

Corridor 112-226

East Twin Falls Corridor

Corridor Purpose and Rationale

The corridor provides a pathway for energy transport into the Burley and Twin Falls area. The corridor connects to multiple Section 368 energy corridors to the south, creating a continuous corridor network from Las Vegas into the Burley and Twin Falls area of Idaho across BLM- and USFS-administered lands. The corridor also connects to Corridors 36-226 and 36-112 which serve Idaho to the north towards Boise and connects to Corridor 49-112, creating a corridor network to the west. Input regarding alignment from multiple organizations¹ during the WWEC PEIS suggested following this route. The recently authorized Energy Gateway West transmission line is within the corridor for approximately the first half of the corridor. The Southwest Intertie Project North (SWIP -N) transmission line follows the corridor for most of its length.

Corridor location:

Idaho (Cassia, Jerome Twin Falls Co.)
BLM: Burley and Shoshone Field Offices
Regional Review Region: Region 6

Corridor width, length:

Width 3,500 ft
33 miles of designated corridor
67 miles of posted route, including gaps

Designated Use:

- corridor is multi-modal

Corridor of concern (N)

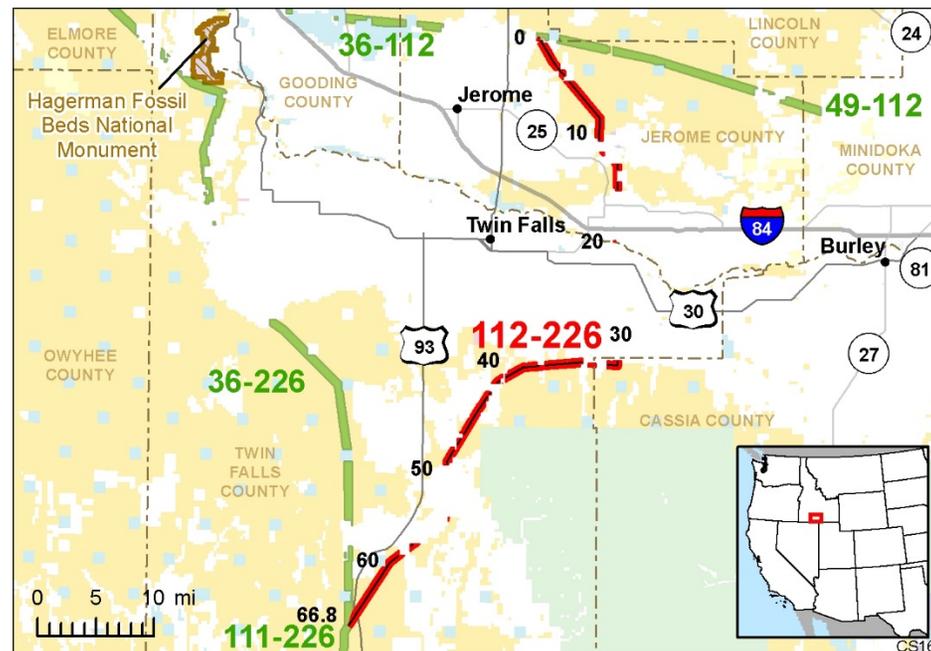


Figure 1. Corridor 112-226

Corridor history:

- Locally designated prior to 2009 (N)
- Existing infrastructure (Y)
 - 230- and 345-kV transmission line are within and adjacent to portions of the corridor.
- Energy potential near the corridor (Y)
 - 3 hydroelectric power plants are within 5 miles. 1 biomass power plant is within 1 mile.
 - 1 substation is within the corridor and 18 more substations are within 5 mi.
- Corridor changes since 2009 (N)

¹ American Wind Energy Association, Idaho Power Company, Rocky Mountain Area Transmission Study, and Western Utility Group

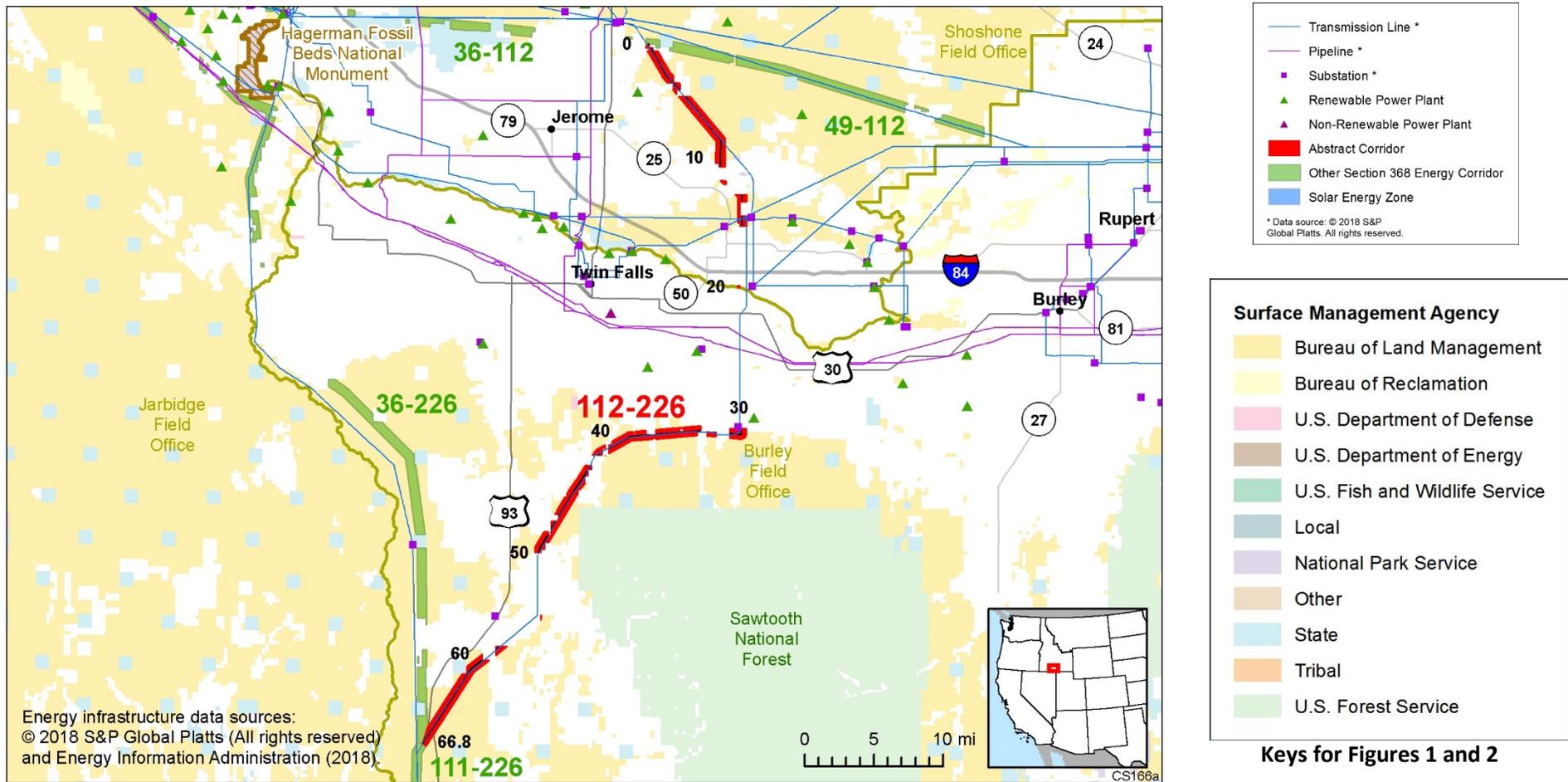


Figure 2. Corridor 112-226 and nearby electric transmission lines and pipelines

Conflict Map Analysis

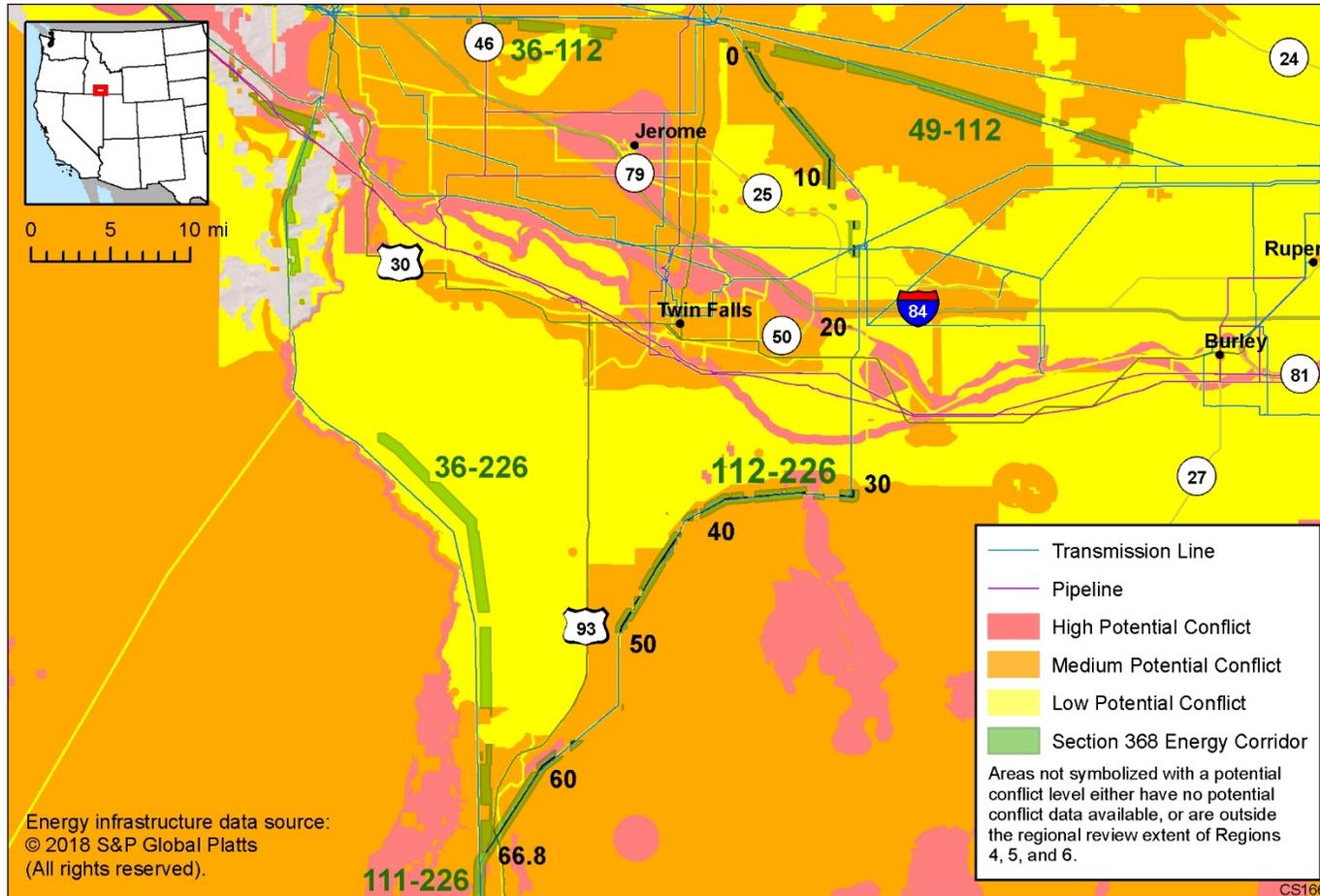


Figure 3. Map of Conflict Areas in Vicinity of Corridor 112-226

Figure 3 reflects a comprehensive resource conflict assessment developed to enable the Agencies and stakeholders to visualize a corridor’s proximity to environmentally sensitive areas and to evaluate options for routes with lower potential conflict. The potential conflict assessment (low, medium, high) shown in the figure is based on [criteria](#) found on the WVEC Information Center at www.corridoreis.anl.gov. To meet the intent of the Energy Policy Act and the Settlement Agreement siting principles, corridors may be located in areas where there is potentially high resource conflict; however, where feasible, opportunity for corridor revisions should be identified in areas with potentially lower conflict.

Visit the 368 Mapper for a full view of the [potential conflict map](https://bogi.evs.anl.gov/section368/portal/) (<https://bogi.evs.anl.gov/section368/portal/>)

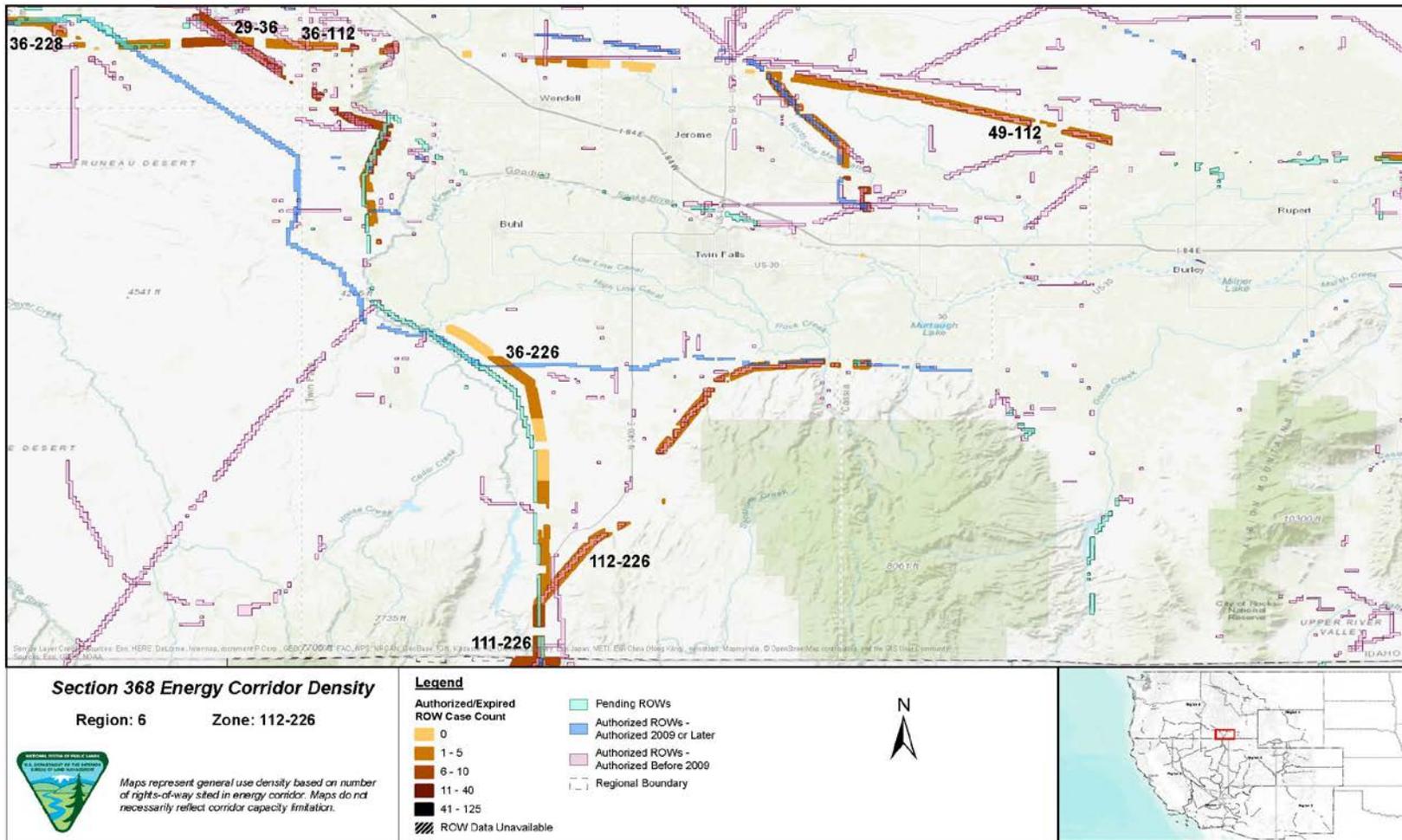


Figure 4. Corridor 112-226, Corridor Density Map

Figure 4 shows the density of energy use to assist in evaluating corridor utility. ROWs granted prior to the corridor designation (2009) are shown in pink; ROWs granted after corridor designation are shown in blue; and pending ROWs under current review for approval are shown in turquoise. Note the ROW density shown for the corridor is only a snapshot that does not fully illustrate remaining corridor capacity. Not all ROWs have GIS data at the time this abstract was developed. BLM and USFS are currently improving their ROW GIS databases and anticipate more complete data in the near future.

Corridor Review Table

Designated energy corridors are areas of land prioritized for energy transmission infrastructure and are intended to be predominantly managed for multiple energy transmission infrastructure lines. Other compatible uses are allowable as specified or practicable. Resource management goals and objectives should be compatible with the desired future conditions (i.e., responsible linear infrastructure development of the corridor with minimal impacts) of the energy transmission corridor. Land management objectives that do not align with desired future conditions should be avoided. The table below identifies serious concerns or issues and presents potential resolution options to better meet corridor siting principles.

The preliminary information below is provided to facilitate further discussion and input prior to developing potential revisions, deletions, or additions.

CORRIDOR 112-226 REVIEW			
POTENTIAL COMPATIBILITY ISSUES or CONCERNS TO EXAMINE	MILEPOST (MP)¹	STAKEHOLDER INPUT and OTHER RELEVANT INFORMATION	POTENTIAL RESOLUTIONS BASED ON SITING PRINCIPLE ANALYSIS ²
<i>BLM Jurisdiction: Shoshone Field Office</i>			
<i>Agency Land Use Plan: Monument RMP (1986)</i>			
VRM Class II area intersects the corridor – The objective of VRM Class II designation is to retain the existing character of the landscape.	MP 20		Areas with the VRM Class II designation may not be compatible with future overhead transmission line development. The corridor follows existing and planned infrastructure and only intersects a small portion of the VRM class II area. The Agencies could consider changing the VRM designation at this location.
<i>BLM Jurisdiction: Burley Field Office</i>			
<i>Agency Land Use Plan: Twin Falls MFP (1987)</i>			
VRM Class I areas and the corridor intersect - The objective of VRM Class I designation is to preserve the existing character of the landscape.	MP 33 and MP 35	An existing transmission line occurs within the corridor and abuts/ intersects the VRM Class I area at MP 33. There is a very slight intersection of the corridor and the VRM Class I area at MP 35.	VRM Class I areas are not consistent with future development and not compatible with the corridor’s purpose as a preferred location for infrastructure. Agencies could also consider changing the VRM class designation where the VRM Class I area overlaps the corridor since the corridor is collocated with existing and planned transmission lines at this location.
VRM Class II area and the corridor intersect - The objective of VRM Class II designation is to retain the existing character of the landscape.	MP 33 and MP 59 to MP 60	An existing transmission line occurs within the corridor.	VRM Class II areas may not be consistent with future overhead transmission line development. Between MP 59 and MP 60 there is available space within the corridor to avoid the VRM Class II area by placing new infrastructure southeast of the existing transmission line (opposite side from the VRM Class II area within the corridor). The Agencies could also consider changing the VRM class designation since the corridor is

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			collocated with existing and planned transmission lines at this location.
Salmon Falls Reservoir SRMA and the corridor intersect - The MFP does not prescribe ROW avoidance or exclusions for SRMAs within designated energy corridors. However, the MFP states that future transmission lines should be located within existing corridors.	MP 66 to MP 67	An existing transmission line occurs within the corridor.	Between MP 66 and MP 67, the SRMA encompasses the area both west and east of the corridor, which cannot be avoided. The corridor location appears to best meet the siting principles because of collocation with an existing transmission line and the absence of more preferable alternatives.
BLM Jurisdiction: Burley Field Office			
Agency Land Use Plan: Cassia RMP (1985)			
Other than the GRSG habitat intersections discussed below, no issues related to resource intersections with the corridor in the Burley Field Office have been identified.			
BLM Jurisdiction: Shoshone Field Office, Burley Field Office			
Agency Land Use Plan: Idaho GRSG ROD and ARMPA – March 2019			
GRSG GHMA and the corridor intersect – The 2019 ARMPA states that existing designated corridors in GHMA will remain open to utility ROWs. Collocating new infrastructure within existing ROWs and maintaining and upgrading ROWs is preferred over the creation of new ROWs. Collocation in designated corridors can be built within the existing corridor or adjacent to the existing corridor.	MP 0 to MP 11	RFI comment: re-route or exclude new infrastructure ROWs and avoid all new energy infrastructure development within GRSG PACs (53% overlap). Use full mitigation hierarchy to avoid, minimize, and compensate for impacts within four miles of important GRSG breeding areas.	The location appears to best meet the siting principles because collocation is preferred and the corridor is collocated with an existing transmission line. The GHMA encompasses a broad area surrounding the corridor which cannot be avoided (MP 0 to 11).
GRSG IHMA (ROW avoidance area) and the corridor intersect – The 2019 ARMPA states that collocating new infrastructure within existing ROWs and maintaining and upgrading ROWs is preferred over the creation of new ROWs. Collocation in designated corridors can be built within the existing corridor or adjacent to the existing corridor.	MP 30 to MP 41	RFI comment: re-route or exclude new infrastructure ROWs and avoid all new energy infrastructure development within GRSG PACs (53% overlap). Use full mitigation hierarchy to avoid, minimize, and compensate for impacts within four miles of important GRSG breeding areas.	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 transmission line and the corridor is at the edge of the habitat. The corridor could be shifted to the north to align the southern border of the corridor with the existing transmission line to avoid the IHMA.
GRSG PHMA (ROW avoidance area) and the corridor intersect – The 2019 ARMPA states that existing designated corridors will remain Open in all habitat	MP 44 to MP 67	RFI comment: re-route or exclude new infrastructure ROWs and avoid all new energy infrastructure	ROW avoidance areas are not compatible with the corridor’s purpose as a preferred location for infrastructure. However, the corridor is collocated with

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POTENTIAL COMPATIBILITY ISSUES or CONCERNS TO EXAMINE	MILEPOST (MP)¹	STAKEHOLDER INPUT and OTHER RELEVANT INFORMATION	POTENTIAL RESOLUTIONS BASED ON SITING PRINCIPLE ANALYSIS²
management areas. Collocating new infrastructure within existing ROWs and maintaining and upgrading ROWs is preferred over the creation of new ROWs. Collocation in designated corridors can be built within the existing corridor or adjacent to the existing corridor.		development within GRSG PACs (53% overlap). Use full mitigation hierarchy to avoid, minimize, and compensate for impacts within four miles of important GRSG breeding areas.	an existing transmission line and the corridor is at the edge of the habitat. The corridor could be shifted to the northwest to align the southern border of the corridor with the existing transmission line in an effort to avoid the PHMA.

¹ Mileposts are rounded to the nearest mile.

² Siting Principles include: *Corridors are thoughtfully sited to provide maximum utility and minimum impact on the environment; Corridors promote efficient use of landscape for necessary development; Appropriate and acceptable uses are defined for specific corridors; and Corridors provide connectivity to renewable energy generation to the maximum extent possible, while also considering other generation, in order to balance the renewable sources and to ensure the safety and reliability of electricity transmission.* Projects proposed in the corridor would be reviewed during their ROW application review process and would adhere to Federal laws, regulations, and policy.

Additional Compatibility Concerns

The issues and concerns listed below are not explicitly addressed through agency land use plans or are too general in nature to be addressed without further clarification. Although difficult to quantify, the concerns listed have potential to affect future use and/or development within this designated corridor. The Agencies have provided a preliminary general analysis. The information below is provided to facilitate further discussion during stakeholder review.

Cultural resources:

- Cultural resources could be a concern in the Shoshone FO.

Analysis: Section 106 of the NHPA requires federal agencies to consider the effects of an undertaking on cultural resources listed on the NRHP.

Visual Resources:

- Impact on Visual Resources and scenic viewsheds could be a concern in the Shoshone FO.

Analysis: Adherence to existing IOPs for visual resources would be required.

Ecology:

- Destruction of wildlife and plant communities and habitats.

- Re-route the corridor to avoid the IBA. This corridor intersects the South Hills IBA from MP 31 to MP 65. Species of interest in the South Hills IBA include GRSG, Northern Goshawk, Ferruginous Hawk, Sharp-tailed Grouse and occur at MP 31, MP 34 to MP 41, MP 43 to MP 49, and MP 58 to MP 65 (comment on abstract).

Analysis: Existing IOPs and BMPs would be required. 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 habitat connectivity. The corridor is collocated with an existing transmission line and is located near the boundary of the IBA. In general, collocation is preferred to maximize utility, minimize potential impacts and to promote efficient use of landscape.

Abstract Acronyms and Abbreviations

ARMPA = Approved Resource Management Plan; BLM = Bureau of Land Management; BMP = best management practice; FO = field office; GHMA = general habitat management area; GIS = geographic information system; GRSG = Greater Sage-grouse; IHMA = important habitat management areas; IBA = important bird area; IOP = interagency operating procedure; MFP = management framework plan; MP = milepost; NHPA = National Historic Preservation Act; NRHP = National Register of Historic Places; PAC = Priority Area for Conservation; PEIS = Programmatic Environmental Impact Statement; PHMA = priority habitat management area; RFI = request for information; RMP = resource management plan; ROD = Record of Decision; ROW = right-of-way; SRMA = Special Recreation Management Area; USFS = U.S. Forest Service; VRM = visual resource management; WWEC = West-wide Energy Corridor.