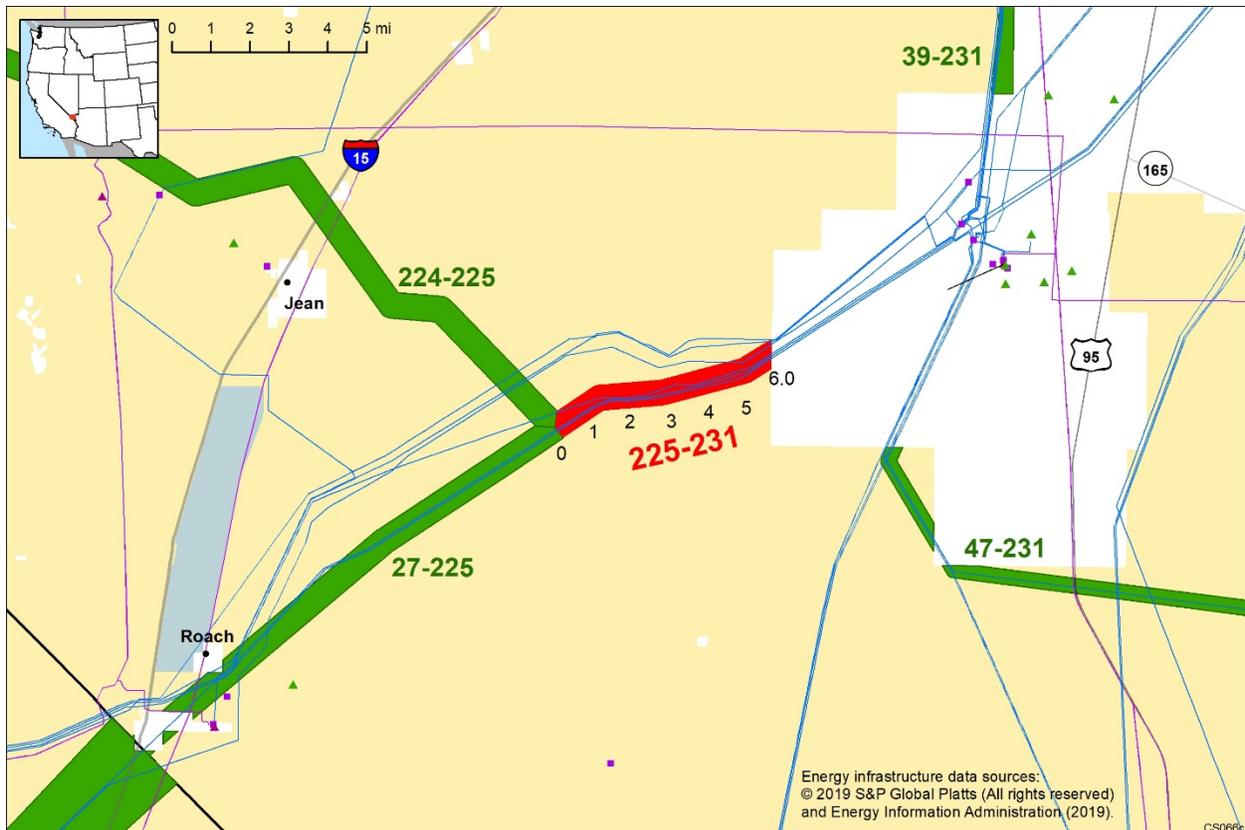


Figure 3.5-115. Corridor 225-231 and nearby electric transmission lines and pipelines (subject corridor in red).

Land and Resource Management Plans

Las Vegas RMP (1998)

Corridor width: 3,500 ft.

Designated use: multimodal to accommodate both electrical transmission and pipeline projects.

Recommended Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).

- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

At the time of the review, the existing corridor location (Figure 3.5-115) with the above changes is considered to be the best balance in meeting the siting principles. The corridor was sited to provide continuity to the north and east from the southern portion of the Las Vegas metropolitan area. The corridor promotes efficient use of the landscape by providing an east-west pathway for energy that includes Corridors 224-225 and 47-231. The corridor is occupied by and closely parallels eight transmission lines along its entire length. Three transmission lines are within the corridor for its entire length, while a fourth transmission line is within the corridor from about MP 5 to MP 6. The corridor contains existing infrastructure and additional capacity for future infrastructure development.

Additional Stakeholder Input

No specific input was received on the Region 1 Report.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 225-231, specific issues that would be addressed through recommended IOP revisions or additions include:

- The Agencies could consider an IOP for habitat connectivity so that projects within Section 368 energy corridors are sited and designed in a manner that minimizes impacts on Desert Tortoise habitat connectivity.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 225-231 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 229-254(S) (Mullan to Alberton Corridor)

Agency Jurisdictions

Forest Service

Idaho Panhandle National Forests
Lolo National Forest

Idaho County

Shoshone County

Montana County

Mineral County

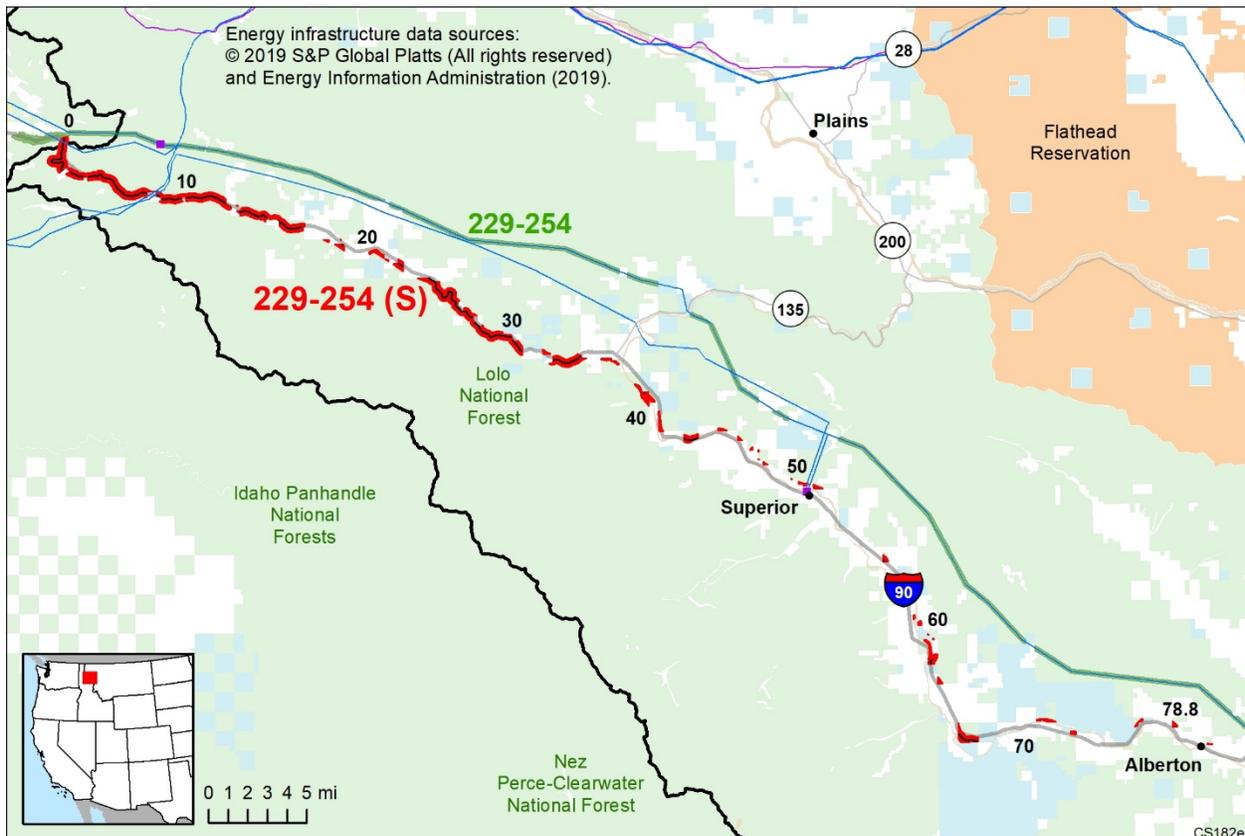


Figure 3.5-116a. Corridor 229-254(S) and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Idaho Panhandle National Forests LMP (2015)
Lolo National Forest Plan (1986)

Corridor width: 2,000 ft.
Designated use: underground only.

Recommended Corridor Enhancements Summary and Rationale

- From MP 25 to MP 50 braid the corridor to align with existing transmission rather than I-90 to avoid Bull Trout critical habitat and conflicts with highway ROW (Figure 3.5-116b and c).
- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
 - Designate as multi-modal instead of underground only since there is an existing transmission line within the corridor.
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).
- Consider adjustments to avoid terrain concerns.

At the time of the review, the existing corridor location (Figure 3.5-116a) with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by creating an energy pathway from eastern Idaho to western Montana. The recommended minor revisions would minimize impacts on Bull Trout critical habitat to the greatest extent possible while maintaining a preferred route for potential future energy development collocated with existing infrastructure. The corridor could be designated as multi-modal since there may be a need or demand to increase capacity on the existing transmission line. The corridor may be limited by terrain and landform. Fragmented land ownership (private land) could make development within the corridor difficult. The corridor was identified as a corridor of concern in the Settlement Agreement regarding critical habitat, NRHP properties, and a WSR suitable segment. While the corridor crosses critical habitat, future siting along existing infrastructure in the corridor is expected to be preferred over crossing undisturbed habitat.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- In Montana, pipeline and transmission line ROWs cannot be located within an interstate transportation ROW. Corridors can cross highways but would require Montana Environmental Policy Act analysis and could be challenging.
- The terrain in the area would make it difficult for construction of large transmission lines.
- Consider reliability concerns - the existing transmission line took the preferred location given the terrain, and there may not be enough capacity for additional energy infrastructure.
- Required clearance for pipelines is 50 ft on either side of a pipeline.
- Improve coordination with railroad companies – in some areas of the United States they are installing transmission lines within railroad ROWs, however, there could be additional fees and the higher costs may drive energy developers to other locations.
- Early engagement with local government at project-specific level.
- Consider residential areas. Look to GIS and CADASTRAL data.

- Given the mountainous terrain in this area, there will be a need for access roads. There was concern about the effect that might have on inventoried roadless areas. Buffers should be added outside of the corridors or access roads should be constructed prior to development within the corridor.
- No installation of permanent structures will be allowed within MDT ROWs. Any crossings of MDT roadways must be permitted by MDT and will have height requirements. No permanent or temporary access from Interstates (I-15 or I-90) ROW.

These concerns should be considered during any land use planning revisions that would affect the corridor.

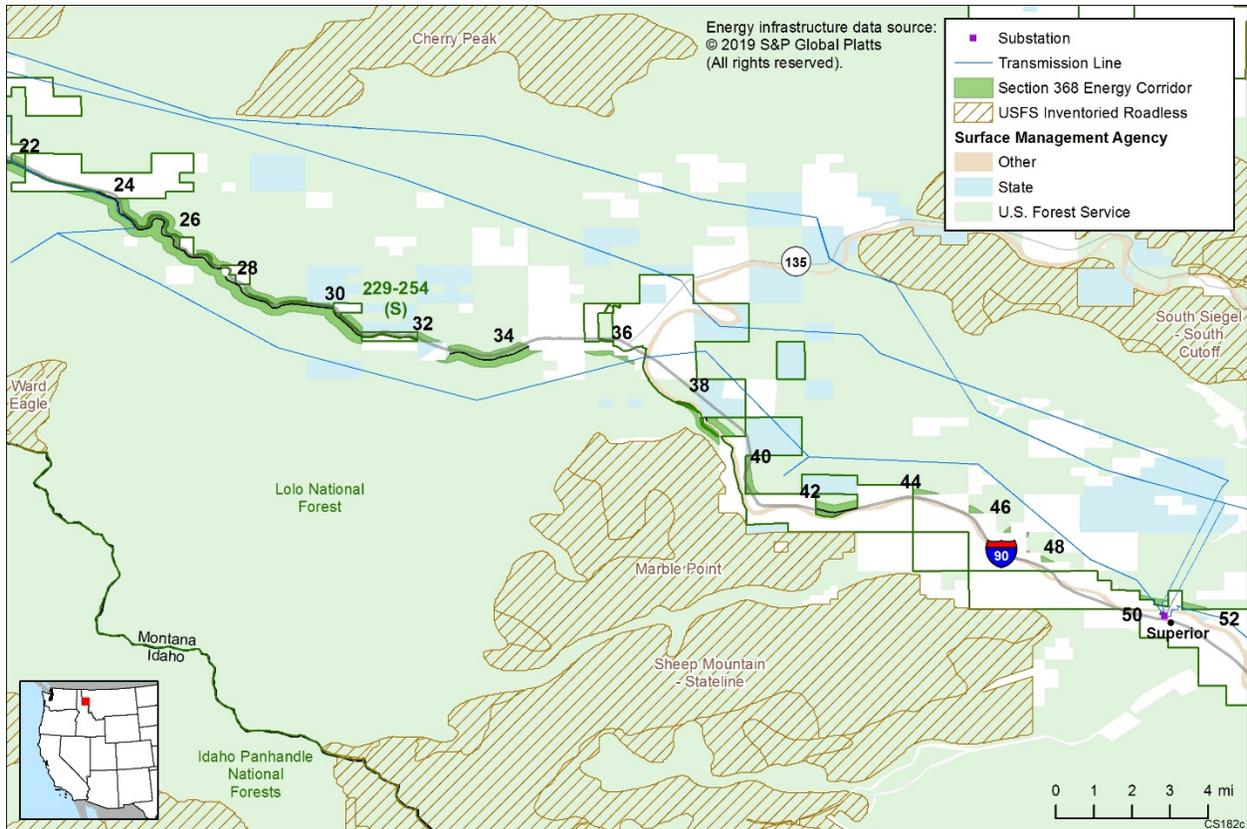


Figure 3.5-116b. Corridor 229-254(S), as designated

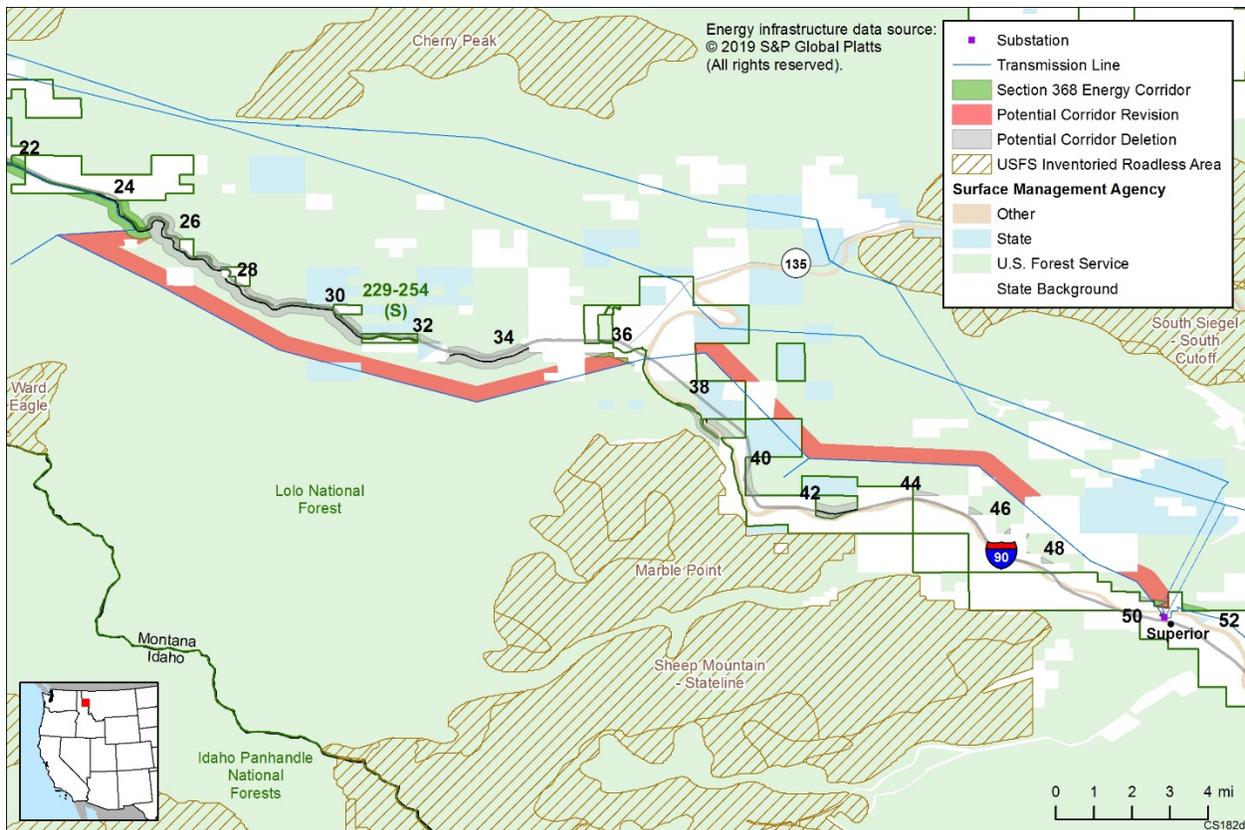


Figure 3.5-116c. Recommended Revision to Corridor 229-254(S)

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 229-254(S), specific issues that would be addressed through recommended IOP revisions or additions include:

- The Wonderful Peak inventoried roadless area and the corridor are adjacent. The Agencies could consider a coordination IOP related to inventoried roadless areas to help minimize conflicts with the Roadless Rule.

Corridor Abstract

Comprehensive background information and the Agency’s review and analysis of the existing corridor can be located in Corridor Abstract 229-254(S) which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 229-254 (Coeur d'Alene to Boulder Corridor)

Agency Jurisdictions

Bureau of Land Management

Butte Field Office
 Coeur d'Alene Field Office
 Missoula Field Office

Forest Service

Beaverhead-Deerlodge National Forest
 Lolo National Forest
 Idaho Panhandle National Forests

Idaho Counties

Kootenai County
 Shoshone County

Montana Counties

Broadwater County
 Granite County
 Jefferson County
 Mineral County
 Missoula County
 Powell County

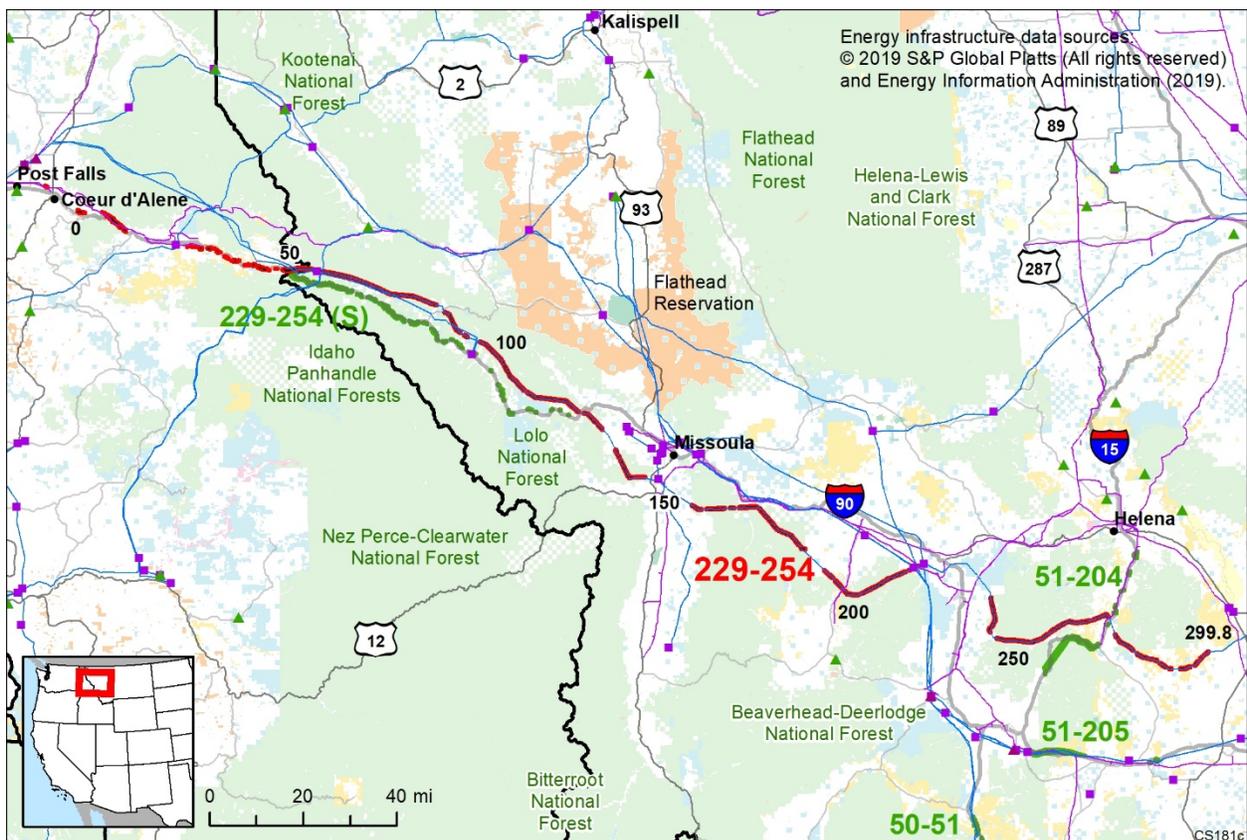


Figure 3.5-117. Corridor 229-254 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Butte RMP (2009)

Coeur d'Alene RMP (2007)

Garnet RMP (1986)

Beaverhead-Deerlodge National Forest LMP (2009)

Idaho Panhandle National Forests LMP (2015)

Lolo National Forest Plan (1986)

Corridor width: 2,000 ft from MP 0 to MP 51, 1,000 ft from MP 51 to MP 300.

Designated use: electric only.

Recommended Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).
- No specific revision is being recommended at this time but consider shifting the corridor to include more federal land and shifting corridor to existing infrastructure to avoid residential areas within the town of Boulder (MP 265 to MP 278).

At the time of the review, the existing corridor location (Figure 3.5-117) with the above recommended changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing an interstate pathway for electrical transmission. The corridor is unlikely to accommodate additional infrastructure, other than low voltage transmission lines. Terrain and existing uses would require coordination and analysis. The corridor is collocated with existing infrastructure and in general, collocation is preferred to maximize utility, minimize potential impacts, and to promote efficient use of landscape. The Agencies should prioritize increasing the capacity of the existing lines in the corridor before building additional lines. The corridor was identified as a corridor of concern in the Settlement Agreement regarding critical habitat, NRHP properties, and a WSR suitable segment. While the corridor crosses critical habitat, future siting along existing infrastructure in the corridor is expected to be preferred over crossing undisturbed habitat.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Corridor leads into residential and populated areas where the local population opposes energy infrastructure (MP 265 to MP 278 is a residential subdivision near Boulder).
- In Montana, pipeline and transmission line ROWs cannot be located within an interstate transportation ROW. Corridors can cross highways but would require Montana Environmental Policy Act analysis and could be challenging.
- The terrain in the area would make it difficult for construction of large transmission lines.

- Consider reliability concerns - the existing transmission line took the preferred location given the terrain, and there may not be enough capacity for additional energy infrastructure.
- Improve coordination with railroad companies – in some areas of the United States they are installing transmission lines within railroad ROWs, however, there could be additional fees and the higher costs may drive energy developers to other locations.
- Early engagement with local government at project-specific level.
- Consider residential areas. Look to GIS and CADASTRAL data.
- Given the mountainous terrain in this area, there will be a need for access roads. There are concerns about the effect that might have on inventoried roadless areas. Buffers should be added outside of the corridors or access roads should be constructed prior to development within the corridor.
- Emphasize and prioritize upgrading existing lines over building additional transmission lines.
- No installation of permanent structures will be allowed within Montana Department of Transportation (MDOT) ROW. Any crossings of MDT roadway must be permitted by MDT and will have height requirements. No permanent or temporary access from Interstates (I-15 or I-90) ROW.

These concerns should be considered during any land use planning revisions that would affect the corridor.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 229-254, specific issues that would be addressed through recommended IOP revisions or additions include:

- The Silver King inventoried roadless area and the corridor intersect. The Agencies could consider a coordination IOP related to inventoried roadless areas to help minimize conflicts with the Roadless Rule.
- The Continental Divide NST and the corridor intersect, while the Lewis and Clark NHT is located on private lands between MP 146 and 148. The logical extension of the corridor between the designated corridor segments would cross and could potentially impact the Lewis and Clark NHT. The Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 229-254 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 230-248 (Warm Springs Corridor)

Agency Jurisdictions

Bureau of Land Management
Cascades Field Office

Forest Service

Mt. Hood National Forest

Oregon Counties

Clackamas County
Wasco County

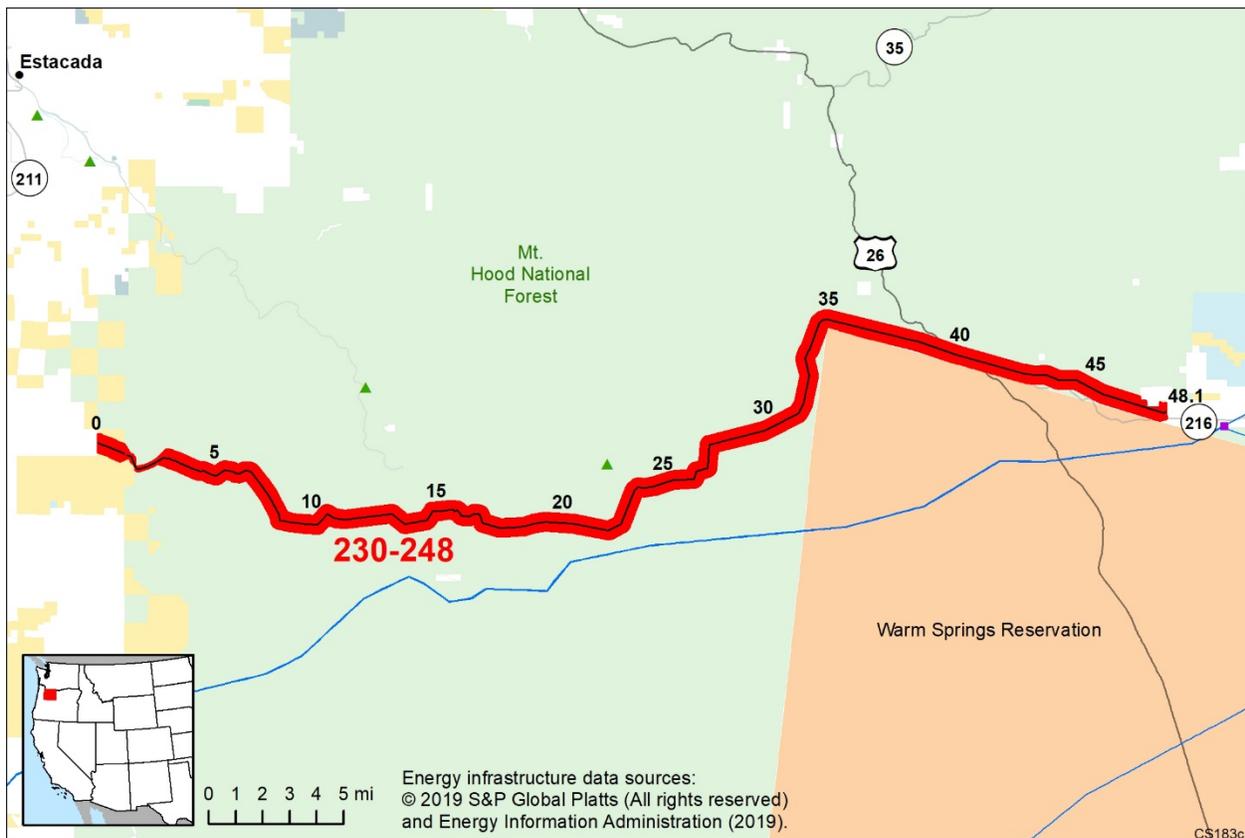


Figure 3.5-118a. Corridor 230-248 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Northwestern and Coastal Oregon ROD and RMP (2016)

Mt. Hood National Forest LMP (1990)

Corridor width: variable, ranging from 145 to 3,500 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Enhancements Summary and Rationale

- Delete Corridor 230-248.

While the corridor provides an east-west pathway across the Cascades through Mt Hood National Forest (Figure 3.5-118), the corridor faces numerous challenges including river crossings, terrain and stability concerns, and it is not collocated with existing infrastructure. In September 2020, a large portion of the Fish Creek watershed was severely burned in the Riverside Fire, increasing the likelihood of slope failure and landslides in the area. Future energy transmission infrastructure could collocate with either of two east-west transmission lines south of Corridor 230-248; however, the Agencies do not consider either of these routes preferred pathways due to siting challenges and resource conflicts.

The corridor was identified as a corridor of concern in the Settlement Agreement regarding critical habitat, NRHP property, Pacific Crest NST, Clackamas WSR and other “eligible” segments, conflicts with Northwest Forest Plan critical habitat and late-successional reserves.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Consider environmental concerns including wilderness designations and ACECs on either side of corridor, Pacific Crest NST crossing affects all routes in this vicinity, WSR crossings, Northern Spotted Owl habitat, Steelhead, Chinook, and Coho salmon, Pacific Crest NST, the Riverside NRT, and the new White River wolf pack in the area.
- Improve engagement with Tribes since the east end of the corridor borders the Warm Springs Reservation.
- Consider river crossings and terrain and feasibility of pipeline development (underground is not technologically feasible; safety concerns with above-ground – periodic heavy flooding occurs and could wash away pipeline).
- Analyze energy need and demand in the area. Demand is generally more south towards the Ruby pipeline and the California market, as well as southwest towards Portland.
- Corridor was designated to follow the route of the proposed Palomar natural gas pipeline, which was never built due to concerns including the Fish Creek crossing, unstable ground issues, private lands, and terminal concerns.
- Oppose the Trail West Pipeline, which has been proposed to move gas in an east-to-west direction from central Oregon to the Interstate-5 corridor near Molalla, Oregon. The proposed pipeline could be located within Corridor 230-248 and could be used to export gas to China.
- In the past, energy companies have not wanted to collocate with highway corridor (Highway 26).
- Consider collocating new underground pipelines or transmission lines with the existing transmission lines to the south, though this might require a wider corridor. Support for collocation which results in less disturbance/impact on resource areas.
- Consider Cascade Crossing project near the BPA route.

- Consider forest land allocations (late successional reserves or LSRs and NW Forest Plans).
- Development within the corridor conflicts with the Mt. Hood National Forest LMP.
- Consider the risks new fossil fuel infrastructure poses to public safety and natural resources due to potential pipeline leaks, ruptures, spills, and burns.
- A large portion of the corridor experienced a stand-replacing fire and the Fish Creek watershed was severely burned, increasing the likelihood of slope failure and landslides and demonstrating that a gas pipeline is not appropriate in the corridor.
- Prefer corridor deletion but alternatively re-align the corridor along existing transmission lines and designate as transmission-only.
- Delete corridor because unstable soils make pipeline development dangerous the Fish Creek watershed just experienced a large forest fire.

These concerns should be considered during any land use planning revisions that would affect the corridor.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 230-248 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 232-233(E)(W) (Southern Nevada North-South Connector)

Agency Jurisdiction

Nevada County

Bureau of Land Management
Caliente Field Office

Lincoln County

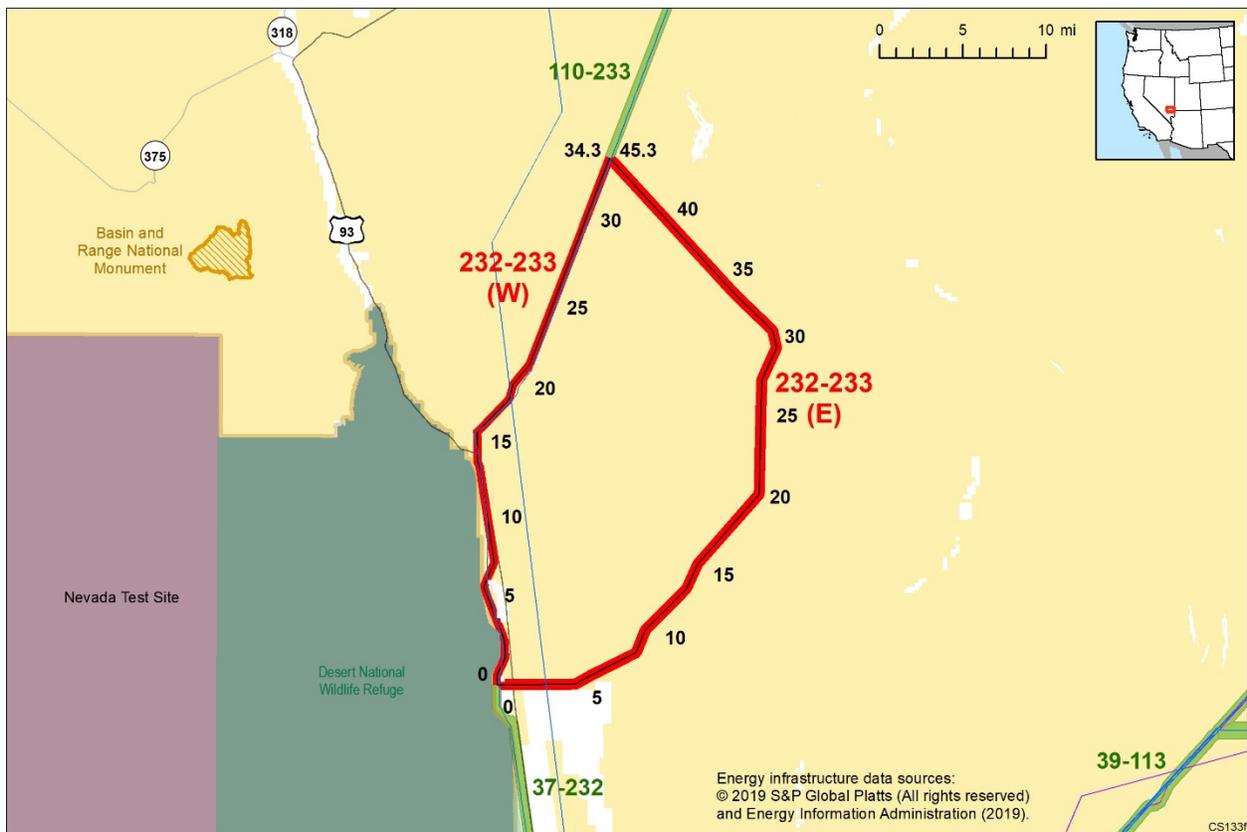


Figure 3.5-119a. Corridor 232-233(E)(W) and nearby electric transmission lines and pipelines (subject corridor in red).

Resource Management Plan

Ely District RMP (2008)

Corridor width: 3,500 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Modifications Summary and Rationale

- Delete Corridor 232-233(E) (Figures 3.5-119b and c).
- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).
 - The Ely RMP states that ROWs in Desert Tortoise habitat should be managed the same as the three Desert Tortoise ACECs, as avoidance areas. The corridor designation and management prescription for the ACECs and Desert Tortoise habitat have conflicting management objectives. There is a need to provide clarification on the management prescriptions in the land use plan: options include revising the corridor, the ACEC boundary, or providing clarification that avoiding the ACEC has already been reviewed and the best method to meet the siting principles is through minimizing or mitigating impacts on a case-by-case basis.

At the time of the review, the existing corridor location (Figure 3.5-119a) with the above changes is considered to be the best balance in meeting the siting principles. The western corridor (Corridor 232-233(W)) includes existing infrastructure; however, there are topography concerns in the corridor between MP 15 and MP 17. There is little opportunity to widen the corridor because it is flanked by the Desert NWR to the west and designated Wilderness to the east. The route for the ON Line transmission line did not use the corridor due to existing infrastructure and the pinch point created by topography, a wash, and the Desert NWR. Instead, the route parallels Corridor 232-233(W) to the east through designated Wilderness and the Desert Tortoise ACEC. There is no alternative route in which the corridor could be collocated with existing infrastructure or a locally designated corridor that would avoid Desert Tortoise critical habitat. Collocation is preferred from a wildlife perspective. Although future capacity within the corridor may be limited, the corridor minimizes impact and maximize utility through collocation. The corridor promotes efficient use of the landscape because it provides a north-south pathway for energy infrastructure to Las Vegas.

The eastern corridor (Corridor 232-233(E)) contains no infrastructure and goes through the Kane Springs ACEC and Desert Tortoise habitat. In addition, development within Corridor 232-233(E) would create an isolated parcel between Corridor 232-233(E) and Corridor 232-233(W) that would further fragment habitat for Desert Tortoise and other wildlife. The corridor does not minimize impacts on Desert Tortoise and does not maximize utility through collocation, therefore, the BLM suggests a deleting Corridor 232-233(E).

Because future capacity within Corridor 232-233(W) is limited, there may be a need to provide a supplemental north-south route in a more preferred location than provided by Corridor 232-233(E). The Agencies propose a recommended corridor addition for a new east-west corridor 22 miles north of Corridor 232-233 (E)(W) that would connect Corridor 110-233 (near the Dry Lake Valley North SEZ) to the recently authorized TransWest Express route. This recommended corridor addition would be dependent on the construction of TransWest Express in Nevada (see *TransWest Connector Corridor Addition Summary*).

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Support deletion of the corridor to protect Desert Tortoise and the Kane Springs ACEC, as well as wilderness quality lands.

These concerns should be considered during any land use planning revisions that would affect the corridor.

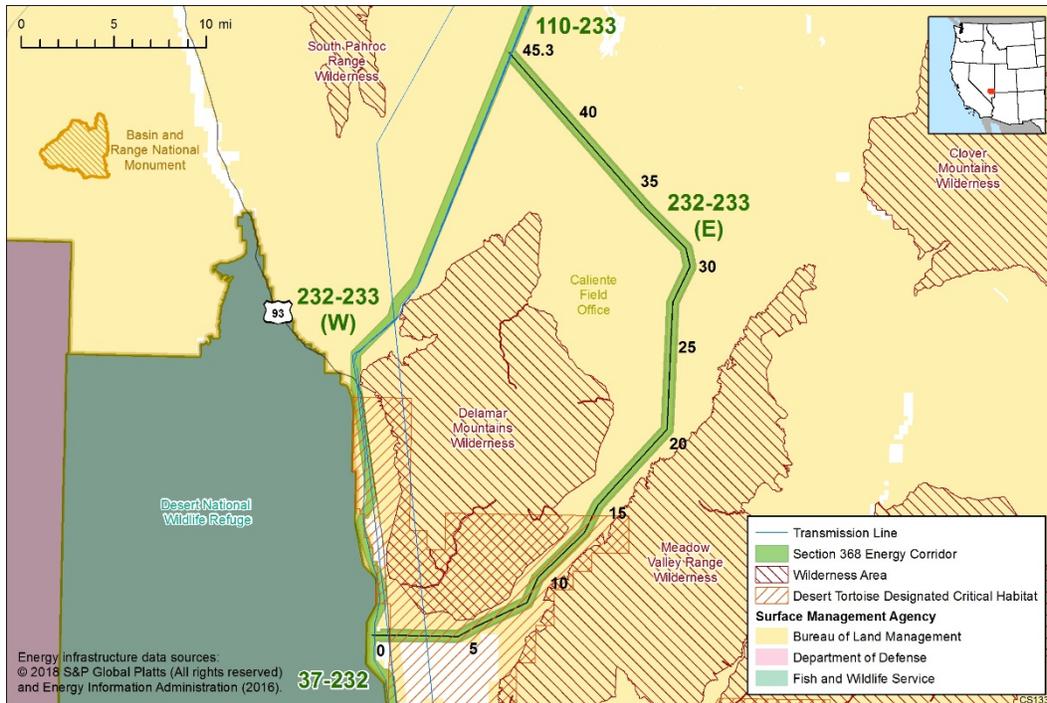


Figure 3.5-119b. Corridor 232-233(E)(W), as designated.

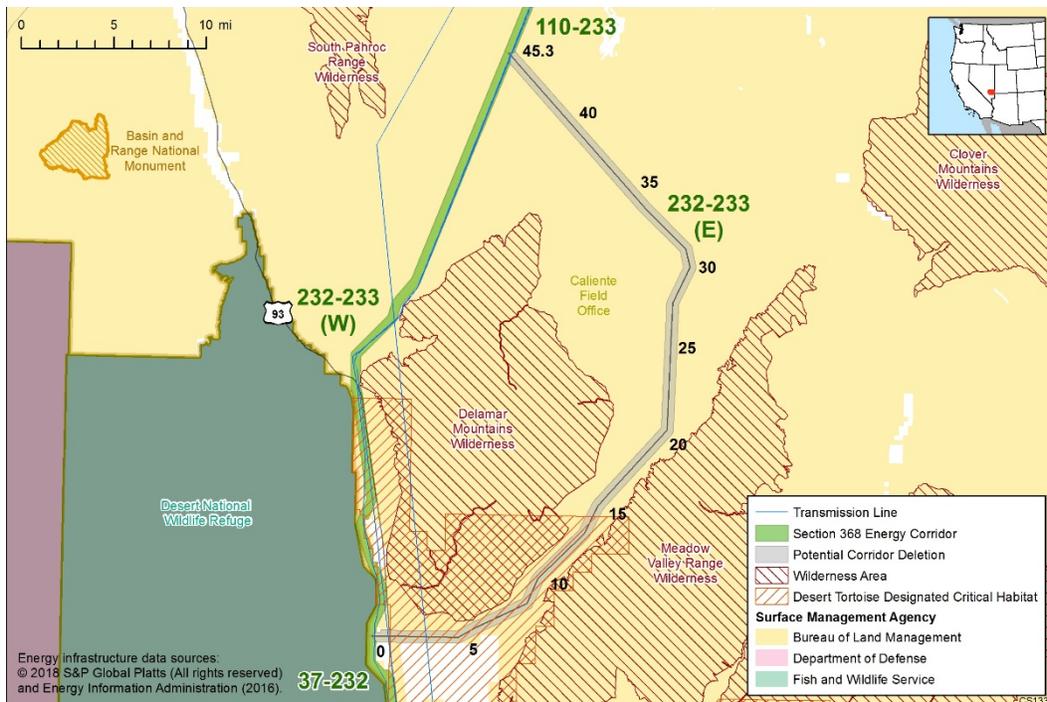


Figure 3.5-119c. Recommended Revision to Corridor 232-233(E)(W).

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 232-233(E)(W), specific issues that would be addressed through recommended IOP revisions or additions include:

- Desert Tortoise and Mule Deer migration corridors and habitat have been identified within the corridor. The Agencies could consider an IOP to help minimize impacts on wildlife corridors and habitats.
- The Agencies could consider an IOP to provide guidance on the review process for applications within corridors with incomplete inventories. The recommended IOP would assist with avoiding, minimizing, and/or mitigating impacts on lands with wilderness characteristics.
- MTR-VR and SUA intersect the corridor. Adherence to the existing IOP regarding coordination with DoD would be required. The Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.

Corridor Abstract

Comprehensive background information and the Agency’s review and analysis of the existing corridor can be located in Corridor Abstract 232-233 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 234-235 (Nogales Corridor)

Agency Jurisdictions

Forest Service

Coronado National Forest

Arizona County

Santa Cruz County

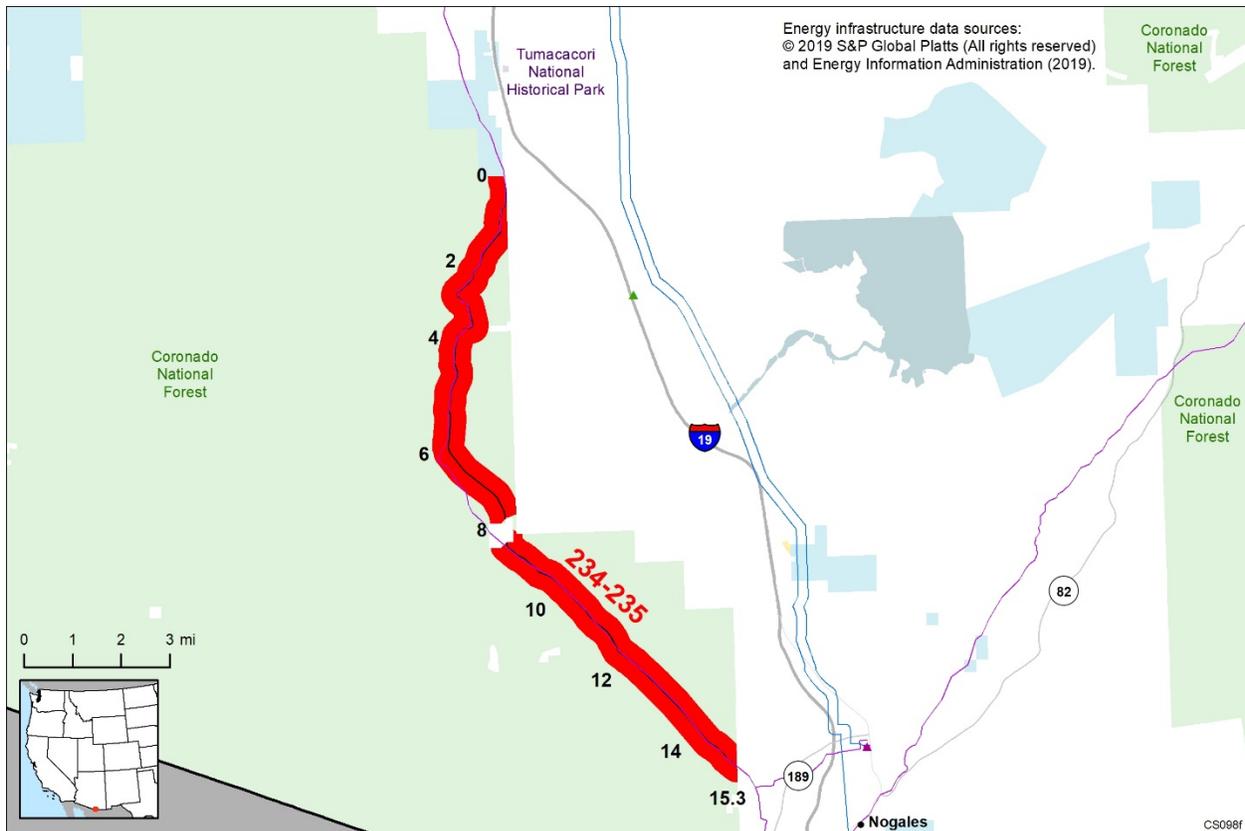


Figure 3.5-120a. Corridor 234-235 and nearby electric transmission lines and pipelines (subject corridor in red).

Forest Plan

Coronado National Forest LMP (2018)

Corridor width: 3,500 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Modifications Summary and Rationale

- Shift the corridor to the east from MP 0 to MP 6 and MP 8 to MP 15 so that the existing natural gas pipeline is the western boundary of the corridor, rather than the centerline. Shift the corridor to the west from MP 7 to MP 8 to include more USFS land and increase capacity for the corridor (Figures 3.5-120b and c).
- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).
 - The corridor intersects ESA-listed Jaguar and Mexican Spotted Owl critical habitat. Future development in the corridor may conflict with the Coronado National Forest LMP that states measures will be prescribed to prevent the destruction or adverse modification of critical habitat for federally listed species.

At the time of the review, the existing corridor location (Figure 3.5-120a) with the above changes is considered to be the best balance in meeting the siting principles. The recommended corridor revisions would maximize utility through collocation with existing and planned infrastructure and promote efficient use of the landscape by providing a pathway for energy transport on National Forest System lands with Mexico. The recommended corridor revisions would also avoid a portion of Jaguar and Mexican Spotted Owl critical habitat.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Narrow the corridor or shift it east at MP 8 to avoid inventoried roadless area units and shift the corridor east from MP 0 to MP 7 to avoid Jaguar critical habitat.

These concerns should be considered during any land use planning revisions that would affect the corridor.

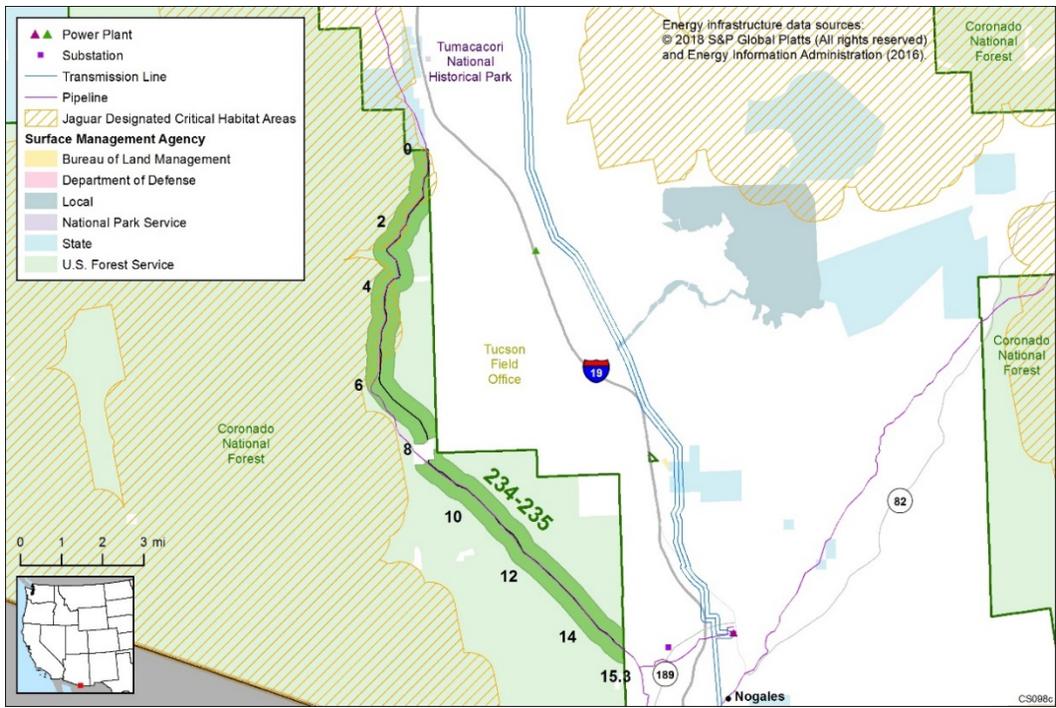


Figure 3.5-120b. Corridor 234-235, as designated.

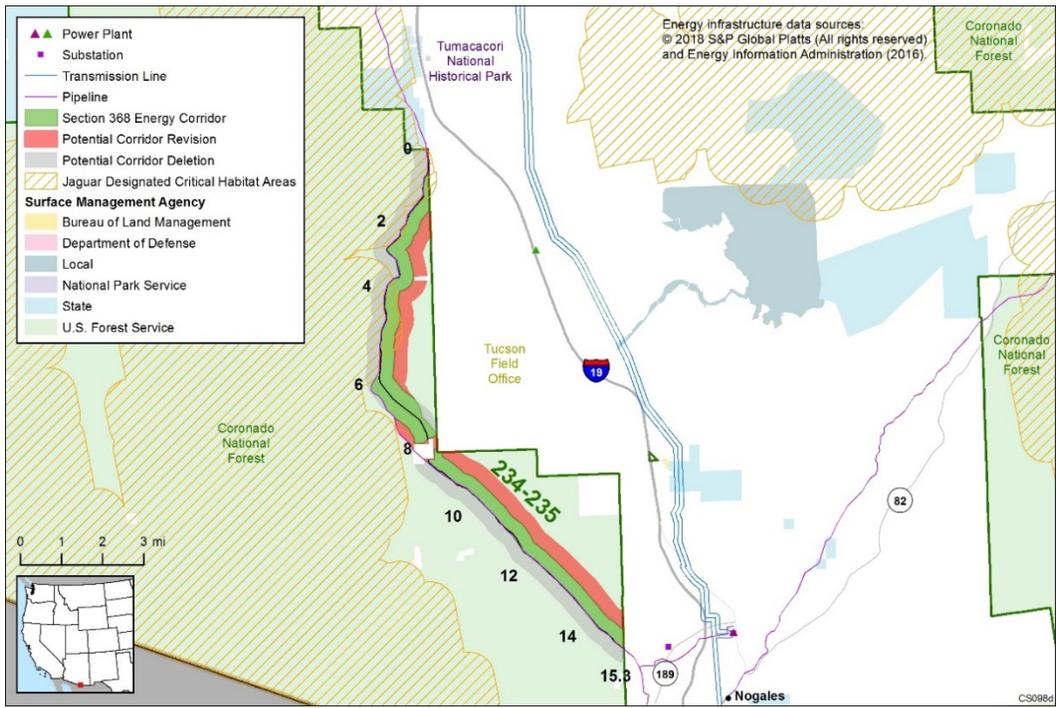


Figure 3.5-120c. Recommended Revision to Corridor 234-235.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 234-235, specific issues that would be addressed through recommended IOP revisions or additions include:

- Wildlife migration through the Santa Rita-Tumacacori Wildlife Linkage has been identified at both the north and south limits of the corridor. The Agencies could consider an IOP to help minimize impacts on wildlife migration corridors and habitat.
- MTR-VR and the corridor intersect. Adherence to the existing IOP regarding coordination with DoD would be required. The Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes activities.
- Juan Bautista de Anza NHT is within one mile of the corridor at both the northern and southern ends of the corridor. The Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 234-235 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 236-237 (Cleveland National Forest)

Agency Jurisdictions

U.S. Forest Service
Cleveland National Forest

California Counties

Orange County
Riverside County

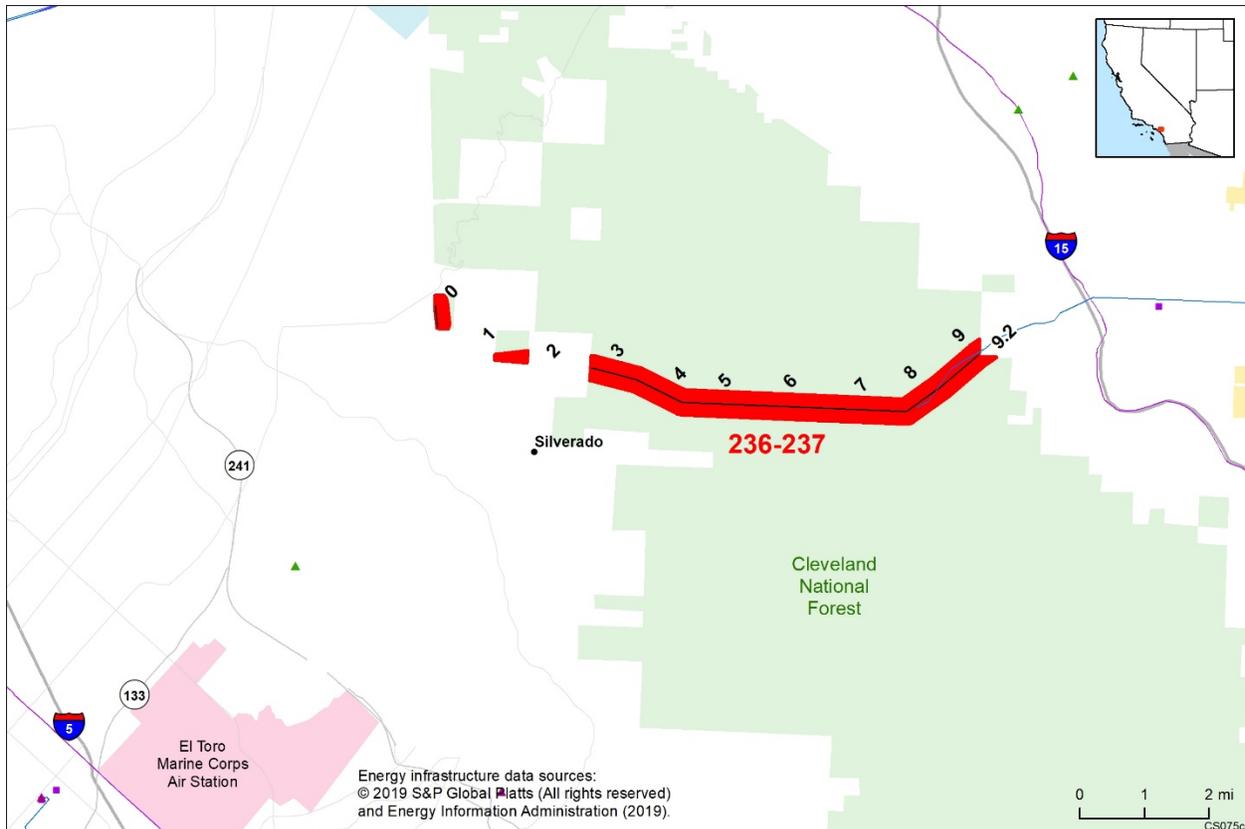


Figure 3.5-121. Corridor 236-237 and nearby electric transmission lines and pipelines (subject corridor in red).

Land and Resource Management Plans

Cleveland National Forest LMP (2005)

Corridor width: 2,000 ft.

Designated use: electric-only.

Recommended Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).

- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

At the time of the review, the existing corridor location (Figure 3.5-121) with the above changes is considered to be the best balance in meeting the siting principles. The corridor provides a pathway for energy transport into the Los Angeles Basin and metropolitan area through the Cleveland National Forest. The corridor is collocated with existing infrastructure and has potential for future development. The corridor is located within a RETI 2.0 TAFE, providing opportunity for the corridor to accommodate transmission tied to renewable energy development.

Additional Stakeholder Input

No specific input was received on the Region 1 Report.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 236-237, specific issues that would be addressed through recommended IOP revisions or additions include:

- The corridor and inventoried roadless area intersect. The addition of an agency coordination IOP related to inventoried roadless areas could help in minimizing conflicts with the Roadless Rule.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 236-237 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 244-245 (Lester to Easton Corridor)

Agency Jurisdictions

Forest Service

Mt. Baker-Snoqualmie National Forest
Okanogan-Wenatchee National Forest

Washington Counties

King County
Kittitas County

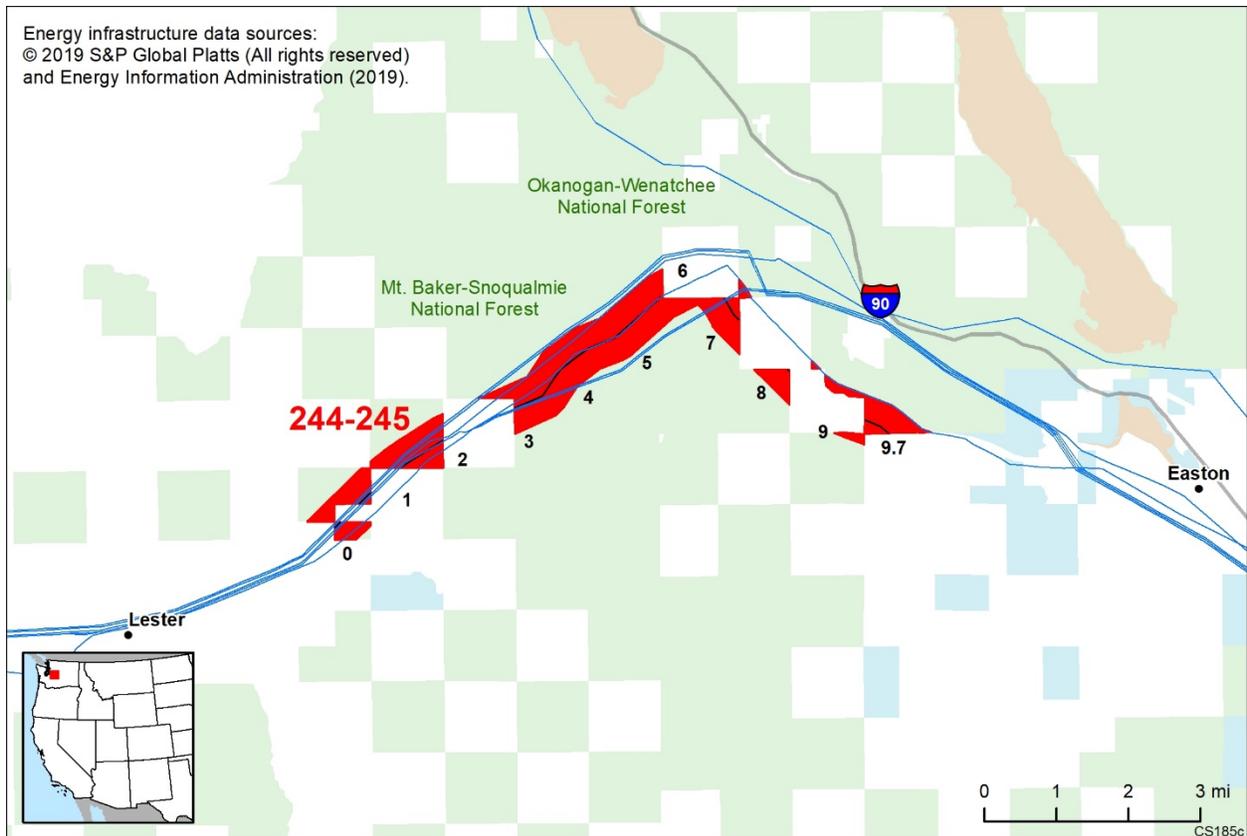


Figure 3.5-122. Corridor 244-245 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Mt. Baker-Snoqualmie National Forest LMP (1990)
Wenatchee National Forest LMP (1990)

Corridor width: 3,500 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- The Agencies could suggest collocating future development closely with the existing infrastructure to avoid the steep topography and water quality concerns on either side of the corridor.
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).
- Consider adding lands acquired after 2009 to the designated corridor in future land use planning.

At the time of the review, the existing corridor location (Figure 3.5-122) with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a path for transmitting generated energy from eastern Washington to the Puget Sound metropolitan area. Collocating future development closely with existing infrastructure would minimize concerns regarding steep topography and river water quality concerns within the Green River Municipal Watershed while maintaining a preferred route for potential future energy development collocated with existing infrastructure. Options to shift the corridor are limited because of the checkerboard pattern of USFS-administered lands in the area. The corridor was identified as a corridor of concern in the Settlement Agreement regarding conflicts with Northwest Forest Plan, critical habitat, and tracks America's Byway. While the corridor crosses critical habitat, future siting along existing infrastructure in the corridor is expected to be preferred over crossing undisturbed habitat.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Consider USFS allocations in this area with respect to old growth forests and timber.
- Consider water quality concerns - Green River Municipal Watershed for city of Tacoma – road maintenance can impact water quality by adding sediment.
- Old growth forest late successional reserves are not within corridor but would need to be considered if corridor is widened.
- Pacific Crest NST is already impacted by existing transmission lines.
- Corridor has noxious weeds/invasive plant issues. The 2015 USFS EIS requires that project proponents replace weeds with low height pollinator-friendly species; maintain vegetation in ROW.

These concerns should be considered during any land use planning revisions that would affect the corridor.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 244-245, specific issues that would be addressed through recommended IOP revisions or additions include:

- The Pacific Crest NST and the corridor intersect. The Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.
- MTR-VR and the corridor intersect. Adherence to the existing IOP regarding coordination with DoD would be required. The Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 244-245 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 250-251 (Baker City to Ontario Corridor)

Agency Jurisdictions

Bureau of Land Management
Baker Field Office
Malheur Field Office

Oregon Counties

Baker County
Malheur County

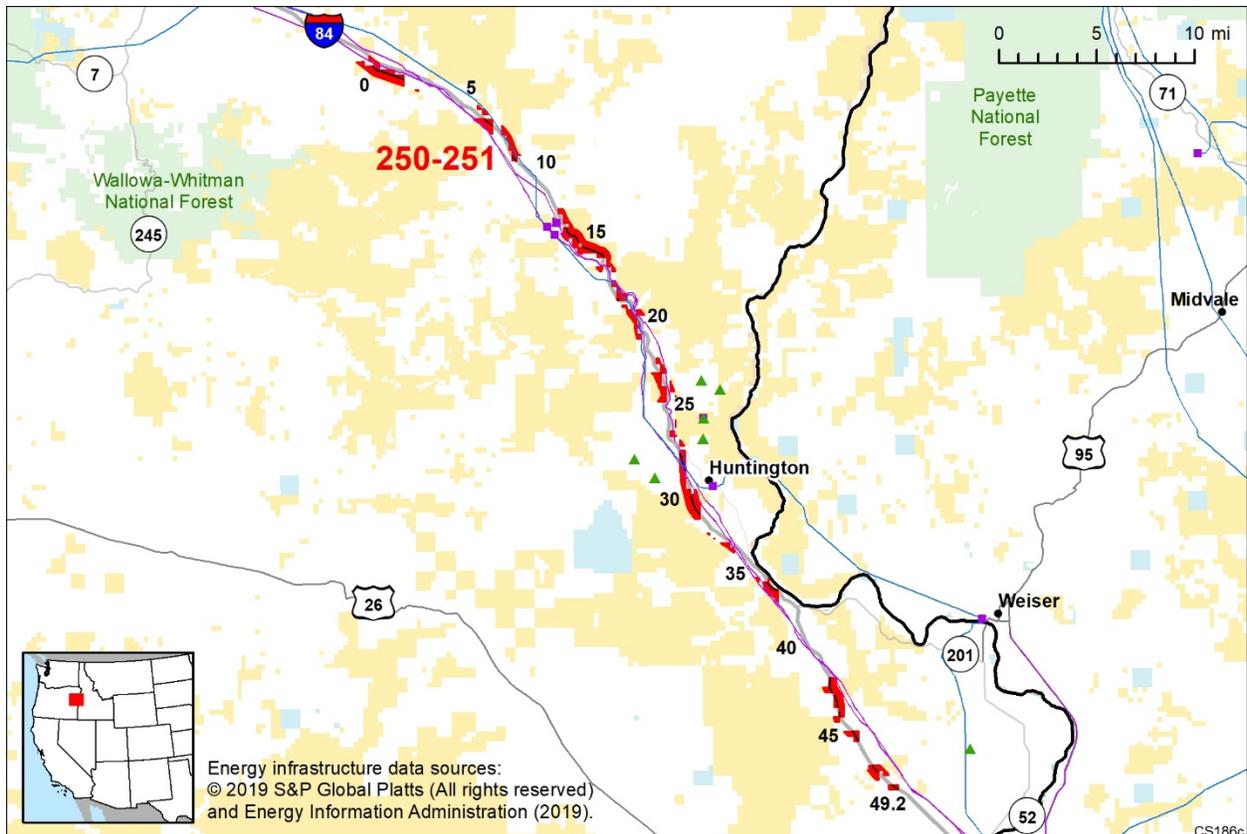


Figure 3.5-123. Corridor 250-251 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Baker RMP (1989)
Southeastern Oregon RMP and ROD (2002)
OR GRSG ARMPA (2015)

Corridor width: 3,500 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).
- Implement minor adjustments to avoid environmentally sensitive areas.
 - From MP 18 to MP 28, shift corridor slightly to minimize impacts on the Oregon NHT.

At the time of the review, the existing corridor location (Figure 3.5-123) with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a pathway for energy transport in northeast Oregon. The recommended minor revisions would minimize impacts on the Oregon NHT and Snake River-Mormon Basin BLM Back Country Byway to the greatest extent possible while maintaining a preferred route for potential future energy development collocated with existing infrastructure (i.e., 138-kV transmission line).

Additional Stakeholder Input

No specific input was received during the Regions 4, 5, and 6 stakeholder workshops and no specific input was received on the Regions 4, 5, and 6 Report.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 250-251, specific issues that would be addressed through recommended IOP revisions or additions include:

- The Oregon NHT and the corridor intersect. The Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.
- MTR-VR and the corridor intersect. Adherence to the existing IOP regarding coordination with DoD would be required. The Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 250-251 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 256-257 (North Ogden Corridor)

Agency Jurisdiction

Utah County

Forest Service

Weber County

Uinta-Wasatch-Cache National Forest

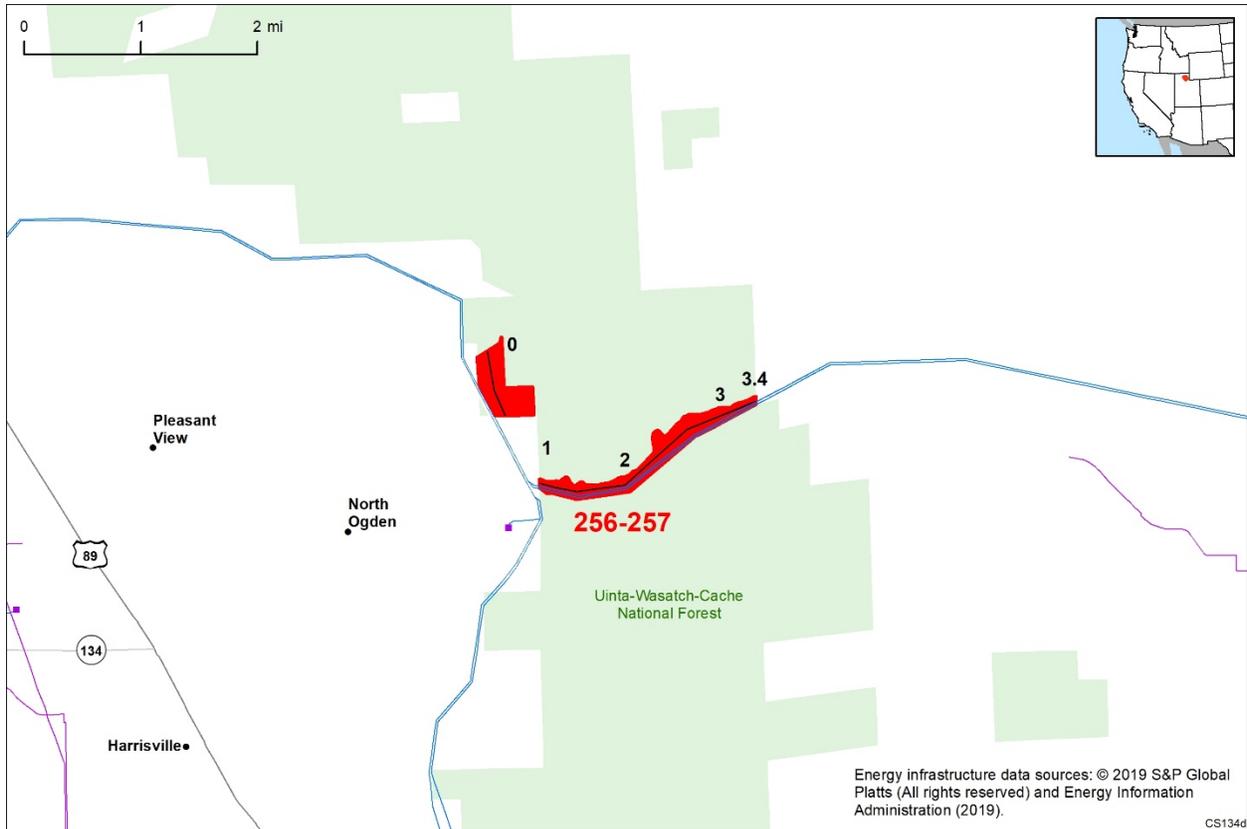


Figure 3.5-124. Corridor 256-257 and nearby electric transmission lines and pipelines (subject corridor in red).

Land and Resource Management Plan

Wasatch-Cache National Forest LMP (2003)

Corridor width: variable, ranging from 345 to 2,640 ft.

Designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Modifications Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

At the time of the review, the existing corridor location (Figure 3.5-124) with the above changes is considered to be the best balance in meeting the siting principles. The corridor provides an east-west pathway for energy infrastructure through the Uinta-Wasatch-Cache National Forest in northern Utah. The corridor maximizes utility and minimizes impact by collocating with existing infrastructure and avoiding inventoried roadless areas. Opportunity to expand or shift the corridor is limited because inventoried roadless areas restrict the corridor for much of its length.

Additional Stakeholder Input

No specific input was received on the Regions 2 and 3 Report.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 256-257, no recommended IOP revisions or additions have been identified.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 256-257 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 261-262 (Mount Shasta Corridor)

Agency Jurisdictions

Bureau of Land Management
Redding Field Office

Forest Service

Klamath National Forest
Shasta-Trinity National Forest

California Counties

Shasta County
Siskiyou County

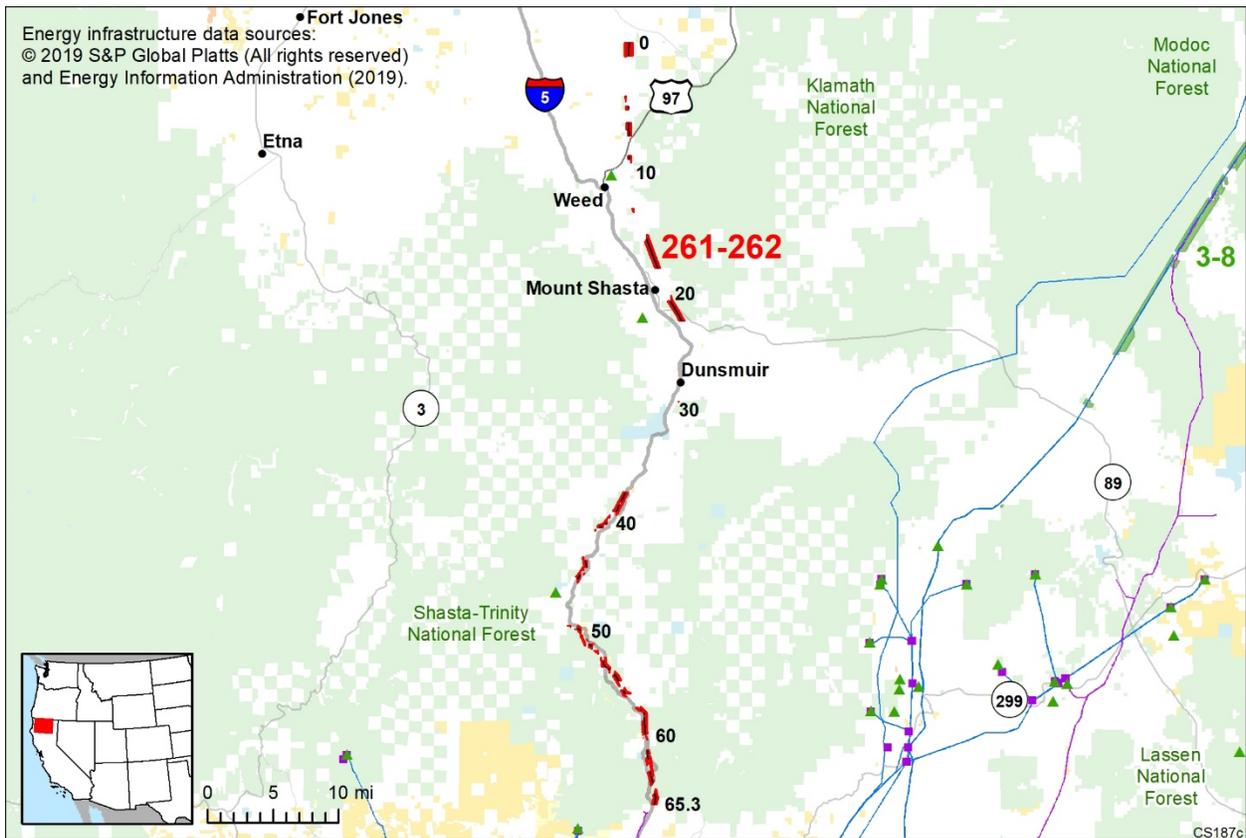


Figure 3.5-125. Corridor 261-262 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Redding RMP (1993)
Klamath National Forest LMP (1995)
Shasta-Trinity National Forest LMP (1995)

Corridor width: 2,000 ft in Redding Field Office and Klamath National Forest, remainder 3,500 ft.
Designated use: electric only in Redding Field Office and Shasta-Trinity National Forest, remainder multi-modal for electric transmission and pipelines.

Recommended Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

At the time of the review, the existing corridor location (Figure 3.5-125) is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a north-south pathway through Shasta National Forest along Interstate 5 in California. The corridor is collocated with existing infrastructure (i.e., 69- and 115-kV transmission lines).

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Consider potential impacts on the Pacific Crest NST.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 261-262, specific issues that would be addressed through recommended IOP revisions or additions include:

- The Dog Creek inventoried roadless area and the corridor are adjacent. The Agencies could consider a coordination IOP related to inventoried roadless areas to help minimize conflicts with the Roadless Rule.
- MTR-Slow-speed Route and MTR-VR intersect the corridor. Adherence to the existing IOP regarding coordination with DoD would be required. The Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 261-262 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Corridor 264-265 (Angeles National Forest Northwest)

Agency Jurisdictions

U.S. Forest Service
Angeles National Forest

California County

Los Angeles County

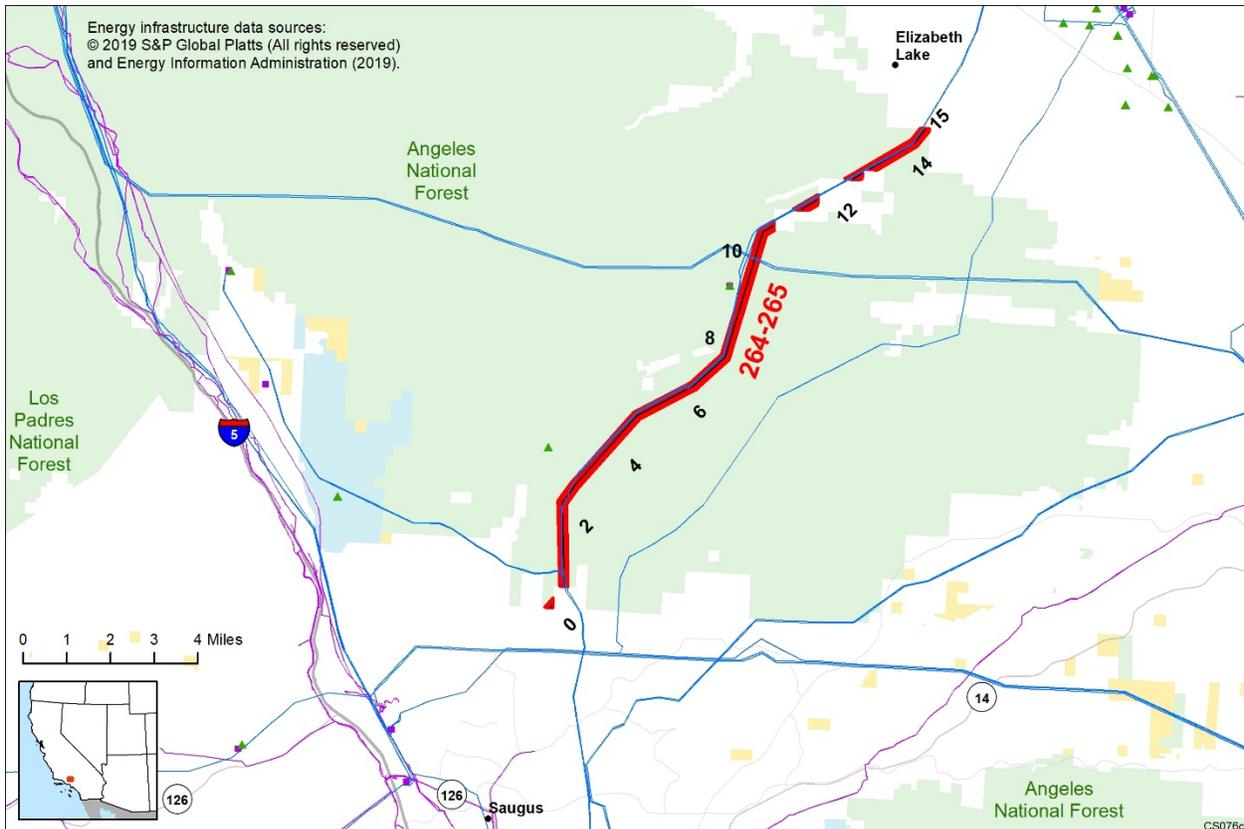


Figure 3.5-126. Corridor 264-265 and nearby electric transmission lines and pipelines (subject corridor in red).

Land and Resource Management Plans

Angeles National Forest Land Management Plan (2006)

Corridor width: 1,000 ft.

Designated use: electric-only.

Recommended Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment, follow existing infrastructure, and allow maximum future build-out capacity (see Section 2.4).

- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

At the time of the review, the existing corridor location (Figure 3.5-126) with the above changes is considered to be the best balance in meeting the siting principles. The corridor maximizes utility because it is sited consistent with a locally designated corridor, is collocated with existing infrastructure, and has potential for future development. Two hydroelectric power plants and substations are within one mile of the corridor and it is located within a RETI 2.0 TAFE that provides opportunity for the corridor to accommodate transmission tied to renewable energy development.

The corridor was identified as a corridor of concern in the Settlement Agreement regarding critical habitat, NCA, citizens-proposed wilderness, and a USFS inventoried roadless area. Although critical habitat and an inventoried roadless area are near the corridor, they are not located within the corridor. There is no NCA within or near the corridor.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Support corridor as the best location for the corridor with respect to potential impacts on the Pacific Crest NST.
- Narrow the corridor to the absolute minimum width within the trail's foreground or immediate foreground; route the corridor to create an angular jog of the line to obscure from the observer the long length of the corridor,; and designate the corridor underground only with visual screening such as tall shrubs where the Pacific Crest NST intersects the corridor.
- Wherever the long length of the corridor is viewed within the middleground, vary the shape and width of the corridor, and feather the edges of the clearing to blend in with the forms and lines of the landscape.

These concerns should be considered during any land use planning revisions that would affect the corridor. In general, the wider corridor width allows flexibility in siting energy infrastructure to avoid sensitive resources.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For Corridor 264-265, specific issues that would be addressed through recommended IOP revisions or additions include:

- The corridor and inventoried roadless areas intersect. The addition of an agency coordination IOP related to inventoried roadless areas could help in minimizing conflicts with the Roadless Rule.
- MTR-VR and the corridor intersect. Adherence to the existing IOP regarding coordination with DoD would be required. The Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 264-265 which is available on the West-wide Energy Corridor Information Center project website at <http://www.corridoreis.anl.gov>.

Recommended Energy Corridor Additions

The summaries for each of the eight recommended energy corridor additions identified in the regional reviews include the route for the recommended energy corridor addition, corridor-specific discussion of existing use and opportunity for future development, and the rationale for how the corridor meets the siting principles identified in the Settlement Agreement.

Recommended Energy Corridor Addition—Cross-Tie Corridor (Corridor 110-114 Recommended Corridor Revision)

Agency Jurisdictions

Utah County

Bureau of Land Management

Millard County

Fillmore Field Office

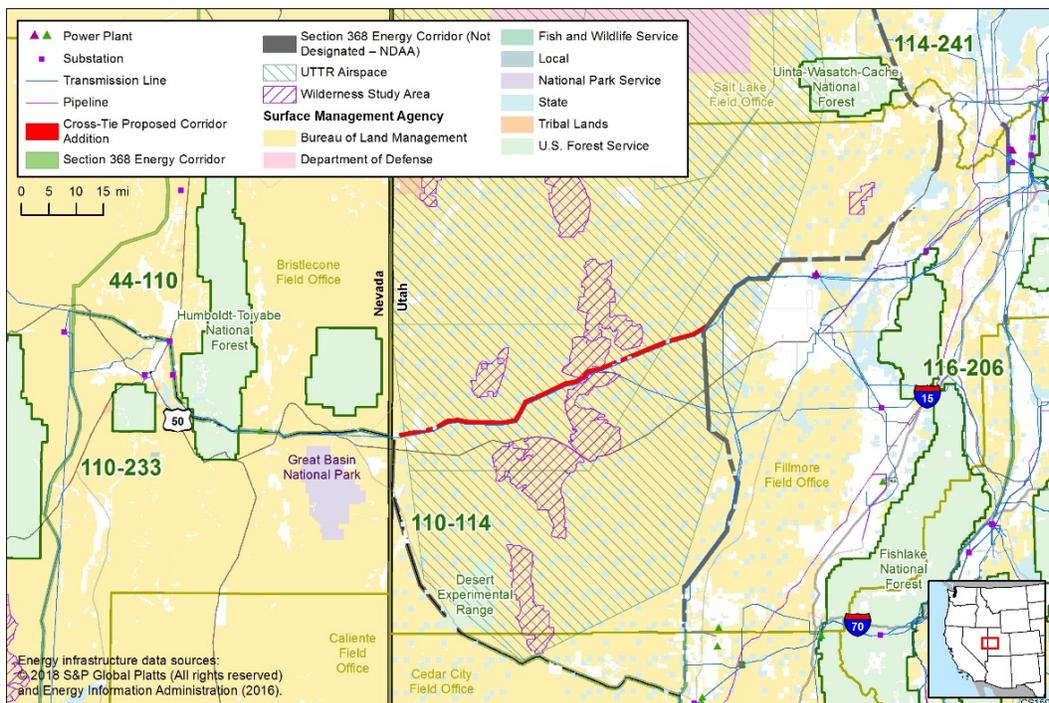


Figure 3.6-1a. Cross-Tie Recommended Corridor Addition.

Resource Management Plans

House Range Resource Area RMP (1987)

Warm Springs Resource Area RMP (1987)

Recommended Energy Corridor width: 6,000 ft.

Recommended Energy Corridor designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Addition Summary and Rationale

The recommended energy corridor addition was developed through the energy corridor regional reviews (Figure 3.6-1a). Corridor 110-114 was designated to avoid the UTTR, however, there is little demand for energy transmission along the current designated route. Current energy transmission demand is north of the designated corridor, and the recommended corridor addition would promote a more efficient use of landscape for necessary development to connect energy supply with demand.

The recommended corridor addition would meet the siting principles identified in the Settlement Agreement; specifically, the recommended corridor addition would:

- Maximize utility by increasing transmission capability between the Utah/Wyoming and Nevada/California areas of Section 368 energy corridors;
- Minimize potential impacts by collocating along existing infrastructure. The proposed corridor addition would contain an existing 230-kV transmission line and the proposed TransCanyon, LLC Cross-Tie transmission project, if constructed. The Cross-Tie transmission project is a proposed 213-mile long 500-kV transmission line that would be located within Corridor 110-114 for 71 miles until it deviates at the Nevada-Utah state line and runs east to Delta, Utah instead of following Corridor 110-114 south to avoid the UTTR.
- Promote efficient use of the landscape by providing a continuous east-west pathway for interstate energy transport through Nevada and Utah; and
- Provide connectivity to renewable energy generation to the maximum extent possible by facilitating the transmission of high capacity renewable resources from Wyoming and Utah to southern Nevada and California and providing access for the oversupply of solar energy from the CAISO to customers in Utah and Wyoming.

In addition, the Western Electricity Coordinating Council has identified this recommended corridor addition route as Path 32 (Pavant Intermountain-Gonder 230-kV transmission line) and is congested under a high CO₂ price scenario or an increased use of renewable energy scenario in southern California and the southwestern United States. (Figure 3.6-1b).

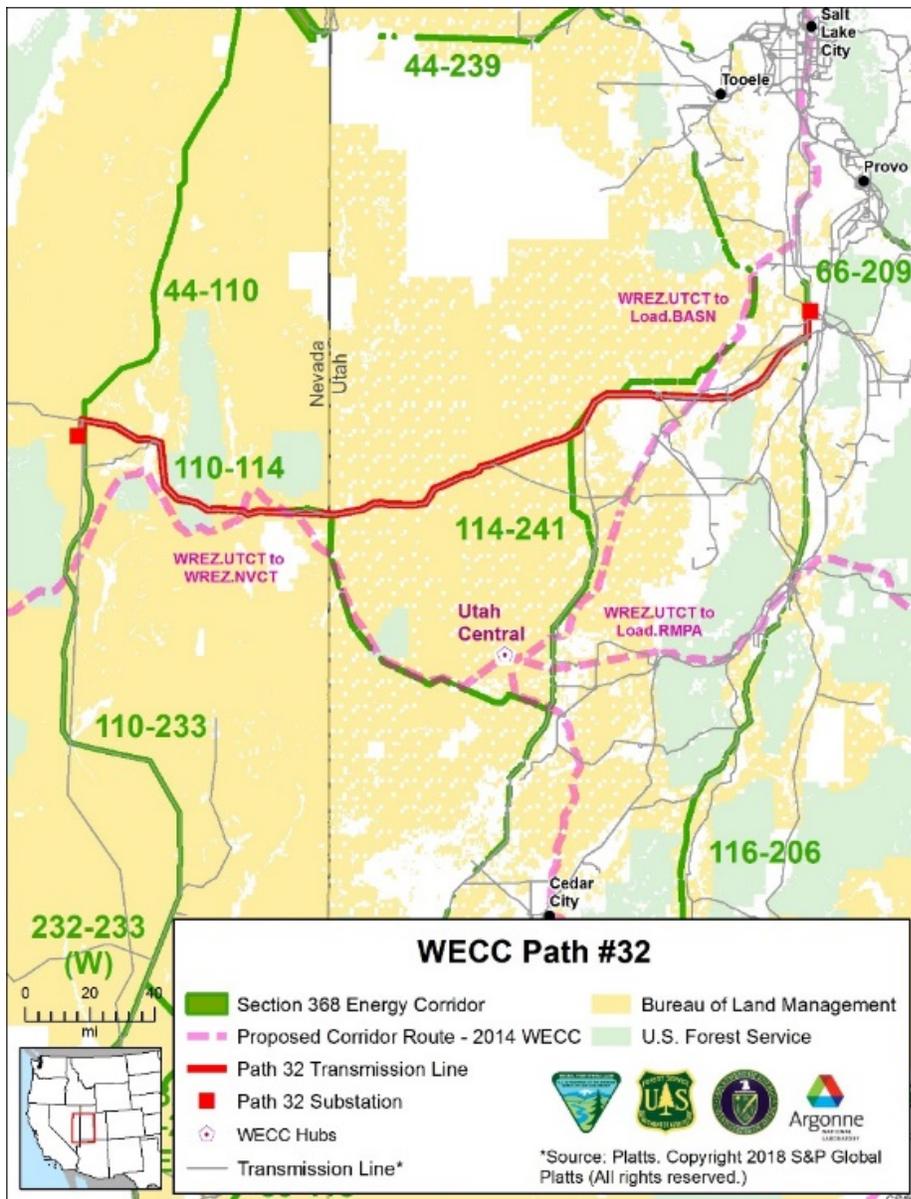


Figure 3.6-1b. WECC Path 32.

The recommended corridor addition would be constrained for approximately 4 miles by WSAs on either side of the corridor.

If designated through the Agency’s land use planning process, an Energy Corridor Management Plan should be developed as part of the land use planning designation process to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

- Due to the NDAA for FY 2000, the recommended energy corridor addition would not be able to be designated in the Fillmore Field Office as long as the NDAA is in effect. Early and extensive coordination with DoD would be required to mitigate conflicts with DoD-administrated lands associated with the UTTR along this route for any future development.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Recommend avoiding Howell Peak WSA and NCLs related lands with wilderness characteristics.

These concerns should be considered during any land use planning revisions that would affect the corridor.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and addition to IOPs are discussed in Section 3.2. For the recommended corridor addition, specific issues that would be addressed through recommended IOP revisions or additions include:

- The recommended corridor addition would intersect lands with wilderness characteristics. The Agencies could consider an IOP to provide guidance on the review process for applications within corridors with incomplete inventories. The recommended IOP would assist with avoiding, minimizing, and/or mitigating impacts on lands with wilderness characteristics.
- MTR-IR and SUA would intersect the recommended corridor addition. Adherence to the existing IOP regarding coordination with DoD would be required. The Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes .

Recommended Energy Corridor Addition—Curecanti-Rifle Corridor

Agency Jurisdictions

Bureau of Land Management

Uncompahgre Field Office
Colorado River Valley Field Office

U.S. Forest Service

Grand Mesa, Uncompahgre, and Gunnison National Forests

Colorado Counties

Delta County
Garfield County

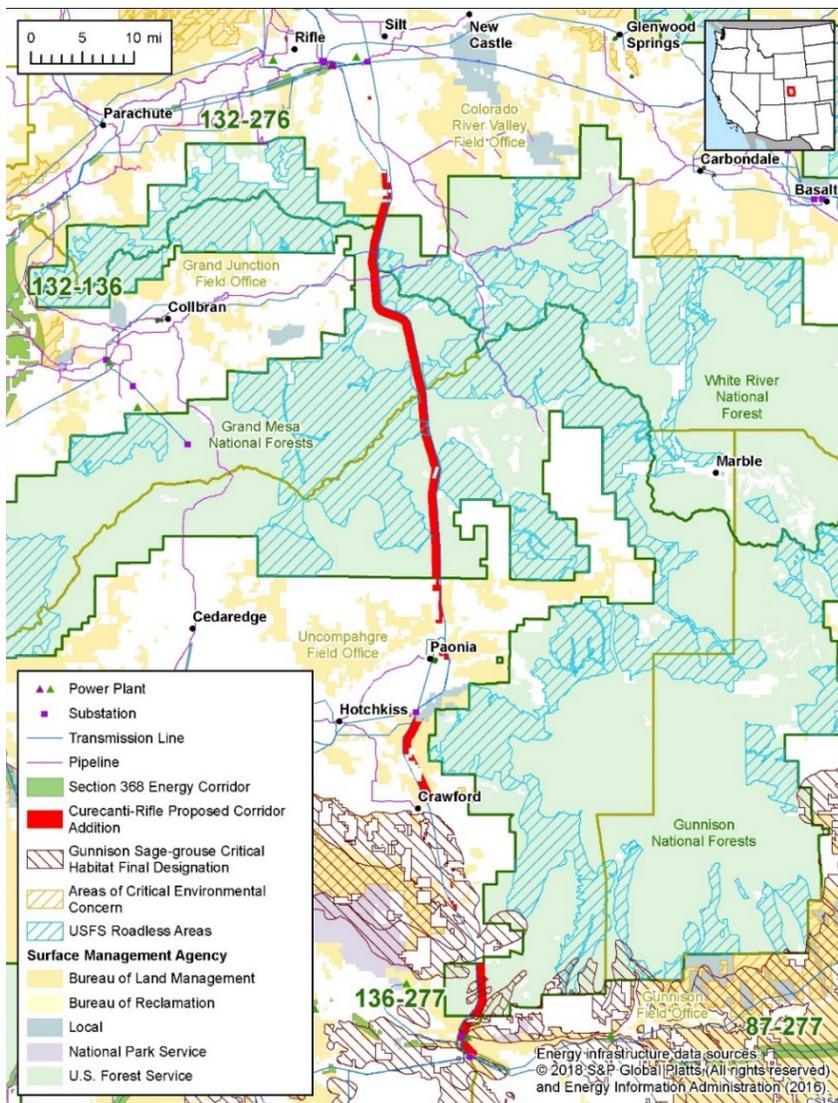


Figure 3.6-2 Curecanti-Rifle Recommended Corridor Addition.

Land and Resource Management Plans

Colorado River Valley RMP (2015)

Grand Mesa, Uncompahgre, and Gunnison National Forests Amended LMP (1991)

Uncompahgre Basin RMP (1989)

Recommended Energy Corridor width: 3,500 ft.

Recommended Energy Corridor designated use: multi-modal for electric transmission and pipelines.

Summary and Rationale for Recommended Corridor Addition

The recommended energy corridor addition was developed through the energy corridor regional reviews (Figure 3.6-2). The northern end of the recommended energy corridor addition would begin near Corridor 132-276 and the southern end would intersect with Corridor 132-277, providing a north-south link to multiple Section 368 energy corridors in Colorado.

The recommended corridor addition would meet the siting principles identified in the Settlement Agreement; specifically, the recommended energy corridor addition would:

- promote efficient use of the landscape because of it linking multiple Section 368 energy corridors to create a north-south pathway for energy transport in Colorado; and
- maximize utility by collocating along existing infrastructure (230-kV transmission line) and minimize potential impacts by avoiding inventoried roadless areas.

The portion of the recommended corridor within the Grand Mesa, Uncompahgre, and Gunnison National Forests navigates between inventoried roadless areas on either side but allows a wide enough corridor to accommodate future infrastructure. The southern portion of the corridor intersects GuSG critical habitat. Protection of GuSG critical habitat is important, and the preferred methodology to mitigate undue degradation of resources is to collocate future energy infrastructure across public land with existing infrastructure to the extent feasible. The Agencies should consider aligning the existing infrastructure within the corridor boundary to allow maximum future build-out capacity while avoiding inventoried roadless areas within the Grand Mesa, Uncompahgre, and Gunnison National Forests.

If designated through the Agencies' land use planning processes, an Energy Corridor Management Plan should be developed as part of the land use planning designation process to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

VRM Class II areas intersect the recommended energy corridor addition. Future development within the corridor could be limited as VRM Class II areas allow for low-level of change to the characteristic landscape. There could be an opportunity to revise the location of the recommended energy corridor addition or revise the VRM class where it would intersect the corridor.

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Delete recommended corridor addition due to impacts on public lands.

- Corridor would overlap with the Chalk Mountain recommended wilderness area area—which the Forest Service is considering for protection through the ongoing GMUG forest plan revision.
 - Corridor would navigate between roadless areas, which provide important habitat and migration corridors for big game species.
 - Corridor would overlap Mule Park IBA.
 - Portions of the corridor would overlap important historic and cultural resources, including areas significant to the Ute people and camps used by the Dominguez-Escalante expedition.
 - Corridor would overlap with critical habitat for the GuSG.
 - Although the corridor follows existing infrastructure, it would incentivize large amounts of new infrastructure within the corridor.

These concerns should be considered during any land use planning revisions that would affect the corridor.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For the recommended energy corridor addition, specific issues that would be addressed through proposed IOP revisions or additions include:

- VRM Class II areas are located along the northern and southern portions of the recommended energy corridor addition. The Agencies could consider a new IOP related to visual resources to ensure appropriate consideration occurs with proposed development within the recommended corridor addition.

Recommended Energy Corridor Addition—Lucky Corridor

Agency Jurisdictions

U.S. Forest Service
Carson National Forest

New Mexico Counties

Taos County

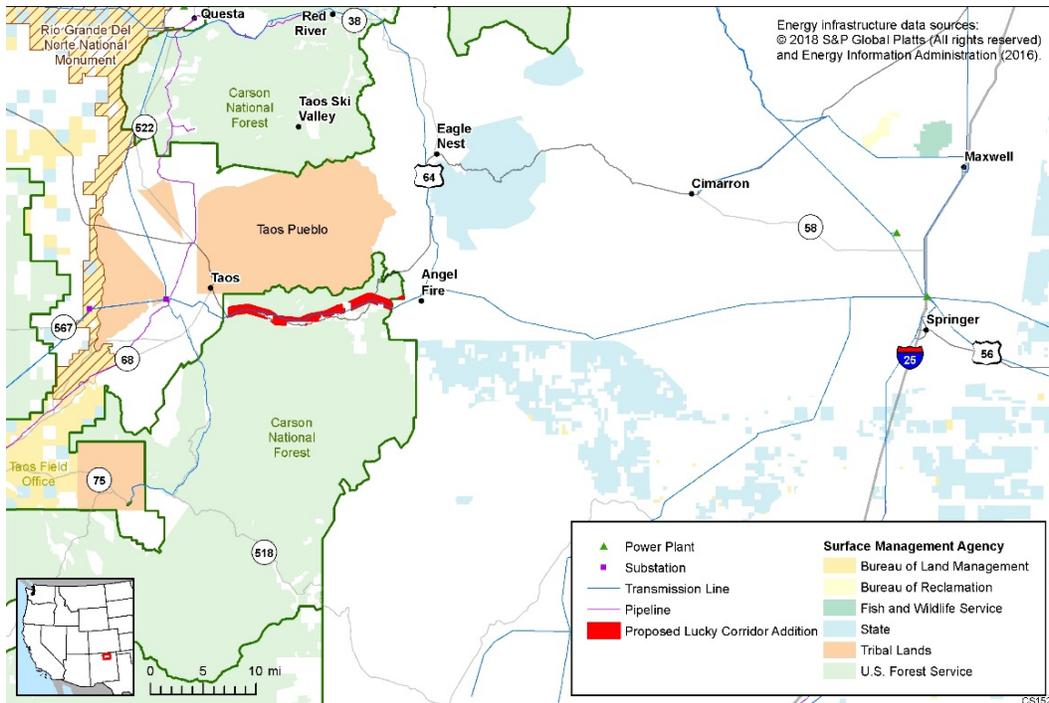


Figure 3.6-3. Lucky Corridor Recommended Addition.

Land and Resource Management Plan

Carson National Forest Plan (1986, as amended 1990)

Recommended Energy Corridor width: 3,500 ft.

Recommended Energy Corridor designated use: multi-modal for electric transmission and pipelines.

Summary and Rationale for Recommended Corridor Addition

The recommended energy corridor addition was developed through the energy corridor regional reviews (Figure 3.6-3). The corridor would provide an east-west pathway through north-central New Mexico on federally administered land. Lucky Corridor, LLC, a ROW applicant, has filed for Section 368 energy corridor designation for the 12 miles that cross federal lands. The recommended corridor addition has received a letter of support from the State of New Mexico, which states there is a need for new transmission capacity near renewable energy resource zones to accomplish New Mexico's clean energy goals.

The recommended corridor addition would meet the siting principles identified in the Settlement Agreement; specifically, the recommended corridor addition would:

- Maximize utility by strengthening the weakness in the transmission grid along the aging 115-kV transmission line;
- Minimize potential impacts by collocating along existing infrastructure. The proposed corridor addition would contain an existing 115-kV transmission line and the proposed Lucky Corridor, LLC Lucky Corridor transmission line, if constructed. The Lucky Corridor is a proposed 62-mile long 345-kV transmission line that would cross 12 miles of USFS-administered lands in the Carson National Forest;
- Promote efficient use of the landscape by providing an east-west pathway for energy transport through the Carson National Forest in northern New Mexico near Taos; and
- Provide connectivity to renewable energy generation to the maximum extent possible by facilitating the transmission of renewable energy from northeastern New Mexico (where transmission capacity is lacking) to the Four Corners energy hub. The transmission grid in New Mexico has historically centered on coal-generated electricity, but as coal-fired power plants in the Four Corners region retire, wind farms and other generation plants could re-supply the market.

If designated through the Agency's land use planning process, an Energy Corridor Management Plan should be developed as part of the land use planning designation process to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Delete the corridor due to reduced system reliability, increased cost to existing permit holders, revocation of valid existing FLMPA authorizations, and takings of private property.

These concerns should be considered during any land use planning revisions that would affect the corridor.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and addition to IOPs are discussed in Section 3.2. For the recommended energy corridor addition, specific issues that would be addressed through proposed IOP revisions or additions include:

- The Taos Pueblo is located two miles north of the recommended energy corridor addition. The Agencies could consider a revision to the existing IOP to include early tribal engagement during the conceptual stage of route planning for energy projects to help address tribal concerns.

Recommended Energy Corridor Addition—San Miguel/Dolores Corridor (Corridor 130-274 Recommended Corridor Revision)

Agency Jurisdictions

Bureau of Land Management

Tres Rios Field Office
Uncompahgre Field Office

U.S. Forest Service

San Juan National Forest

Colorado Counties

San Miguel County
Dolores County

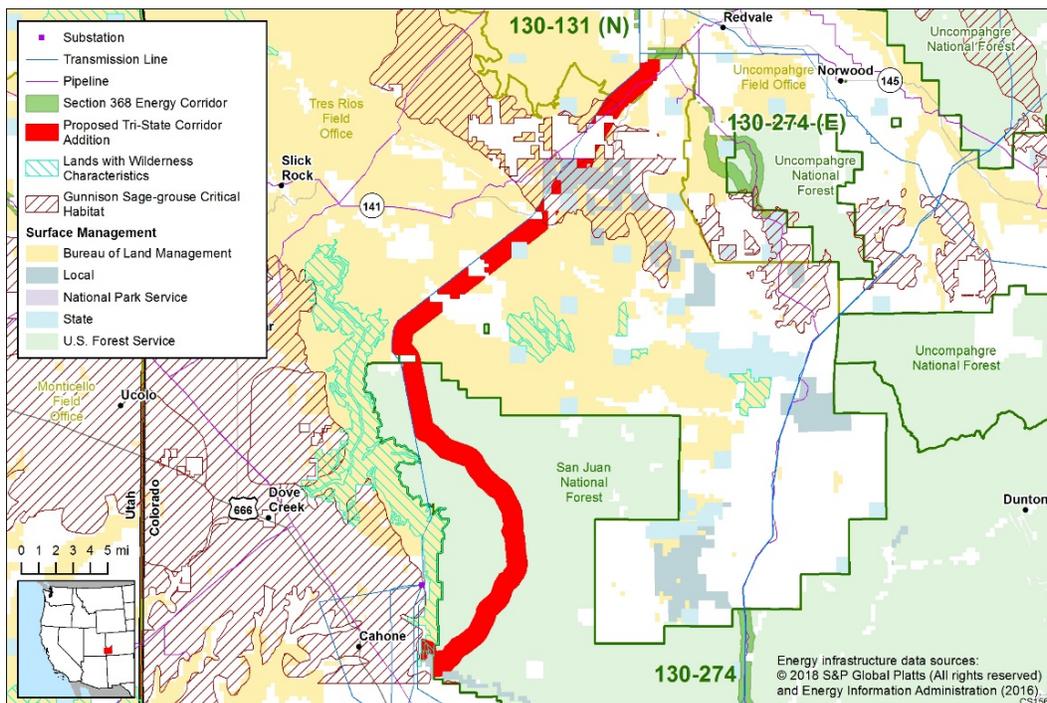


Figure 3.6-4. San Miguel County Recommended Corridor Addition.

Land and Resource Management Plans

Tres Rios RMP (2015)

Uncompahgre Basin RMP (1989)

San Juan National Forest and Proposed Tres Rios Field Office LMP (BLM and USFS 2013)

Recommended Energy Corridor width: 6,000+ ft along 230-kV line, 3,000 ft centered on existing county road.

Recommended Energy Corridor designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Addition Summary and Rationale

The recommended energy corridor addition route was developed through the energy corridor regional reviews and is recommended to replace Corridors 130-274 and 130-274(E) (which is being considered for deletion in this regional review) (Figure 3.6-4). The recommended energy corridor addition would provide a north-south pathway for energy transport through western Colorado. The northern portion of the corridor includes a recently-upgraded 230-kV transmission line. In the southern portion of the recommended corridor addition, the corridor deviates from the existing 230-kV transmission line and follows a local county road to avoid lands with wilderness characteristics. The recommended corridor addition should be aligned so that the existing 230-kV transmission line is the western boundary of the corridor rather than the centerline to avoid ACECs, VRM Class II areas, and lands with wilderness characteristics. The Agencies propose a 6,000-ft. wide corridor for maximum flexibility to avoid GuSG leks and to avoid critical habitat but do not suggest full build-out of the entire corridor width.

The recommended corridor addition would meet the siting principles identified in the Settlement Agreement. Corridor 130-274 was designated to maintain a north-south route for transmission lines; however, private lands create a large gap between segments of the existing corridor. The recommended corridor addition would create a more continuous corridor across BLM- and USFS-administered lands. In addition, the recommended corridor addition would:

- Maximize utility by collocating along existing infrastructure (230-kV transmission line and one or more existing access roads);
- Minimize potential impacts by avoiding lands with wilderness characteristics;
- Minimize potential impacts on conservation easements to protect GuSG;
- Minimize potential visual resource conflicts by aligning corridor with existing infrastructure which in turn would minimize potential loss to local economics from landscape scenery; and
- Promote efficient use of the landscape by providing a continuous north-south corridor network through a large portion of western Colorado along existing infrastructure and an established county road.

The Agencies should coordinate with Colorado Parks and Wildlife to identify conservation easements along the route identified as a recommended corridor addition. The recommended corridor addition crosses GuSG critical habitat and would require mitigation and IOPs to minimize impacts. The corridor would be adjacent to the Glade Wetland, a Regional Wetland supporting waterfowl (including breeding and as a regional stopover point for migrating waterfowl). The corridor would also cross Dolores River Canyon where the river is eligible for WSR designation. Other concerns include migration patterns of other migratory birds and raptor nesting opportunities, threatened and endangered species concerns, and Elk migration areas.

If designated through the Agencies' land use planning process, an Energy Corridor Management Plan should be developed as part of the land use planning designation process to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Support corridor addition but recommend avoiding lands with wilderness characteristics.
- Narrow corridor to avoid disturbance of GuSG habitat.
- Infrastructure should be located underground within the 4-mile lek buffer.
- Oppose corridor addition but if the recommended corridor addition is designated, recommend underground only in GuSG habitat.
- Align corridor to use the existing Tri-State 230-kv electricity line as the western limit of the corridor to further minimize impacts on GuSG habitat and keep energy infrastructure as far away from an active lek as possible.
- Compensatory mitigation payments should be required when sensitive species are impacted, to further meet the siting principles.
- The recommended corridor addition runs through Dry Creek Basin State Wildlife Area (SWA) and designated critical habitat for the federally threatened Gunnison sage-grouse (GuSG). Recommend that designated GuSG critical habitat within the satellite populations, including Dry Creek Basin, be designated as ROW exclusion areas due to likely impacts on GuSG.

These concerns should be considered during any land use planning revisions that would affect the corridor.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For the recommended corridor addition, no recommended IOP revisions or additions have been identified.

Recommended Energy Corridor Addition—Santa Fe Transmission Line

Agency Jurisdictions

Bureau of Land Management
Farmington District Office

U.S. Forest Service
Santa Fe National Forest

New Mexico Counties

Santa Fe County
San Miguel County

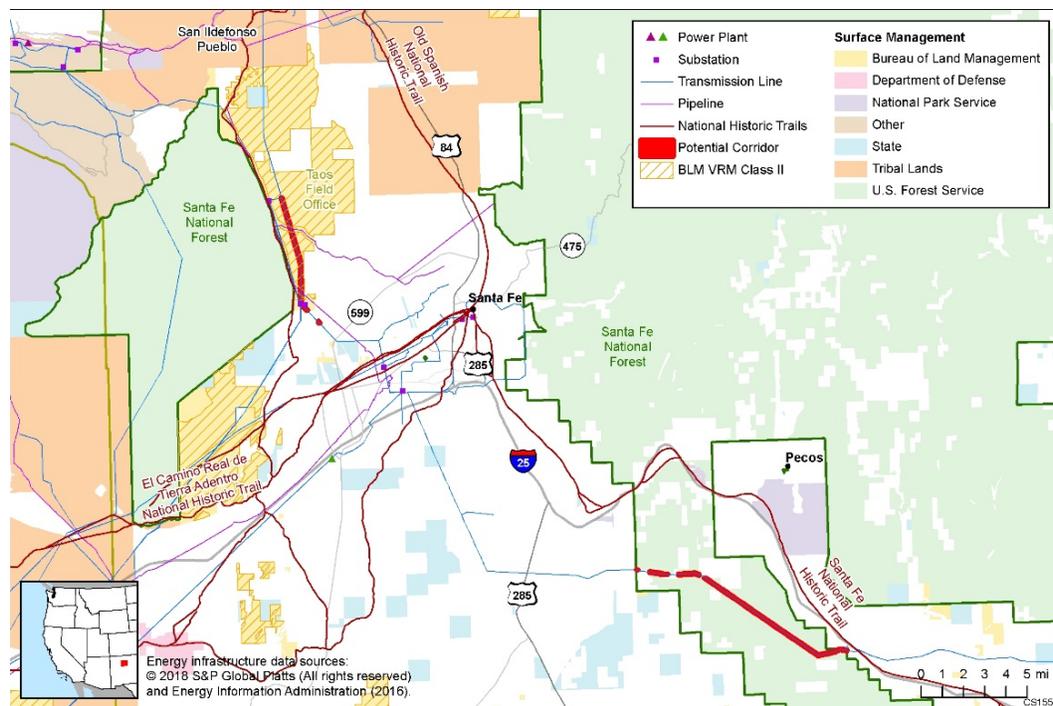


Figure 3.6-5. Santa Fe Transmission Line Recommended Addition.

Land and Resource Management Plans

Farmington RMP (2003)

Santa Fe National Forest Plan (2010)

Recommended Energy Corridor width: 3,500 ft.

Recommended Energy Corridor designated use: multi-modal for electric transmission and pipelines.

Recommended Corridor Addition Summary and Rationale

The recommended energy corridor addition was developed through the energy corridor regional reviews to provide an east-west pathway for energy transport in New Mexico (Figure 3.6-5). The recommended corridor addition would contain an existing 115-kV transmission line and the proposed Lucky Corridor, LLC Santa Fe Transmission Line project, if constructed. The Santa Fe transmission line is a proposed 71-mile long 345-kV transmission line from Las Vegas, New Mexico to Santa Fe that would cross 10 miles of USFS-administered lands in the Santa Fe National Forest and 6 miles of BLM-administered land. The recommended energy corridor addition would have a large (22-mi) gap between the USFS-administered segment and the BLM-administered segment. There is no alternative route that would contain more federal land and still collocate with existing infrastructure in the area.

Lucky Corridor, LLC has also filed for Section 368 energy corridor designation for the 16 miles that cross federal lands. The recommended corridor addition is supported by the Coalition of Renewable Energy Landowner Association, which states that the corridor will provide greater flexibility to meet the challenges of an aging grid system and facilitate renewable energy growth and development in northeastern New Mexico.

The recommended corridor addition would meet the siting principles identified in the Settlement Agreement; specifically, the recommended corridor addition would:

- Maximize utility by relieving the voltage and capability constraint on the east-west electricity pathway which has limited capacity to carry electricity;
- Minimize potential impacts by collocating along existing infrastructure;
- Promote efficient use of the landscape provide an east-west pathway for energy transmission on BLM- and USFS-administered lands through northern New Mexico near Santa Fe; and
- Provide connectivity to renewable energy generation to the maximum extent possible by facilitating the transmission of renewable energy from northeastern New Mexico (where transmission capacity is lacking) to the Four Corners energy hub. The transmission grid in New Mexico has historically centered on coal-generated electricity, but as coal-fired power plants in the Four Corners region retire, wind farms and other generation plants could re-supply the market.

If designated through the Agencies' land use planning process, an Energy Corridor Management Plan should be developed as part of the land use planning designation process to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Concern with the potential for multiple conflicts; reconsider the recommended corridor addition.
- Avoid the Santa Fe Canyon Ranch ACEC.
- Oppose recommended corridor addition due to reduced system reliability, increased cost to existing permit holders, revocation of valid existing FLMPA authorizations, and takings of private property.

These concerns should be considered during any land use planning revisions that would affect the corridor.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For the recommended energy corridor addition, specific issues that would be addressed through recommended IOP revisions or additions include:

- The recommended corridor addition is in very close proximity to the El Camino Real de Tierra Adentro NHT that lies at the western edge of the Buckman Diversion Parcel that BLM withdrew from consideration for the State Land Exchange. A new El Camino NHT Retracement Trail has been established just west (and parallel to) the El Camino Real de Tierra Adentro NHT on USFS-administered land. The Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the recommended corridor addition.
- VRM Class II areas are located along the recommended energy corridor addition. The Agencies could consider an IOP related to visual resources to ensure appropriate consideration occurs with proposed development within the recommended corridor addition. There could be an opportunity to revise the VRM class where it would intersect the recommended corridor addition.
- MTR-VR and SUA intersect the recommended energy corridor addition. Adherence to the existing IOP regarding coordination with DoD would be required. The Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.

Recommended Energy Corridor Addition—TransWest Connector Corridor (Corridor 110-233(E))

Agency Jurisdictions

Bureau of Land Management

Caliente Field Office
Cedar City Field Office

Nevada County

Lincoln County

Utah County

Iron County

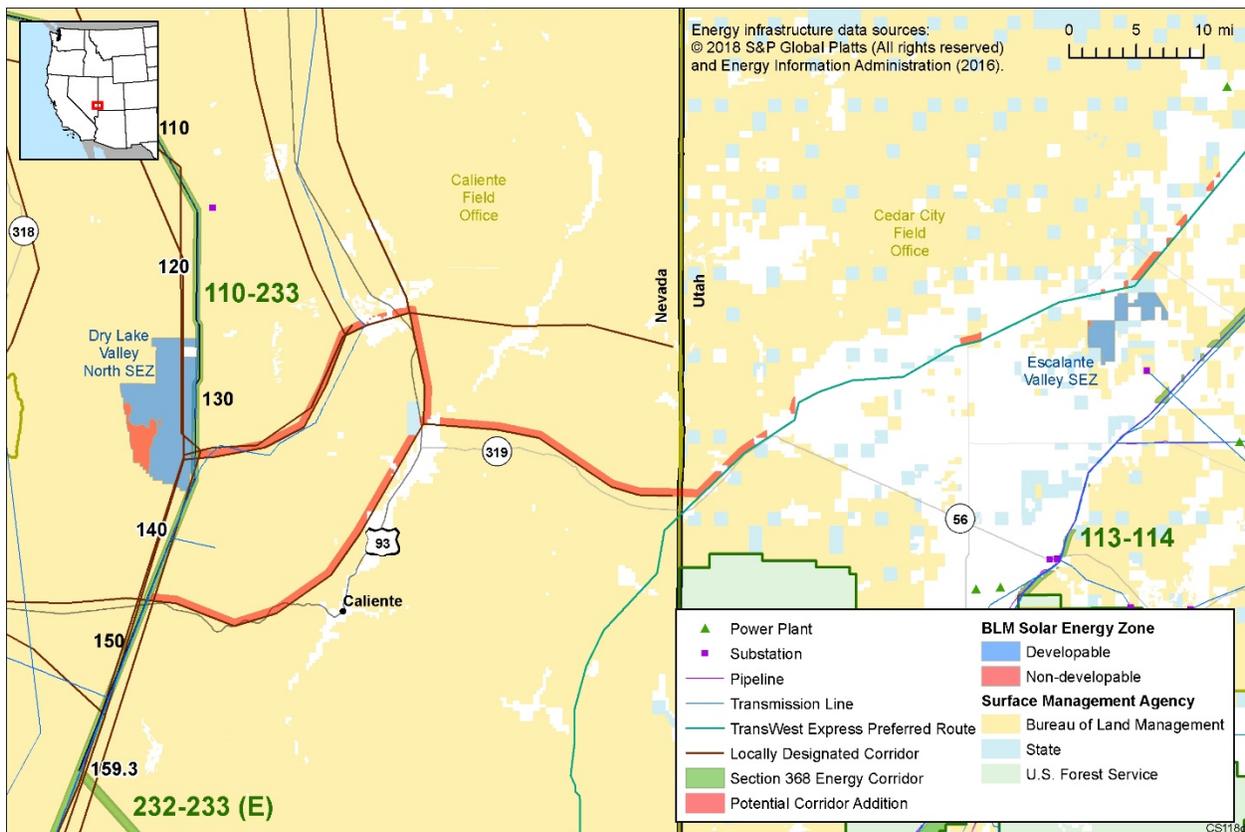


Figure 3.6-6. TransWest Connector Recommended Corridor Addition.

Land and Resource Management Plans

Ely District RMP (2008)
Pinyon MFP (1983)

Recommended Energy Corridor width: 6,000+ ft.

Recommended Energy Corridor designated use: designated multi-modal for electric transmission and pipelines.

Recommended Corridor Addition Summary and Rationale

The recommended energy corridor addition was developed through the energy corridor regional reviews. The recommended corridor addition would connect Corridor 110-233 to the authorized TransWest Express preferred route either from MP 136 east-southeast to the TransWest Express preferred route or from MP 146 along U.S. Highway 93 to the TransWest Express preferred route (Figures 3.6-6). Both recommended corridor addition routes would follow locally designated corridors. Corridor 110-233 provides a north-south transmission connection into Las Vegas through Corridor 232-233; however, Corridor 232-233 is congested with existing infrastructure and may not be able to accommodate additional infrastructure projects. The recommended corridor addition would provide a second more viable north-south pathway into southern Nevada.

The authorized TransWest Express transmission line is a DC line and will need separation between DC and AC transmission lines for safety issues. There is no existing infrastructure at MP 136, but there are no significant resource conflicts in the area. The recommended corridor addition would meet the siting principles identified in the Settlement Agreement; specifically, the recommended corridor addition would:

- Promote efficient use of the landscape by identifying a corridor segment that would create a second north-south pathway into Las Vegas; and
- Support connectivity to multiple energy generation sources. Depending on the specific route, the Dry Lake Valley North SEZ would be adjacent to or in close proximity to the recommended corridor addition.

If designated through the Agency's land use planning process, an Energy Corridor Management Plan should be developed as part of the land use planning designation process to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Encourage the Agencies to find alternatives to avoid lands with wilderness characteristics (corridor intersects units 0136-21-2012 and 01R-12-2-2011 with a total of 1,220 acres of overlap).

These concerns should be considered during any land use planning revisions that would affect the corridor.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Section 3.2. For the new recommended corridor addition, specific issues that would be addressed through proposed IOP revisions or additions include:

- VRM Class II areas are located within the new recommended corridor segment. The Agencies could consider an IOP related to visual resources to ensure appropriate consideration occurs for future development within the recommended corridor addition. There could be an opportunity to revise the VRM class where it would intersect the recommended corridor addition.

Recommended Energy Corridor Addition—Wamsutter-Powder Rim Corridor (Corridor 138-143 Recommended Corridor Deletion)

Agency Jurisdictions

Bureau of Land Management

Rawlins Field Office

Little Snake Field Office

Colorado County

Moffat County

Wyoming Counties

Rawlins County

Sweetwater County

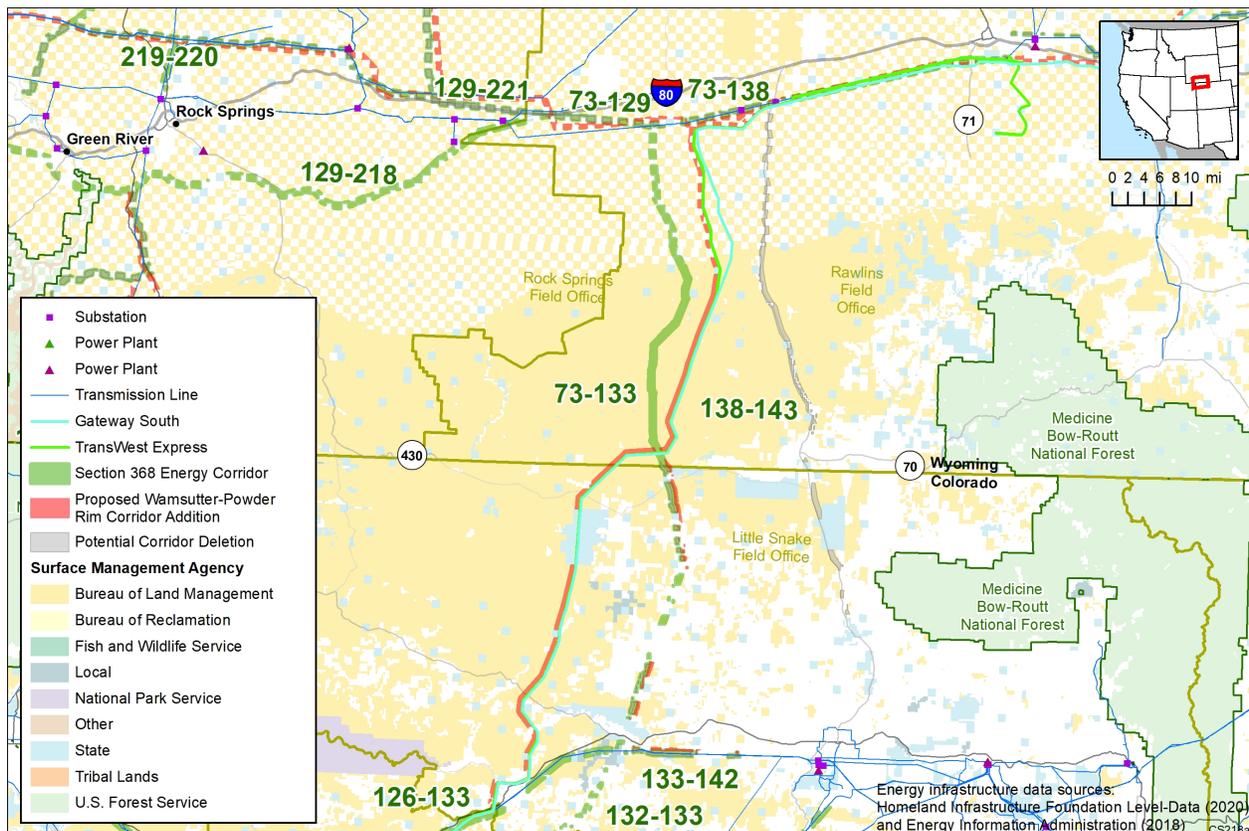


Figure 3.6-7. Wamsutter-Powder Rim Corridor Recommended Addition

Land and Resource Management Plan

Rawlins RMP (2008)

Little Snake RMP (2011)

WY GRSG ARMPA (2015)

Wyoming Pipeline Corridor Initiative ARMPA (2021)

Recommended Energy Corridor width: 3,500 ft.

Recommended Energy Corridor designated use: electric-only.

Summary and Rationale for Recommended Corridor Addition

The recommended energy corridor addition was developed through the energy corridor regional reviews (Figure 3.6-7). The corridor would provide a north-south pathway from Wyoming through Colorado on federally administered land and would follow the recently authorized TransWest Express 500-kV transmission line. The corridor was designated a 3,500-ft-wide north-south multi-modal utility corridor in the ROD for the TransWest Express Transmission Project along the Sweetwater/Carbon County, Wyoming line.

There are three north-south corridors in the Rawlins, Wyoming to Craig, Colorado vicinity:

(1) Wamsutter-Powder Rim (local utility corridor) is designated multi-modal along the TransWest Express authorized route; (2) Corridor 73-133 is designated underground-only and follows pipelines along its entire route; and (3) Corridor 138-143 is designated multi-modal from MP 0 to MP 50, electric-only from MP 50 to MP 68, and follows Highway 789 along its entire route and contains a pipeline as well. There is some redundancy in having three energy corridors following the same general pathway, and the Agencies have identified the Wamsutter-Powder Rim corridor as a preferred pathway for electrical transmission in the area. The Agencies recommend deleting Corridor 138-143 (*See corridor summary for Corridor 138-143*) and retaining Corridor 73-133 for pipelines.

The recommended corridor addition would meet the siting principles identified in the Settlement Agreement; specifically, the recommended corridor addition would:

- Maximize utility by strengthening the electric power grid that serves the Western United States from south-central Wyoming to southern Nevada;
- Minimize potential impacts by collocating along planned infrastructure (500-kV TransWest Express transmission line). The Agencies also suggest deleting Corridor 138-143 because it does not contain existing or planned transmission lines and there are habitat concerns in the area, including Mule Deer migration. The Wamsutter-Powder Rim corridor contains fewer conflicts and potential habitat concerns;
- Promote efficient use of the landscape by providing a north-south pathway for electricity transmission from Wyoming to Colorado. Designating the corridor as electric-only minimizes the need for separation integrity required for collocation with pipelines; and
- Provide connectivity to renewable energy generation to the maximum extent possible by facilitating the transmission of renewable energy, including wind energy from Wyoming to the Desert Southwest Region and solar or other renewable energy from the Desert Southwest to the Rocky Mountain Region.

If designated through the Agency's land use planning process, an Energy Corridor Management Plan should be developed as part of the land use planning designation process to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Oppose recommended corridor addition due to BLM-inventoried lands with wilderness characteristics, Preliminary Priority Habitat for GRSG, inventoried roadless areas, and conservation easements in Wyoming and Colorado. Development in this region would have detrimental effects on GRSG due to direct habitat loss and population connectivity.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and addition to IOPs are discussed in Section 3.2. For the recommended energy corridor addition, specific issues that would be addressed through proposed IOP revisions or additions include:

- The recommended corridor addition would intersect the Four Trails Feasibility Study Trail. The Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the recommended corridor addition.

Recommended Energy Corridor Addition—Gateway West Corridor (Corridor 121-240 Recommended Corridor Deletion)

Agency Jurisdictions

Bureau of Land Management

Rock Springs Field Office
Rawlins Field Office

Wyoming Counties

Sweetwater County
Lincoln County

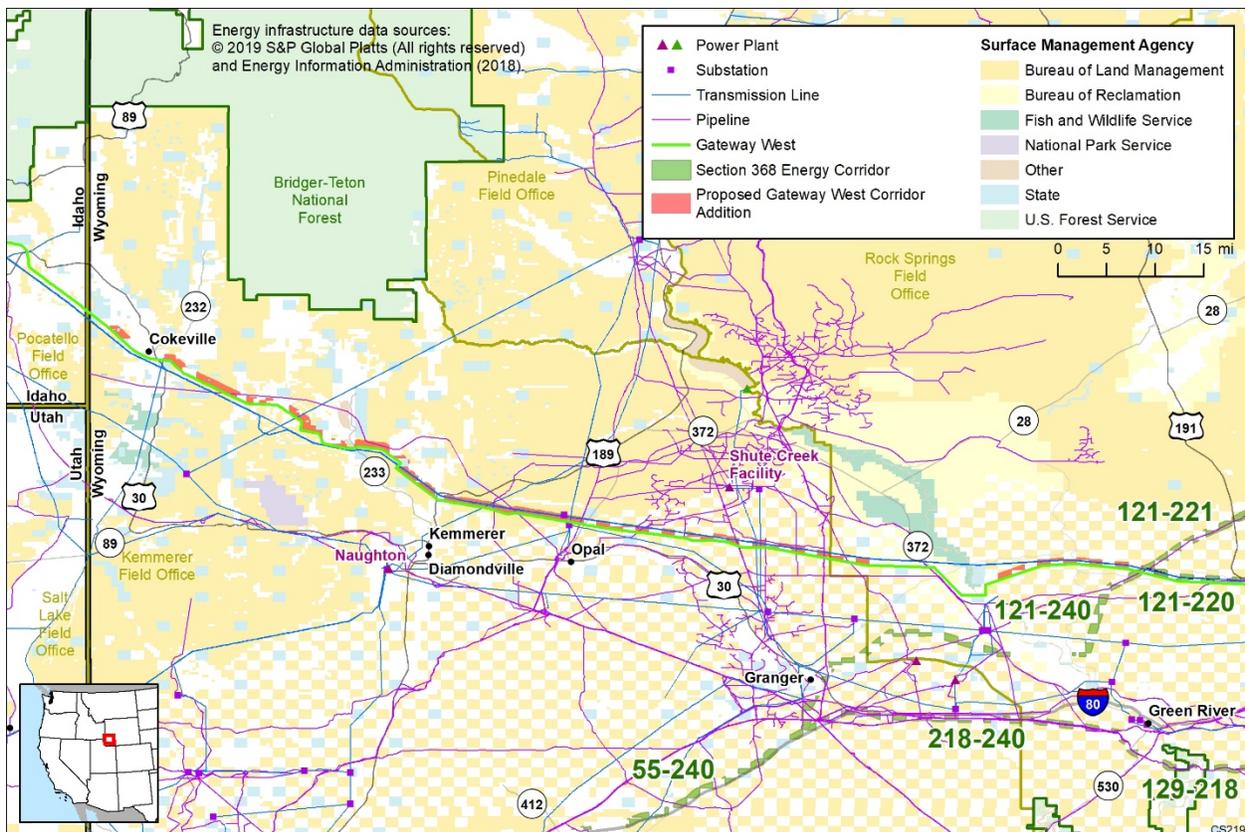


Figure 3.6-8. Gateway West Corridor Recommended Addition

Land and Resource Management Plan

- Rawlins RMP (2008)
- Green River RMP (1997)
- WY GRSG ARMPA (2015)
- Wyoming Pipeline Corridor Initiative ARMPA (2021)

Recommended Energy Corridor width: 3,500 ft.

Recommended Energy Corridor designated use: multi-modal.

Summary and Rationale for Recommended Corridor Addition

The recommended energy corridor addition was developed through the energy corridor regional reviews (Figure 3.6-8). The corridor would provide an east-west pathway from Wyoming into Idaho on federally administered land and would follow the recently authorized Gateway West 500-kV transmission line. The recommended corridor addition along Gateway West would locate the corridor where demand for energy is high. The recommended corridor addition would be consistent with revisions to other corridors, which suggest following Gateway West transmission line and would replace Corridor 121-240, which is recommended for deletion. The Agencies should incorporate lessons learned from the Gateway West project. The rationale for transmission line alignment could help inform the location of Section 368 energy corridors.

The recommended corridor addition would meet the siting principles identified in the Settlement Agreement; specifically, the recommended corridor addition would:

- Maximize utility by providing strength and reliability to the region's transmission system across Wyoming and Idaho along planned infrastructure;
- Minimize potential impacts on visual resources and GRSG habitat by collocating along planned infrastructure;
- Promote efficient use of the landscape by connecting to other Section 368 energy corridors and providing an east-west pathway for electricity transmission through from Wyoming to Idaho; and
- Provide connectivity to renewable energy generation to the maximum extent possible by delivering power from existing and future electric resources (including renewable resources such as wind energy). Solar energy development in Lincoln County will be in proximity to the Gateway West transmission line, providing additional connectivity to renewable energy development.

If designated through the Agency's land use planning process, an Energy Corridor Management Plan should be developed as part of the land use planning designation process to provide applicable guidance, current policy, and technical standards for improved management (see Section 2.5).

Additional Stakeholder Input

In addition to the revisions identified above, the following concerns were identified by stakeholders:

- Support recommended corridor addition because it would be collocated with existing transmission, contains a two-mile wide transmission line corridor designated through State of Wyoming Executive Order 2019-3 Greater Sage-grouse Core Area Protection. The corridor crosses sage-grouse core area, avoids Cokeville Meadows National Wildlife Refuge, and would likely have less impact on migrating raptors.
- Avoid transecting any high elevation north-south ridgelines to reduce risk to migrating raptors.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and addition to IOPs are discussed in Section 3.2. For the recommended energy corridor addition, specific issues that would be addressed through proposed IOP revisions or additions include:

- The recommended corridor addition would intersect the Oregon NHT, California NHT, and the Four Trails Feasibility Study Trail. The Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the recommended corridor addition.