

# Corridor 17-18

## Pyramid Lake to Yerington Corridor

### Corridor Purpose and Rationale

The corridor provides a pathway for energy transport from Pyramid Lake near Carson City south to west of the Walker River Reservation. The corridor connects multiple Section 368 energy corridors to both the north and south, creating a continuous corridor network across BLM- and USFS-administered lands to the north into California and Oregon and to the south into Las Vegas. Input regarding alignment from the Western Interconnect Transmission Paths and Western Utility Group during the WWEC PEIS suggested following this route. There is an existing geothermal plant at Wabuska, just to the west of the corridor at the north end of Mason Valley, which may see expansion in the future. The corridor is occupied by an LA Department of Water and Power transmission line, so future energy needs in southern California and Nevada could be served by this corridor.

#### Corridor location:

Nevada (Churchill, Lyon, and Washoe Co.)  
BLM: Humboldt River, Sierra Front, and Stillwater Field Offices  
Regional Review Region: Region 5

#### Corridor width, length:

Width 10,560 ft  
32 miles of designated corridor  
58 miles of posted route, including gaps

#### Designated Use:

- corridor is multi-modal

#### Corridor of concern (N)

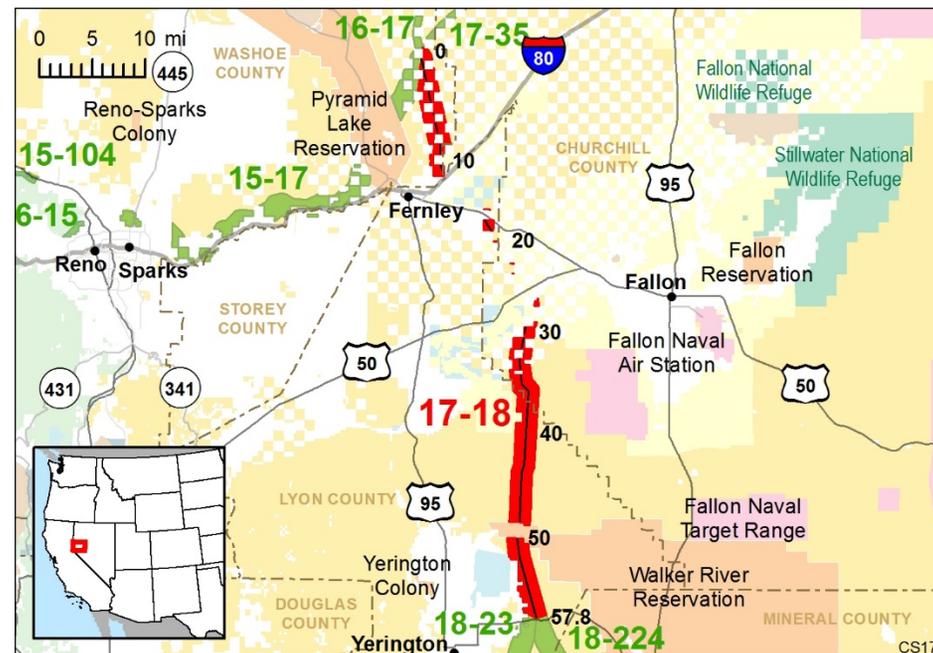


Figure 1. Corridor 17-18

#### Corridor history:

- Locally designated prior to 2009 (Y)
- Existing infrastructure (Y)
  - A 750-kV transmission line is within the entire length of the corridor. 115--and 345-kV electric transmission lines are within and adjacent to portions of the corridor.
- Energy potential near the corridor (Y)
  - There are 5 power plants within 5 mi of the corridor (2 hydroelectric, 1 solar, 1 geothermal and 1 natural gas).
  - 13 substations are within 5 mi of the corridor.
- Corridor changes since 2009 (N)

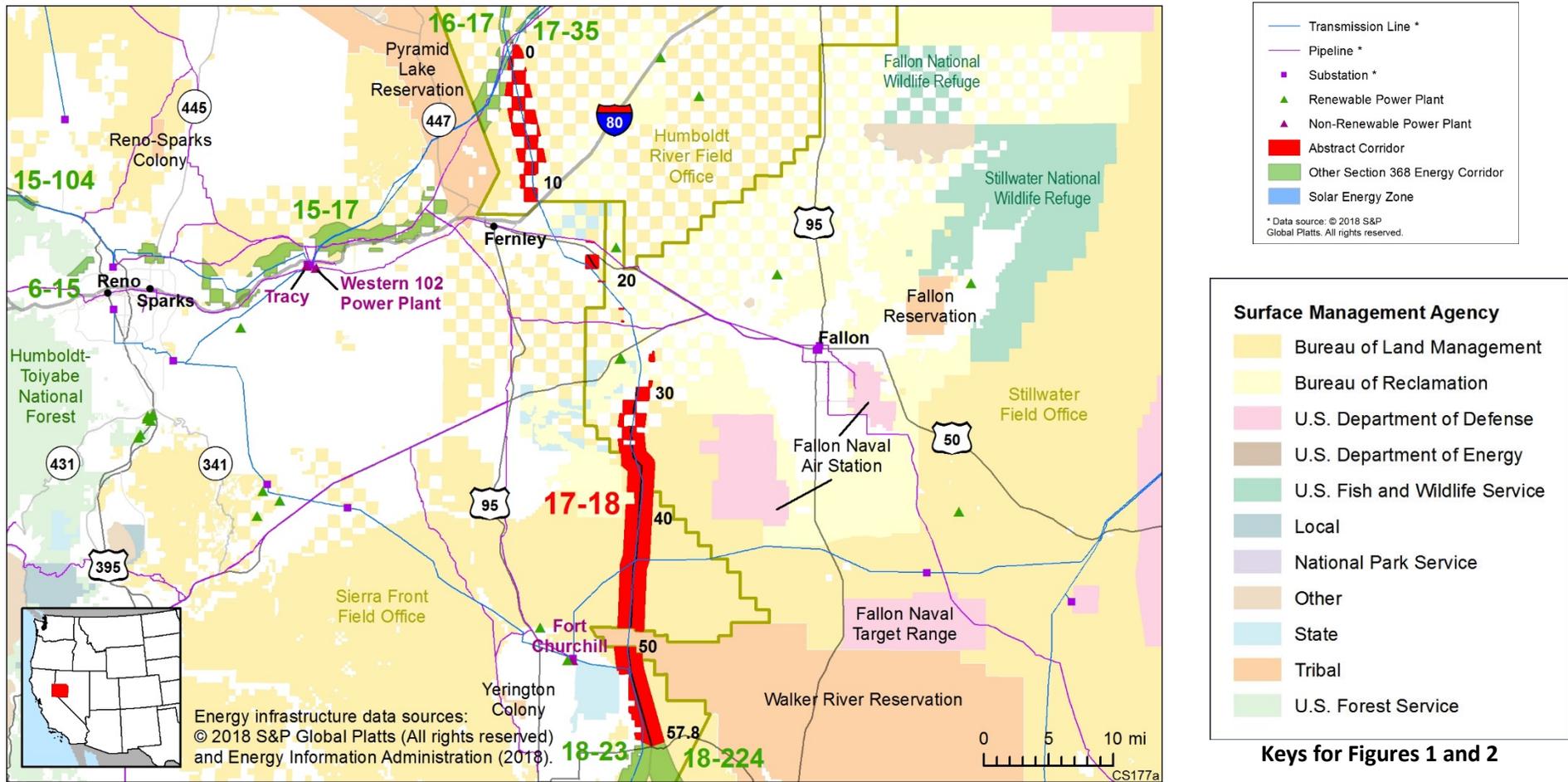


Figure 2. Corridor 17-18 and nearby electric transmission lines and pipelines

## Conflict Map Analysis

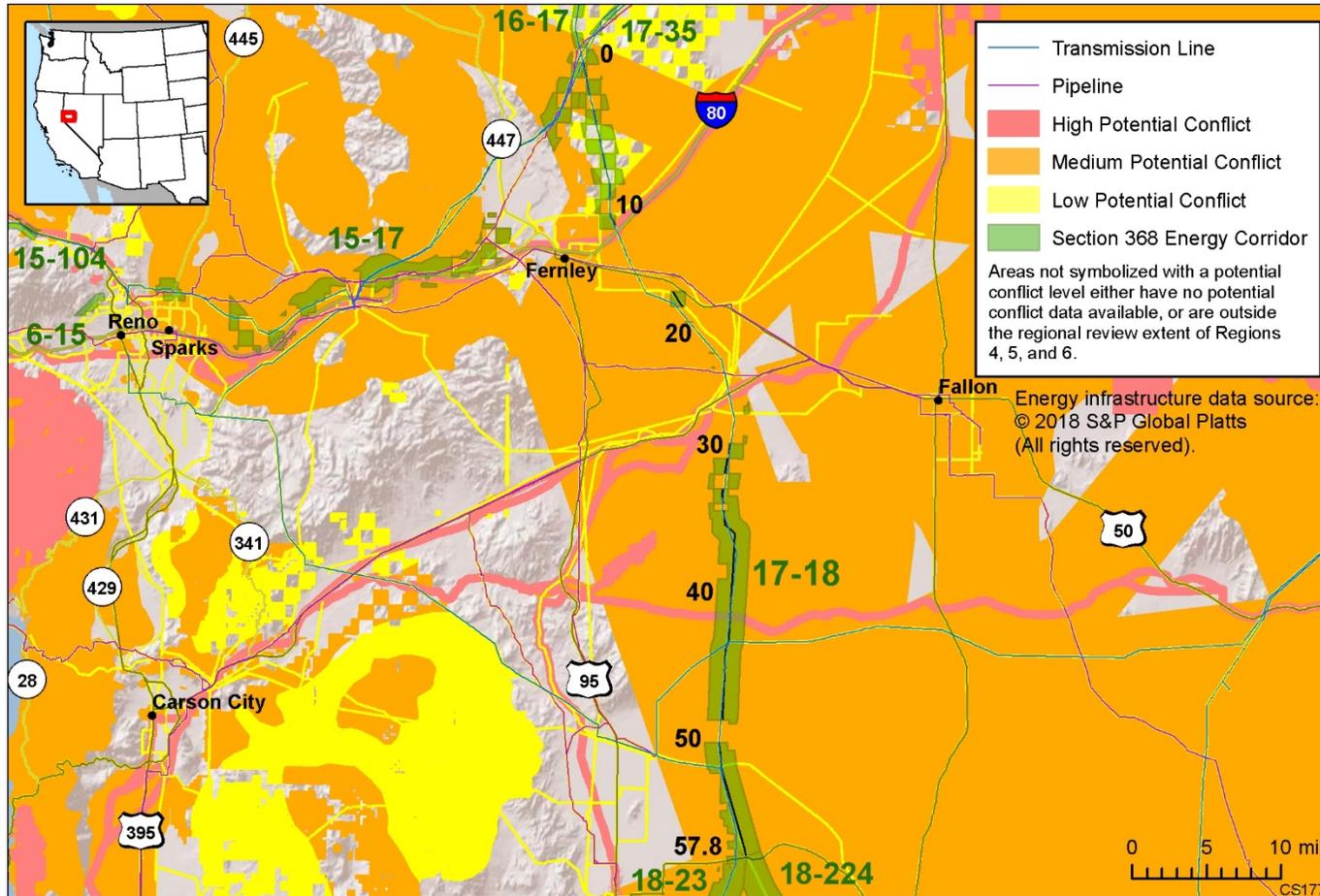


Figure 3. Map of Conflict Areas in Vicinity of Corridor 17-18

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](http://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/>)

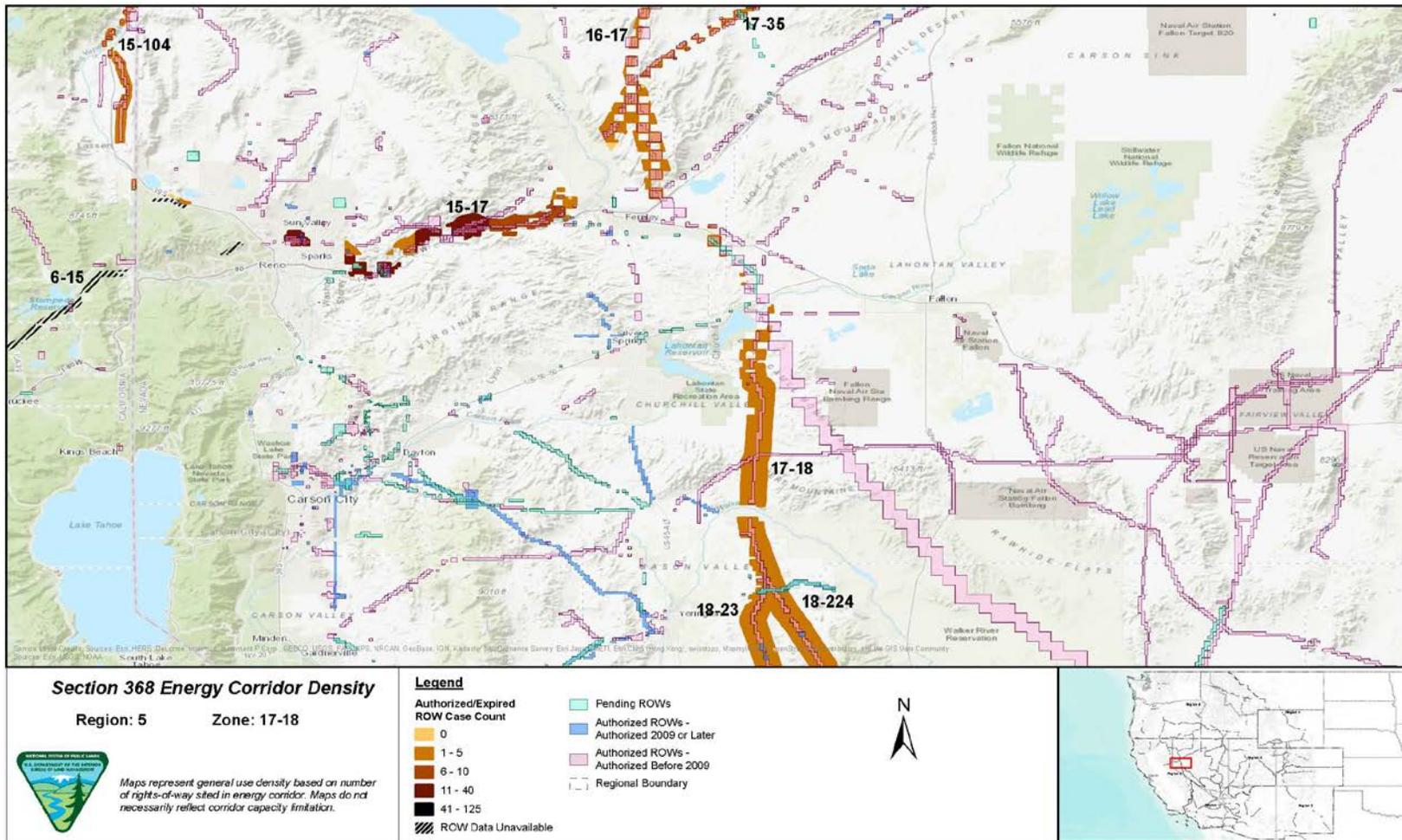


Figure 4. Corridor 17-18, Corridor Density Map

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.

<b>CORRIDOR 17-18 REVIEW</b>			
<b>POTENTIAL COMPATIBILITY ISSUES or CONCERNS TO EXAMINE</b>	<b>MILEPOST (MP)<sup>1</sup></b>	<b>STAKEHOLDER INPUT and OTHER RELEVANT INFORMATION</b>	<b>POTENTIAL RESOLUTIONS BASED ON SITING PRINCIPLE ANALYSIS<sup>2</sup></b>
<i>BLM Jurisdiction: Humboldt River Field Office</i>			
<i>Agency Land Use Plan: Winnemucca District Planning Area RMP (2015)</i>			
No issues related to resource intersections with the corridor in Humboldt River Field Office have been identified.			
<i>BLM Jurisdiction: Sierra Front Field Office</i>			
<i>Agency Land Use Plan: Carson City Consolidated RMP (2001)</i>			
Pony Express NHT and the corridor intersect – The RMP does not reference NHTs.	MP 42	<p>A DC transmission line coincides with the centerline of the corridor. Intersection of corridor with the Pony Express NHT is approximately perpendicular; however, the corridor intersects the Pony Express NHT in an area that will produce high visual contrast.</p> <p>The National Trails System Act, as cited in the Comprehensive Plan for the California NHT (1999)<sup>3</sup>, states that the Secretary of the Interior or the Secretary of Agriculture may grant easements and ROWs upon, over, under, across, or along any component of the national trails system in accordance with the laws applicable to the national forest</p>	<p>The corridor intersection here appears to best meet the siting principles. Existing infrastructure, minimal area of intersection, and the absence of more preferable alternatives suggest that the corridor cannot be relocated to a more preferred area for development.</p> <p>Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.</p>

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<b>POTENTIAL COMPATIBILITY ISSUES or CONCERNS TO EXAMINE</b>	<b>MILEPOST (MP)<sup>1</sup></b>	<b>STAKEHOLDER INPUT and OTHER RELEVANT INFORMATION</b>	<b>POTENTIAL RESOLUTIONS BASED ON SITING PRINCIPLE ANALYSIS<sup>2</sup></b>
		system, provided that any conditions contained in such easements and ROWs are related to the policy and purposes of this Act.	
Four Trails Feasibility Study Trail and the corridor intersect – The RMP does not reference the Four Trails Feasibility Study Trail since it pre-dates the 2009 legislation designating the study trail (Public Law 111-11).	MP 42 and MP 55 to MP 57 (note: at MP 57, this is the same intersection as for Corridor 18-23, MP 1)	<p>A DC transmission line coincides with the centerline of the corridor. The intersection with the Four Trails Feasibility Study Trail are generally perpendicular or at an angle.</p> <p>The Act (Public Law 111-11; 2009) directs the Secretary of the Interior to revise the original feasibility studies of the Oregon, Mormon Pioneer, California, and Pony Express NHTs.</p> <p>BLM Manual 6280 directs the BLM to maintain the values, characteristics, and settings for which the trail is being studied or for which the trail was recommended as suitable.</p>	<p>The corridor at these locations appears to best meet the siting principles. Existing infrastructure, minimal crossing overlap and the absence of more preferable alternatives suggest that the corridor cannot be relocated to a more preferred area for development.</p> <p>Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.</p>
<p><b>BLM Jurisdiction:</b> Humboldt River, Sierra Front, and Stillwater Field Offices  <b>Agency Land Use Plan:</b> Nevada and Northeastern California GRSG Rod and ARMPA (2019)</p>			
The corridor does not intersect with GHMAs or PHMA areas.			
<p><b>BLM Jurisdiction:</b> Humboldt River, Sierra Front, and Stillwater Field Offices  <b>Agency Land Use Plan:</b> ROD and LUPA for the Nevada and California GRSG Bi-State Distinct Population in the Carson City District and Tonopah Field Office (2016)</p>			
The corridor does not intersect with BSSG habitat.			

<sup>1</sup> Mileposts are rounded to the nearest mile.

<sup>2</sup> 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.

<sup>3</sup> Full Title: Comprehensive Management and Use Plan / Final Environmental Impact Statement - California National Historic Trail and Pony Express National Historic Trail. Management and Use Plan Update/Final Environmental Impact Statement - Oregon National Historic Trail and Mormon Pioneer National Historic Trail.

## 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.

### Jurisdictional Concerns:

- The corridor passes through checkerboard lands and future urban development may play a role in development of this corridor. There is an existing 750-kV transmission line within the corridor, which could dissuade future development near the transmission line.
- Within the corridor there is a short-term withdrawal associated with the US Navy bombing/training range expansion that is slated for Congressional approval in late 2020. The withdrawal overlaps the eastern portion of the corridor between MP 33 and MP 40.

*Analysis:* Major transmission lines would likely not be approved in the area under the short-term withdrawal. Expansion of the corridor to the west is unlikely because it is constrained by the Lahontan State Recreation Area.

- The California NHT crosses private lands within the corridor path at MP 12 and MP 26. The extension of the corridor between the designated corridor segments would be located within ¼ mile of a High Priority segment of the California NHT (Humboldt Sink to Fernley) and would cross the Humboldt Sink to Dayton High Priority segment.

*Analysis:* Section 368 energy corridors cannot be designated on private land. If future development was located along the private land segments, the future transmission line or pipeline would cross rather than parallel the NHT (minimizing impact on trail values). Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.

### Tribal Concerns:

- Walker River Reservation is adjacent to corridor and in an undesignated corridor segment (MP 48 to MP 51).

*Analysis:* BLM can only authorize projects on BLM-administered lands. The Agencies would consult with the Walker River Paiute Tribe, as required, for any proposed project in the corridor. Proponent also would have to work with the Walker River Paiute Tribe to obtain a tribal resolution consenting to the grant of a ROW by BIA. BIA cannot grant ROWs without tribal consent. The corridor at this location could be re-routed to the west along the existing 230-kV transmission line to avoid these tribal lands.

### Military and Civilian Aviation:

- MTR – VR and the corridor intersect from MP 0 to MP 5 and MP 8 to MP 58.
- SUA and the corridor intersect from MP 32 to MP 46.
- MTR – Slow-speed Route and the corridor intersect from MP 57 to MP 58.

*Analysis:* Adherence to 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.

## Abstract Acronyms and Abbreviations

ARMPA = Approved Resource Management Plan Amendment; BIA = Bureau of Indian Affairs; BLM = Bureau of Land Management; BMP = best management practice; BSSG = Greater Sage-grouse Bi-State population; DoD = Department of Defense; FO = Field Office; GHMA = general habitat management area; GIS = geographic information system; GRSG = Greater Sage-grouse; IOP = interagency operating procedure; LUPA = Land Use Plan Amendment; MP = milepost; MTR = Military Training Route; NHT = National Historic Trail; NST = National Scenic Trail; PEIS = Programmatic Environmental Impact Statement; PHMA = priority habitat management area; RFI = request for information; RMP = resource management plan; ROW = right-of-way; SUA = special use airspace; USFS = U.S. Forest Service; VR = visual route; VRM = visual resource management; WWEC = West-wide Energy Corridor.