Corridor 36-226

West Twin Falls Corridor

Corridor Purpose and Rationale

The corridor provides a pathway for energy transport near Twin Falls, Idaho. The corridor connects multiple Section 368 energy corridors, creating a continuous corridor network across BLM- and USFS-administered lands south to Nevada and both east and west across Idaho. Input regarding alignment from multiple organizations[1] during the WWEC PEIS suggested following this route. A natural gas pipeline is planned within and adjacent to the corridor from MP 0 to MP 15. There has been interest in wind energy that could support the corridor. The 2015 Jarbidge RMP designated a new locally designated corridor named Roseworth Corridor that is located south of Corridor 36-226, near MP 34. 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.

Corridor location:
Idaho (Elmore and Twin Falls Co.)
BLM: Burley and Jarbidge Field Offices
Regional Review Region: Region 6

Corridor width, length:
Width 3,500 ft
39 miles of designated corridor
65 miles of posted route, including gaps

Designated Use:
- corridor is multi-modal

Corridor of concern (N)

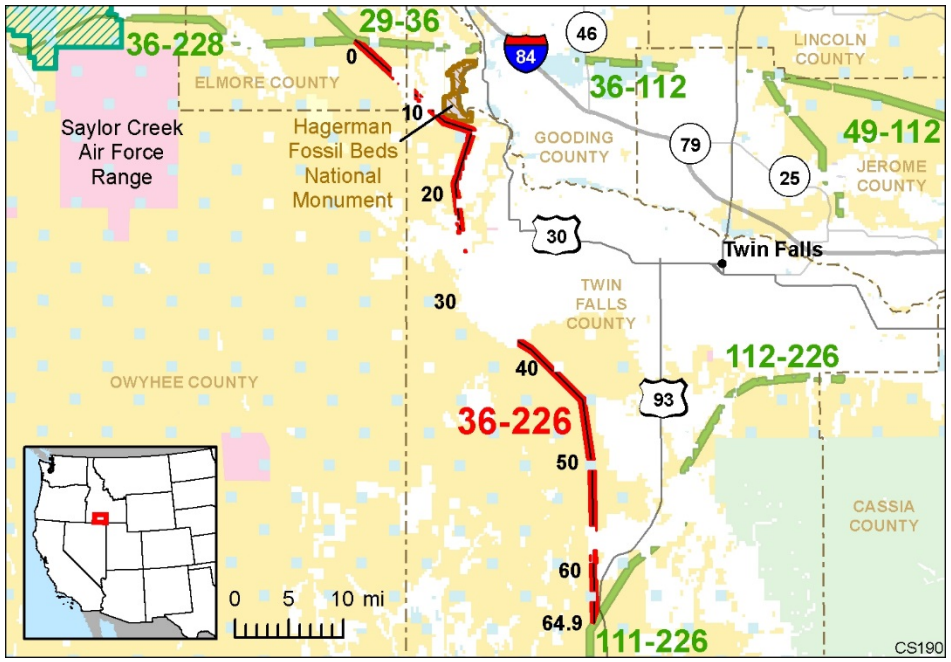
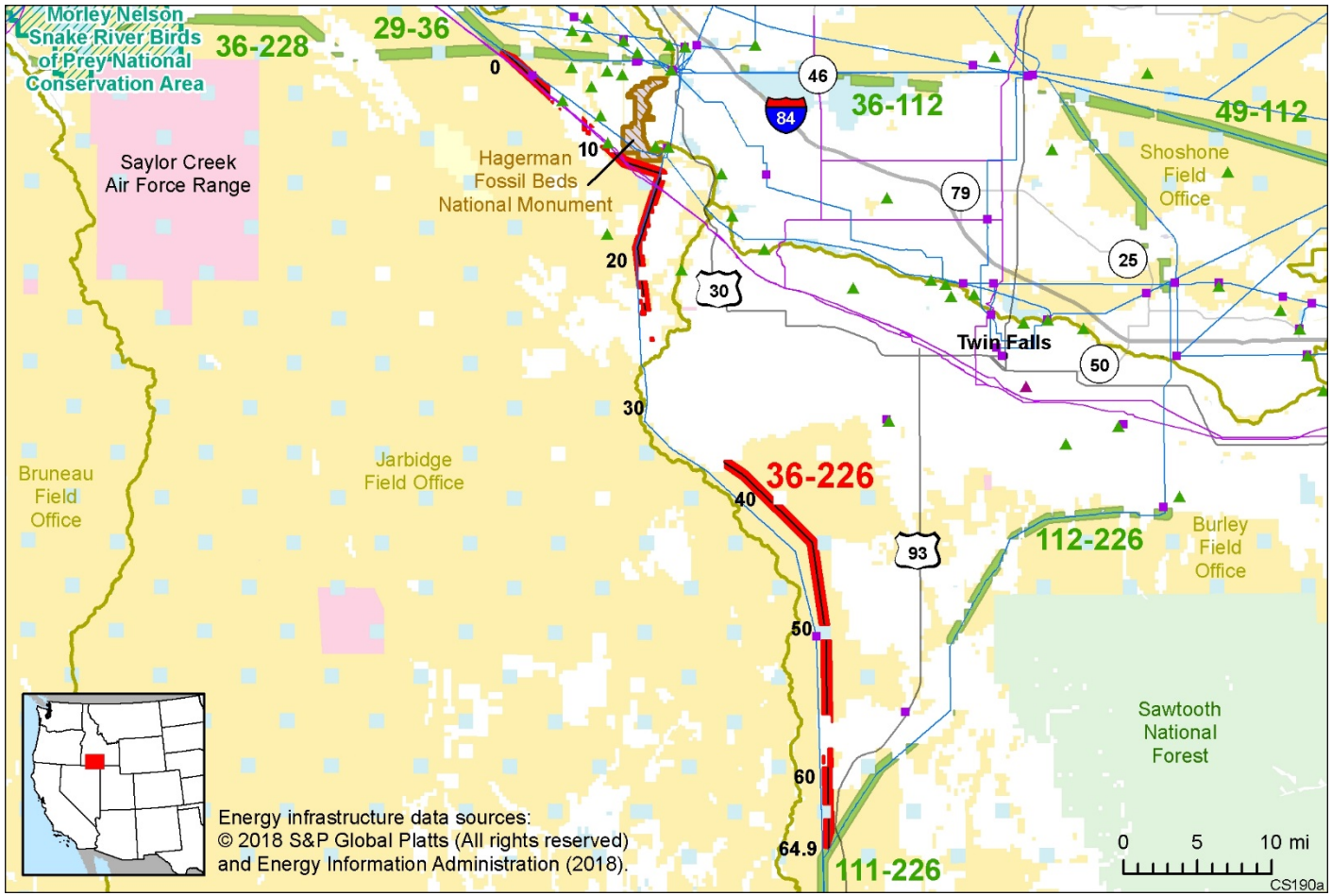
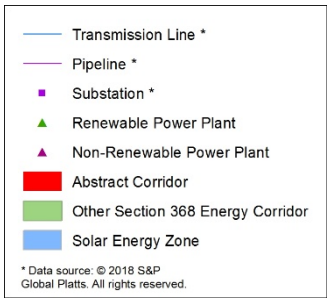


Figure 1. Corridor 36-226

Corridor history:
- Locally designated prior to 2009 (N)
- Existing infrastructure (Y)
  - A 138-kV transmission line runs adjacent or within the entire corridor.
  - Two natural gas pipelines are within and adjacent to portions of the corridor.
- Energy potential near the corridor (Y)
  - 15 power plants are within 5 mi (5 hydroelectric and 10 wind).
  - 2 substations are within the corridor and 23 more substations are within 5 mi of the corridor.
- Corridor changes since 2009 (N)

[1] American Wind Energy Association, Idaho Power Company, National Grid, Rocky Mountain Area Transmission Study, and the Western Utility Group





Keys for Figures 1 and 2

Figure 2. Corridor 36-226 and nearby electric transmission lines and pipelines

Conflict Map Analysis

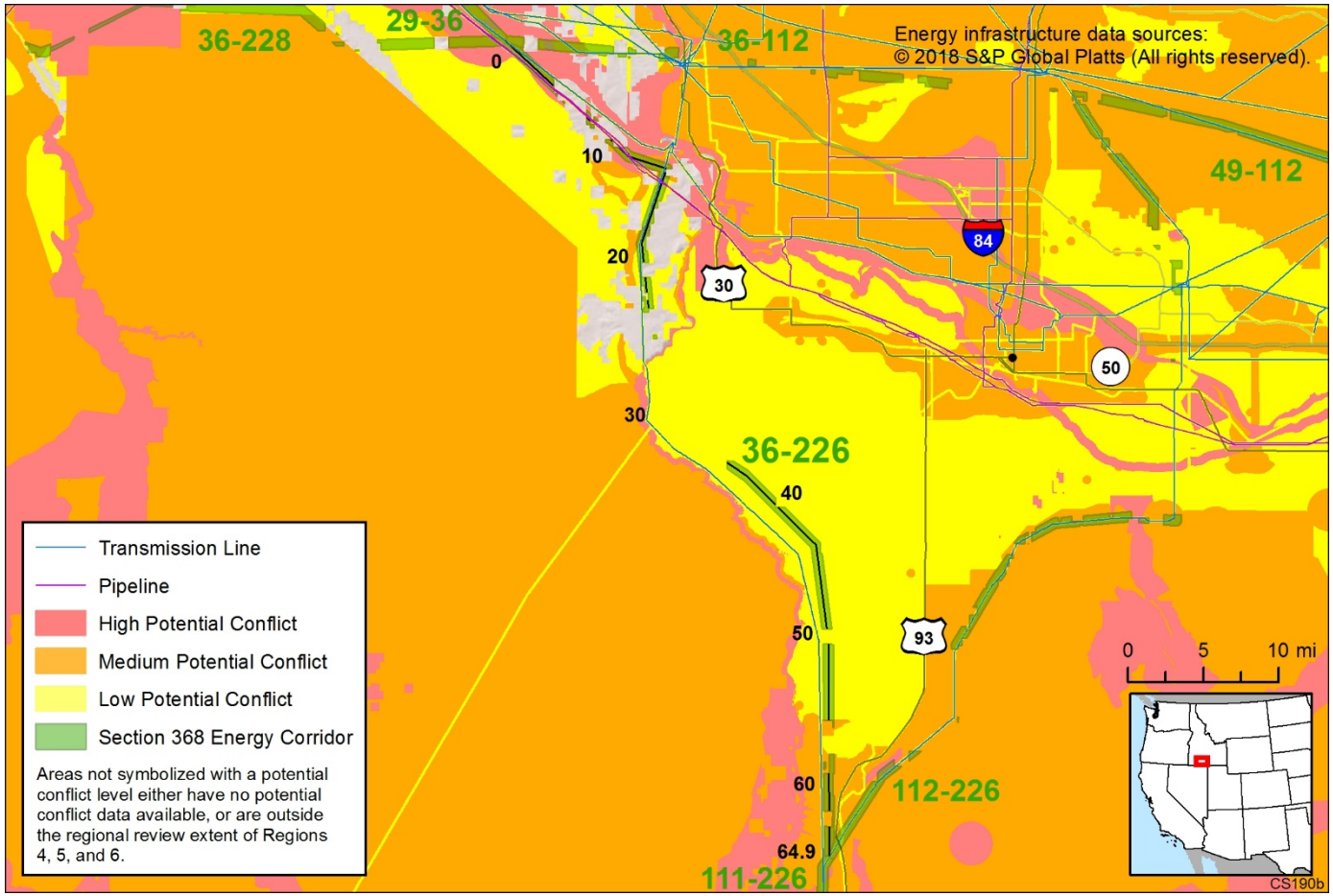


Figure 3. Map of Conflict Areas in Vicinity of Corridor 36-226

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 WWEC 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/)

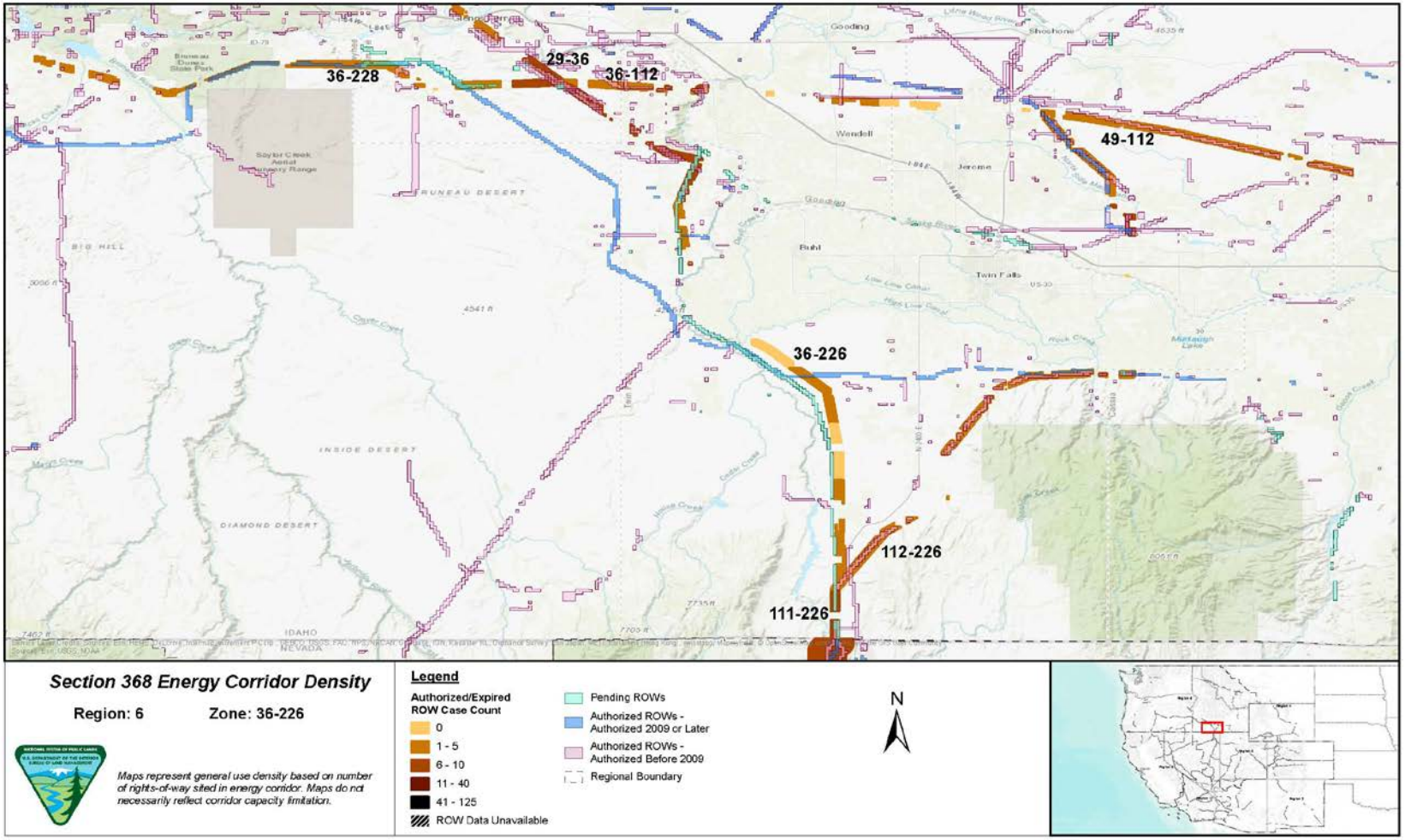


Figure 4. Corridor 36-226, Corridor Density Map

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 36-226 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]**
BLM Jurisdiction: *Jarbidge Field Office* ***Agency Land Use Plan:*** *Jarbidge RMP (2015)*			
Oregon NHT is parallel to the corridor but does not intersect the corridor. The distance between the corridor and the NHT ranges from about ¾ mile (near MP 13) to 2 miles (near MP 1). The segment of the Oregon NHT near the corridor is listed as High Potential (North Trail).	MP 3 to MP 13	The corridor is collocated with 2 natural gas pipelines in this segment and also collocated with a transmission line between MP 0 and MP 3.5. The National Trails System Act, as cited in the Comprehensive Plan for the California NHT (1999)[3], 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. For high potential route segments, the National Trails System Act states: Federally owned sites and segments	Since the corridor does not intersect with the NHT, site specific analysis would be needed to assess impacts of new infrastructure on the NHT. However, given the corridor's collocation with existing infrastructure, there does not appear to be a superior alternative location. Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.

CORRIDOR 36-226 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]**
		of these trails are considered federal protection components and should receive special attention by managing agencies to enhance their trail-related values.	
BLM Jurisdiction: *Burley Field Office* ***Agency Land Use Plan:*** *Twin Falls MFP (1982)*			
Salmon Falls Reservoir SRMA and the corridor intersect — Confine future energy transmission lines to the two designated corridors.	MP 56 to MP 65	Comment on abstract: shift the corridor outside of the Salmon Falls Reservoir SRMA.	The SRMA does not preclude future development within the corridor. Options to shift this corridor to federal lands outside the SRMA are limited; however, to avoid the Salmon Falls Reservoir SRMA, the Agencies could consider adding a braided arm along Gateway West to connect to Corridor 112-226.
BLM Jurisdiction: *Burley Field Office* ***Agency Land Use Plan:*** *GRSG ROD and ARMPA – March 2019*			
GRSG PHMA (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 56 and MP 58 to MP 65		ROW avoidance areas are not compatible with the corridor's purpose as a preferred location for infrastructure. The PHMA encompasses a broad area around the corridor which cannot be avoided. The Agencies could consider a slight corridor shift to better collocate with existing infrastructure.

[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.

[3] 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 be to 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 Revisions:

- This corridor parallels an existing transmission for much of its length. The Agencies should consider adjusting the corridor to follow the existing transmission line, unless doing so would increase impacts from development. Shift corridor to collocate with existing infrastructure between MP 56 and MP 65 to collocate with existing transmission line (comment on abstract).

Analysis: To better collocate along existing and planned infrastructure, the Agencies could consider realigning the corridor along the Gateway West authorized route beginning at Corridor 36-228 (MP 8) to MP 42 of Corridor 36-226. Between MP 42 and MP 64, the corridor could be aligned more along transmission line rather than the highway.

Jurisdictional Concerns:

- Hagerman Fossil Beds National Monument is adjacent to the corridor at MP 12.

Analysis: The designated corridor deviates from the existing transmission line to avoid the National Monument. The corridor is not located in the National Monument and development and management inside of the corridor would not be affected.

- Corridor intersects with state and private lands in various locations between MP 36 and MP 55.

Analysis: The Agencies could consider slight corridor adjustments to better collocate with existing infrastructure and increase the amount of federally administered lands within the corridor.

Abstract Acronyms and Abbreviations

ARMPA = Approved Resource Management Plan Amendment; BLM = Bureau of Land Management; FO = Field Office; GIS = geographic information system; GRSG = Greater Sage-grouse; IOP = interagency operating procedure; MP = milepost; 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; ROD = Record of Decision; ROW = right-of-way; USFS = U.S. Forest Service; VRM = visual resource management; WWEC = West-wide Energy Corridor.