

# Corridor 36-112

## West Twin Falls Corridor

### Corridor Purpose and Rationale

The corridor connects multiple Section 368 energy corridors to create an east-west pathway for energy transport in southern Idaho along existing infrastructure. Input regarding alignment from multiple organizations<sup>1</sup> during the WWEC PEIS suggested following this route. The recently approved 500-kV Gateway West transmission project is just north of the corridor but is not located within Corridor 36-112.

#### Corridor location:

Idaho (Elmore, Gooding, Jerome, and Twin Falls Co.)

BLM: Jarbidge and Shoshone Field Offices  
Regional Review Region: Region 6

#### Corridor width, length:

Width 3,500 ft

15 miles of designated corridor

38 miles of posted route, including gaps

#### Designated Use:

Corridor is multi-modal

#### Corridor of concern (N)



Figure 1. Corridor 36-112

#### Corridor history:

- Locally designated prior to 2009 (N)
- Existing infrastructure (Y)
  - 230- and 500-kV transmission lines are within or adjacent to a portion of the corridor.
- Energy potential near the corridor (Y)
  - 18 power plants are within 5 mi of the corridor (5 hydroelectric, 11 wind, 2 bio mass).
  - 26 substations are within 5 mi of the corridor.
- Corridor changes since 2009 (N)

<sup>1</sup> American Wind Energy Association, Chevron, Idaho Power Company, National Grid, Maximus USA, PacifiCorp, Rocky Mountain Area Transmission Study, Western Interconnection Transmission Paths, and Western Utility Group

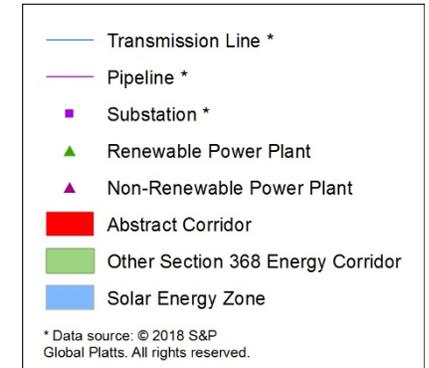
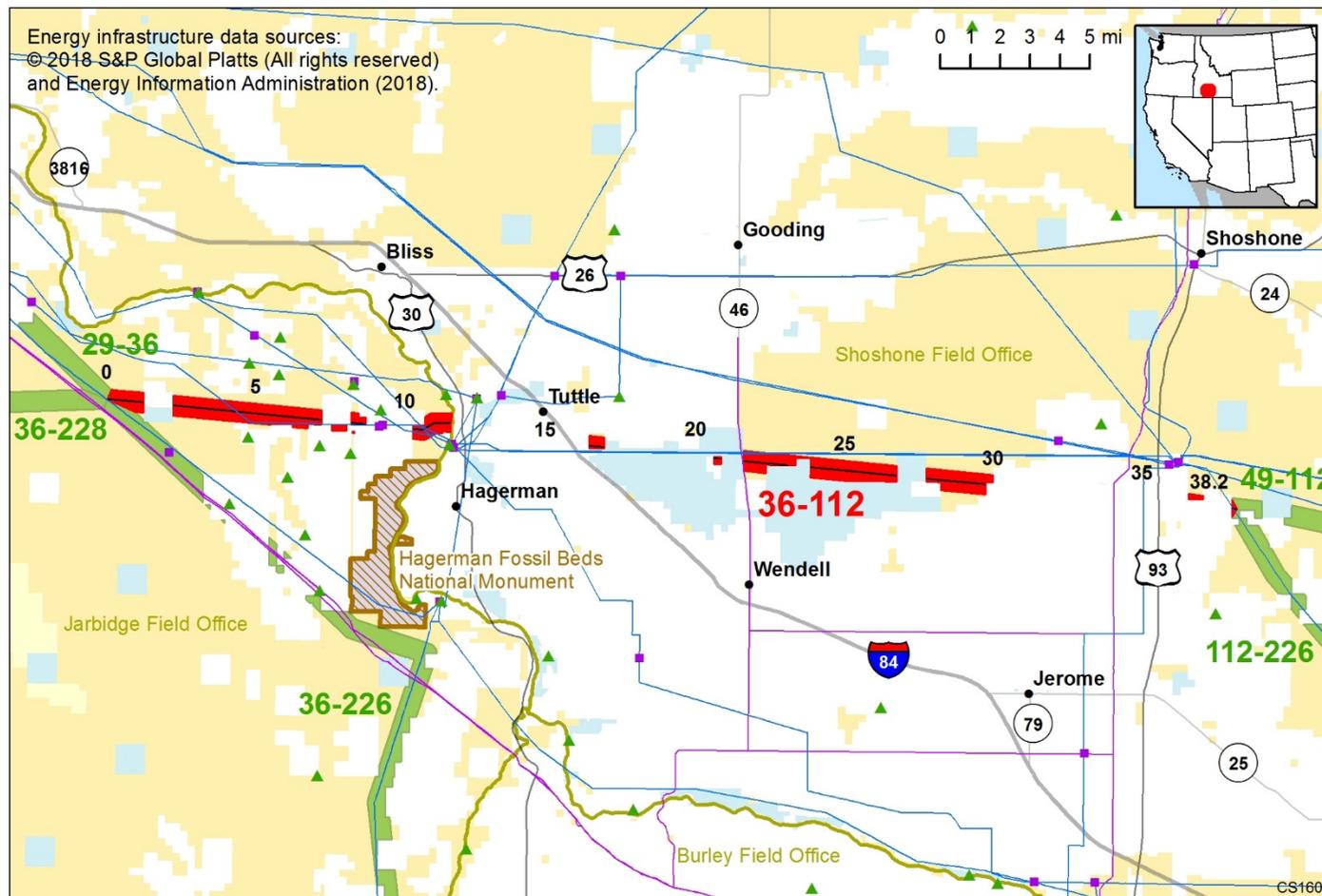


Figure 2. Corridor 36-112 and nearby electric transmission lines and pipelines

Keys for Figures 1 and 2

## Conflict Map Analysis

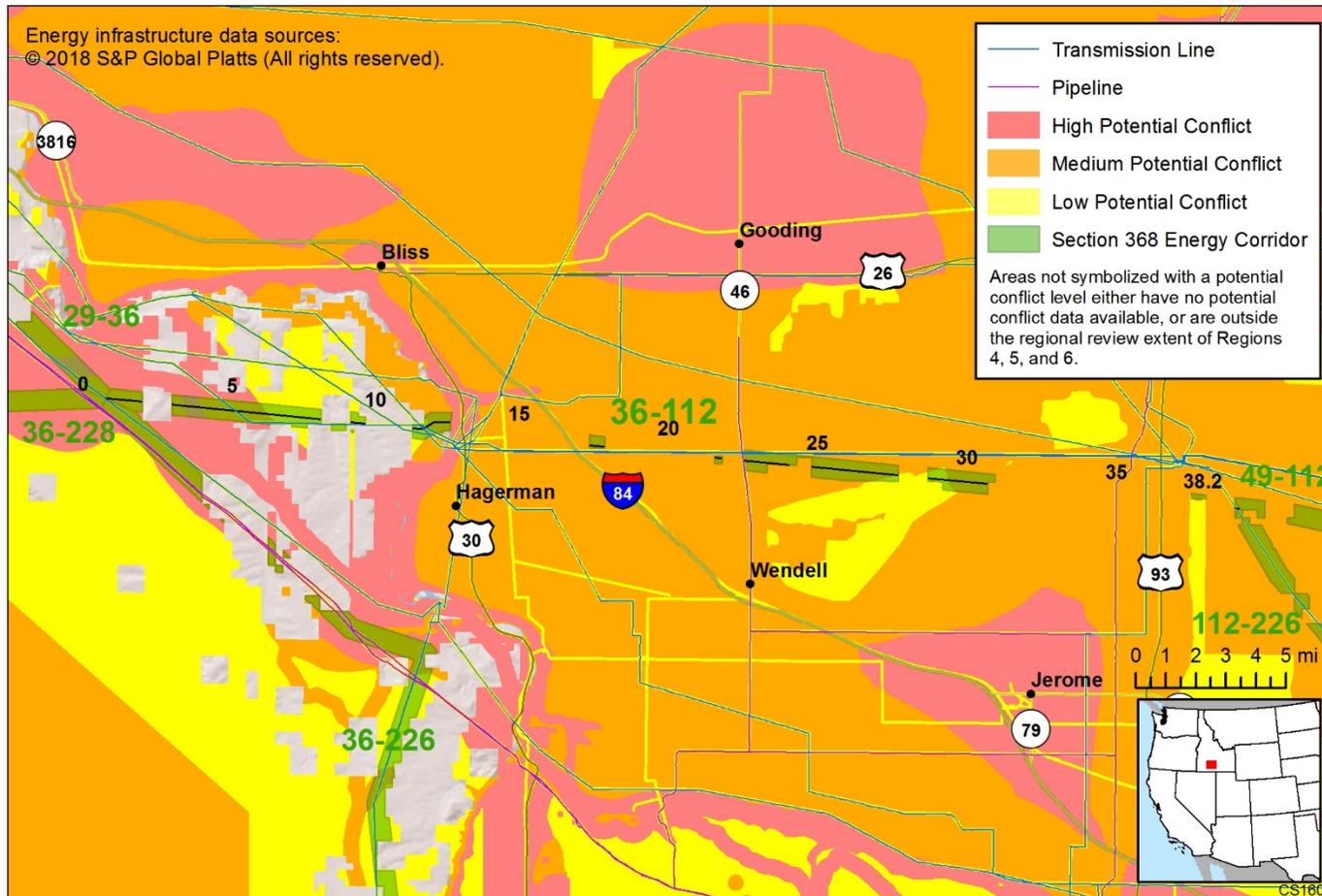
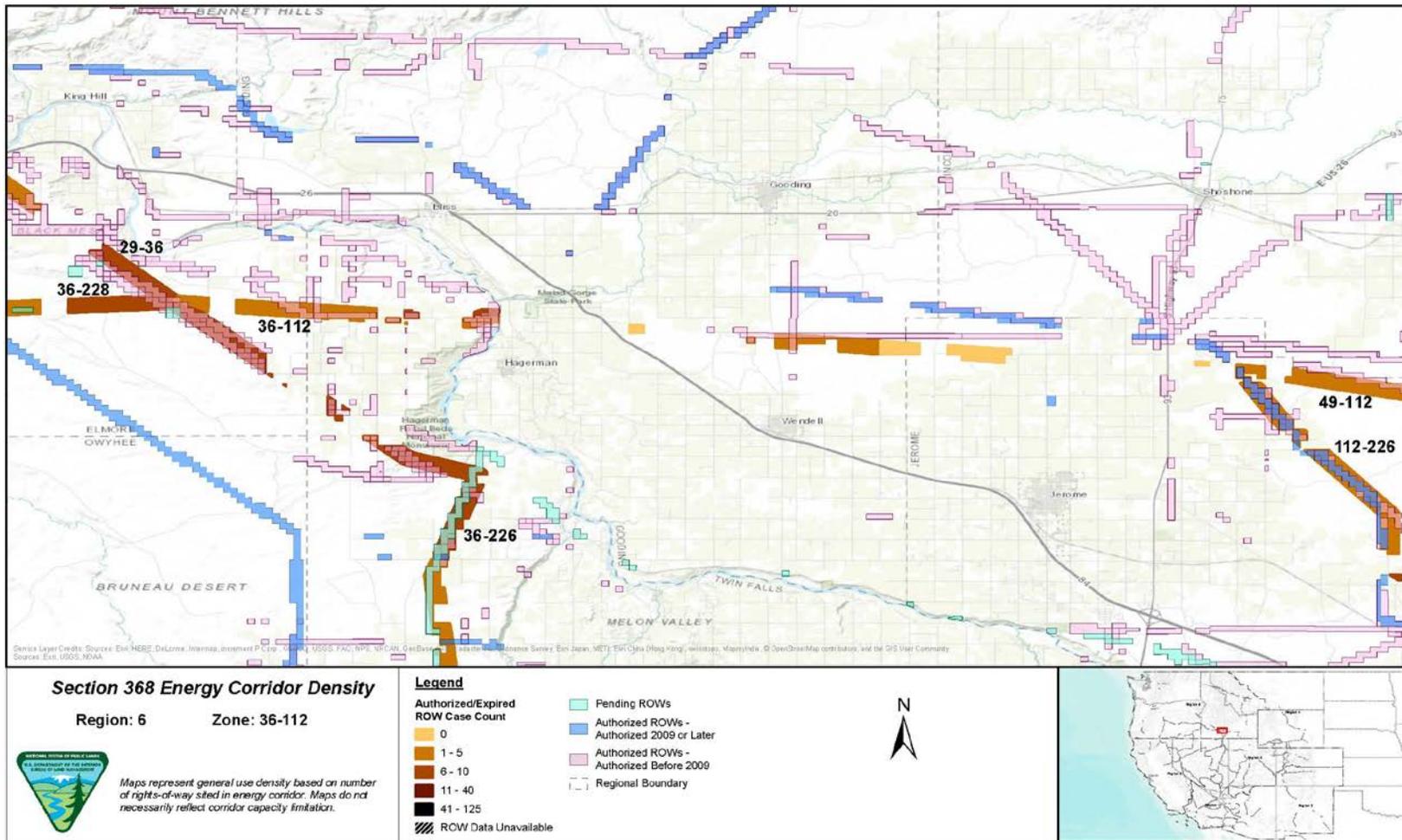


Figure 3. Map of Conflict Areas in Vicinity of Corridor 36-112

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 WWEC 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 36-112, 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.

## Land Management 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 36-112 REVIEW			
POTENTIAL COMPATIBILITY ISSUES or CONCERNS TO EXAMINE	MILEPOST (MP) <sup>1</sup>	STAKEHOLDER INPUT and OTHER RELEVANT INFORMATION	POTENTIAL RESOLUTIONS BASED ON SITING PRINCIPLE ANALYSIS <sup>2</sup>
<i>BLM Jurisdiction: Jarbidge Field Office</i>			
<i>Agency Land Use Plan: Jarbidge RMP (2015)</i>			
<p>Oregon NHT and the corridor intersect - RMP indicates that corridor is not within a NHT protective zone (ROW avoidance area).</p> <p>The corridor crosses a High Potential Segment (North Trail) in close proximity to Three Island Crossing.</p>	MP 3	<p>The corridor is not collocated with infrastructure at the location of the intersection with the NHT, which is approximately perpendicular. The NPS recommends deleting the corridor.</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 rights-of-way upon, over, under, across, or along any component of the national trails system in accordance with the laws applicable to the national forest system, provided that any conditions contained in such easements and rights-of-way are related to the policy and purposes of this Act.</p>	<p>NHT high potential segments may not be compatible with the corridor’s purpose as a preferred location for energy infrastructure. However, the intersection of the corridor and Trail is approximately perpendicular (minimizing impact on NHT values). The Agencies could consider re-routing along the Gateway West approved route (and existing infrastructure) beginning at MP 46 of Corridor 29-36. Re-routing along Gateway West would avoid the NHT.</p> <p>Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.</p>

**CORRIDOR 36-112 REVIEW**

<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>
		For high potential route segments, the National Trails System Act states: Federally owned sites and segments of these trails are considered federal protection components and should receive special attention by managing agencies to enhance their trail-related values.	
Snake River (Wild and Scenic Study River) is in a corridor gap immediately east of BLM-administered lands within the corridor — RMP indicates that ROWs must maintain/enhance the river segment's outstandingly remarkable values, free-flowing condition, water quality, and tentative classification.	MP 12	Several transmission lines cross the Snake River just south of the Study River segment.  Comment on abstract: shift the corridor south to align with existing ROW lines, avoiding the Study area of the Snake River.	ROWs must maintain/enhance the river segment's values. The Agencies could consider re-routing along the Gateway West approved route (and existing infrastructure) beginning at MP 46 of Corridor 29-36. Re-routing along Gateway West would avoid the WSR.  An existing IOP requires proposed projects to mitigate the disturbance to WSRs and their vicinity.
<b>BLM Jurisdiction: Shoshone Field Office</b> <b>Agency Land Use Plan: Monument RMP (1986)</b>			
Other than the GRSG GHMA intersections discussed below, no issues related to resource intersections with the corridor in Shoshone Field Office have been identified.			
<b>BLM Jurisdiction: Shoshone Field Office</b> <b>Agency Land Use Plan: Idaho GRSG ROD and ARMPA – March 2019</b>			
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 16 to MP 38		Although there is no existing infrastructure within the corridor, it does not preclude future development within the corridor since existing designated corridors will remain open in all habitat management areas. Options to shift this corridor to federal lands outside of the GHMA are limited, although there may be an opportunity to shift the corridor along the Gateway West approved route beginning at MP 46 of Corridor 29-36 to collocate with existing and planned transmission lines.

<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.

### Potential Corridor Revision:

- There are areas where the corridor deviates from existing infrastructure and there do not appear to be resource conflicts (MP 20 to MP 30, MP 38).

*Analysis:* The Agencies could consider re-routing the corridor along the Gateway West approved route (and existing infrastructure) beginning at MP 46 of Corridor 29-36 to better collocate with existing and planned infrastructure.

### 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.

### Visual Resources:

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

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

### Ecology:

- Wildlife and plant communities and habitats.

*Analysis:* Existing IOPs and BMPs would be required. In general, the corridor follows existing infrastructure, but potential adjustments to the corridor could be considered to minimize impacts.

## Abstract Acronyms and Abbreviations

ARMPA = approved resource management plan amendment; BLM = Bureau of Land Management; BMP = best management practice; FO = field office; GHMA = general habitat management area; GIS = geographic information system; GHMA = general habitat management area; GRSG = Greater Sage-grouse; IOP = interagency operating procedure; MP = milepost; NHPA = National Historic Preservation Act; NHT = National Historic Trail; NPS = National Park Service; NRHP = National Register of Historic Places; NST = National Scenic Trail; PEIS = Programmatic Environmental Impact Statement; PHMA = priority management habitat area; RFI = request for information; RMP = resource management plan; ROD = Record of Decision; ROW = right-of-way; USFS = U.S. Forest Service; VRM = visual resource management; WSR = Wild and Scenic River; WWEC = West-wide Energy Corridor.