

Corridor 43-111

Toano Draw to Rocky Peak

Corridor Rationale

The corridor provides north-south connectivity between Idaho and Las Vegas, Nevada. Input regarding alignment from AWEA, the Idaho Power Company, Maximus USA, the Rocky Mountain Area Transmission Study, and the Western Utility Group during the WWEC PEIS suggested following this route. There are two planned electric transmission lines (500 kV) that generally follow the path of the corridor; neither line is within the corridor for any appreciable distance. Currently, there are no pending or recently authorized ROW applications for transmission lines or pipelines within the corridor. One authorized transmission line intersects the corridor.

Corridor location:

Nevada (Elko Co.)

BLM: Wells Field Office

Regional Review Region(s): Region 3

Corridor width, length:

Width 2,640 ft

19.9 miles of designated corridor

29.1 mile-posted route, including gaps

Sec 368 energy corridor restrictions: (N)

- corridor is multi-modal

Corridor of concern (N)

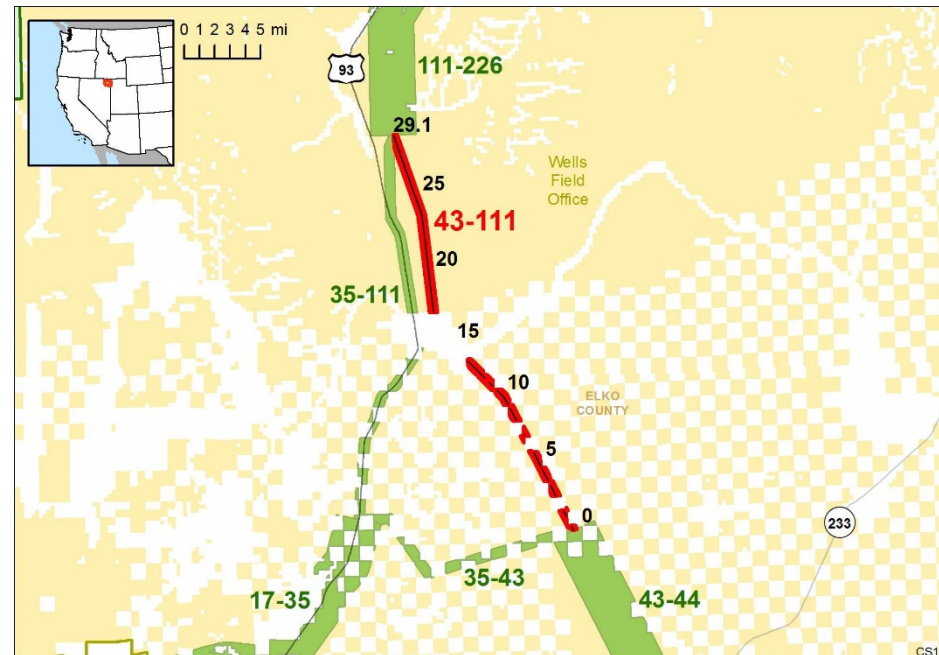


Figure 1. Corridor 43-111

Corridor history:

- Locally designated corridor prior to 2009 (Y)
- Existing infrastructure (N)
- Energy potential near the corridor (N)
- Corridor changes since 2009 (Y)
 - 2015 NVCA ARMPA for Greater Sage-grouse narrowed ROW corridors within PHMAs and GHMAs to no more than 3,500 ft on BLM-administered land. In the PEIS, the corridor was designated with a 3,500 ft width, so the ARMPA did not change corridor width.

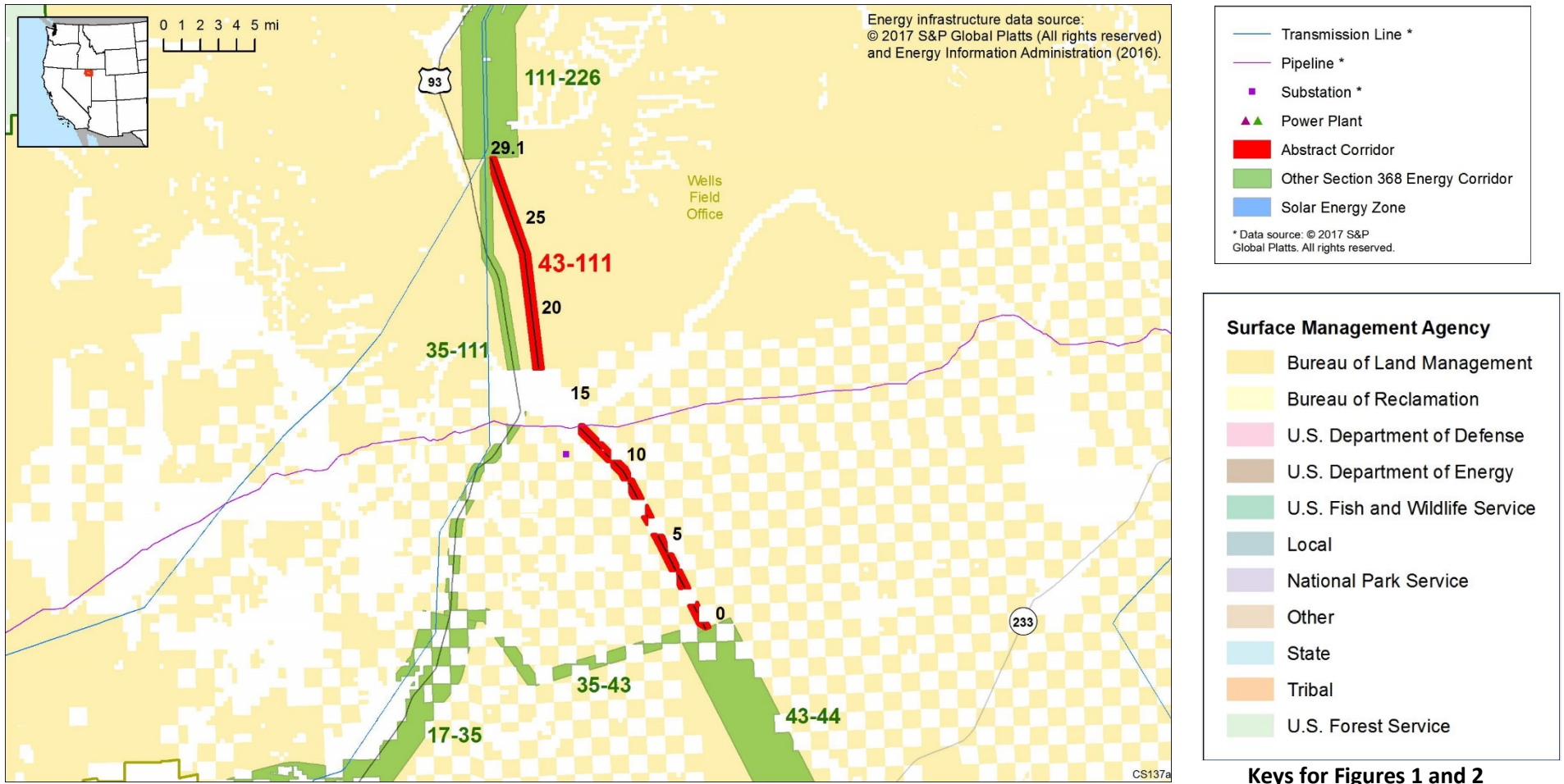


Figure 2. Corridor 43-111 and nearby electric transmission lines and pipelines

Conflict Map Analysis

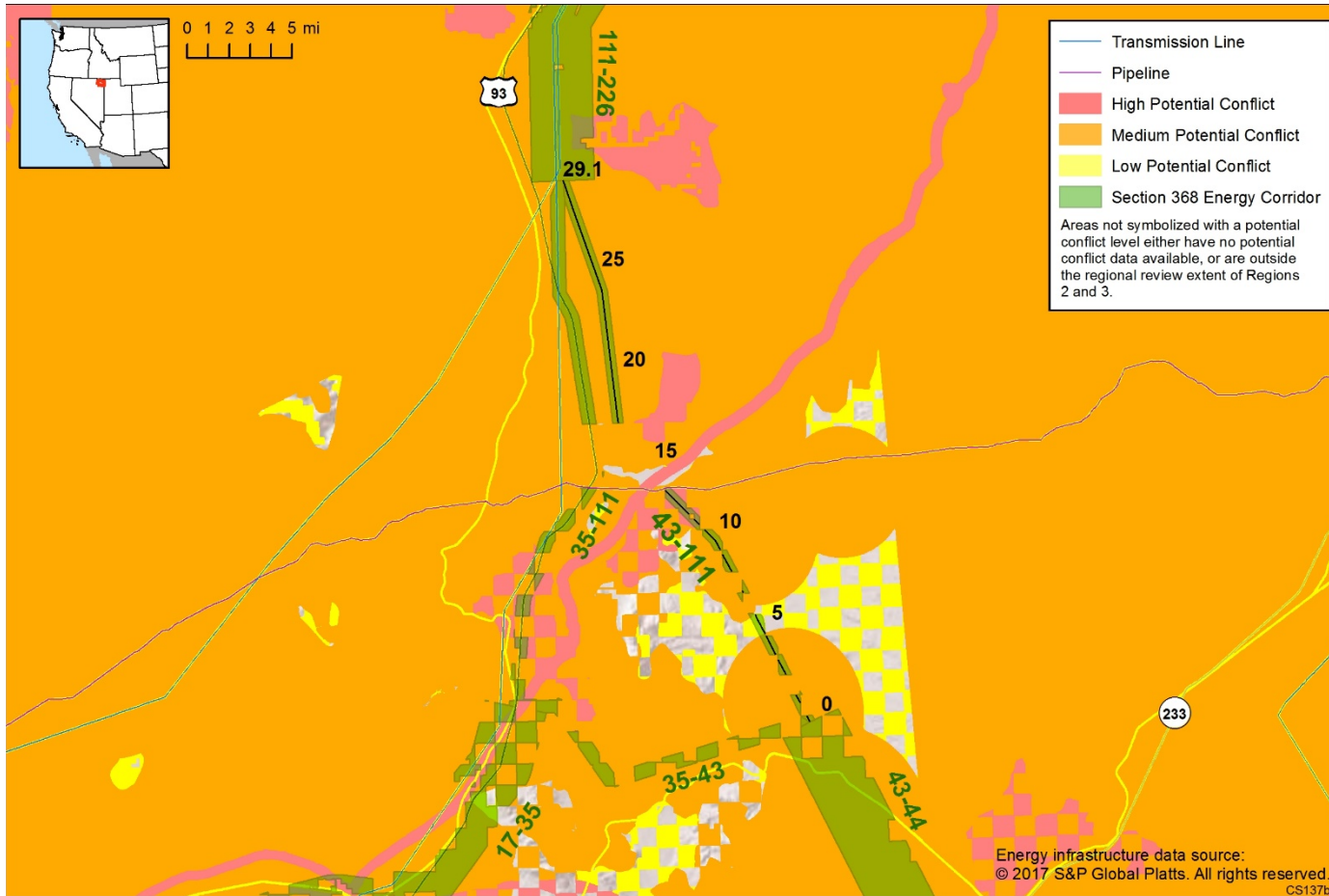


Figure 3. Map of Conflict Areas in Vicinity of Corridor 43-111

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/>)

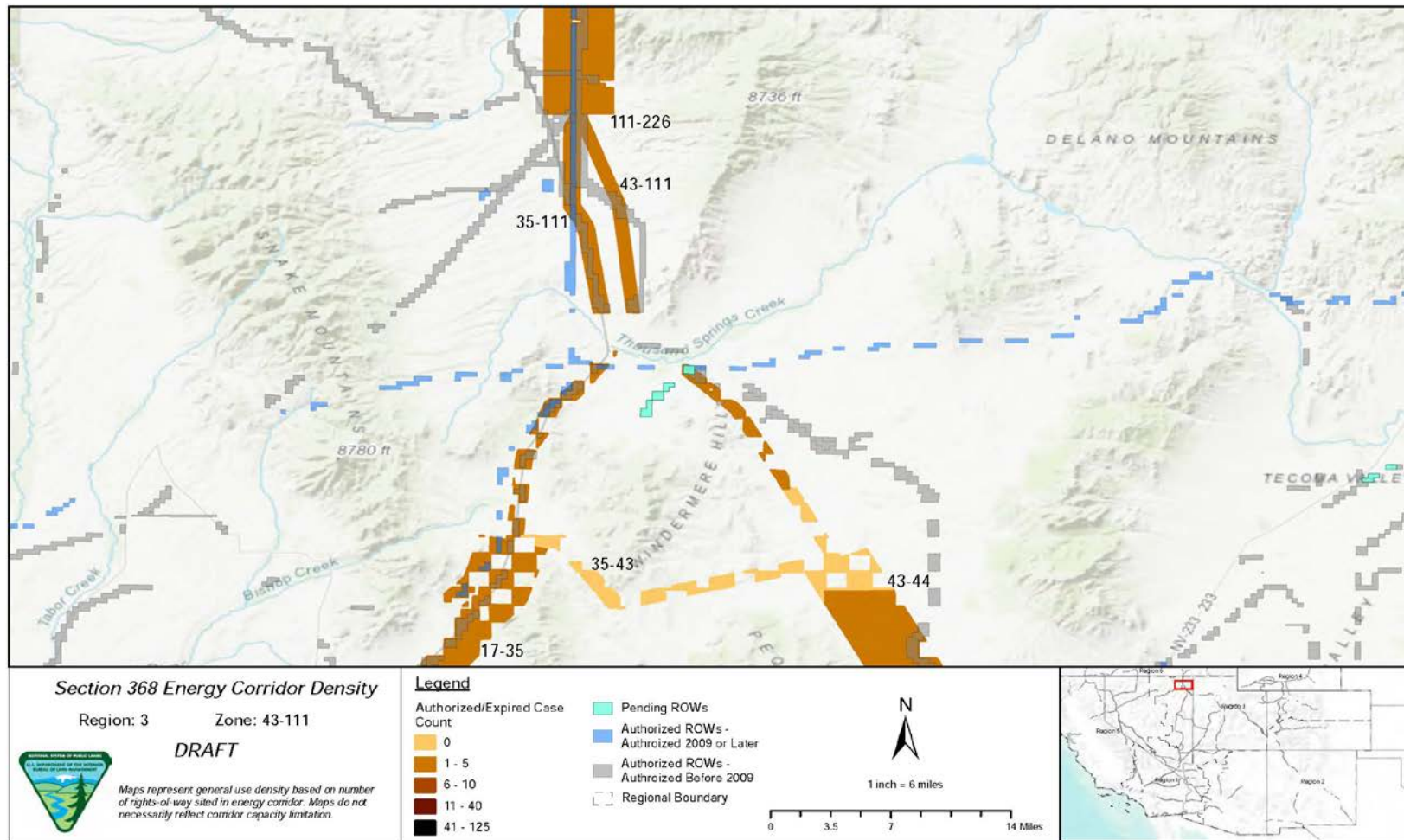


Figure 4. Corridor 43-111, Corridor Density Map

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 grey; 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 agencies are currently improving their ROW GIS databases and anticipate more complete data in the near future.

General Stakeholder Feedback on Corridor Utility

Stakeholders did not provide specific input on corridor utility.

Corridor Review Table

The table below captures details of the Agencies’ review of the energy corridor. Consideration of the general corridor siting principles of the 2012 Settlement Agreement framed each corridor review, to identify potential improvements to maximize corridor utility and minimize impacts on the environment. Initial Agency analysis is provided to facilitate further discussion during stakeholder workshops.

CORRIDOR 43-111 REVIEW TABLE							
ID	Agency	Agency Jurisdiction	County	Primary Issue	Corridor Location (by Milepost [MP])	Source	Agency Review and Analysis ^{1,2}
ENVIRONMENTAL RESOURCE ISSUES							
<i>Specially Designated Areas</i>							
43-111 .001	NA	Private land	Elko, NV	California Trail Back Country Byway	MP 15	GIS Analysis: the Back Country Byway intersects corridor gap on private land.	BLM can only authorize projects on BLM land. Development in corridor gaps would require coordination outside of the Agencies. Coordination with NDOT would be required to identify any management prescriptions related to the Back Country Byway. (3)
43-111 .002	NA	Private land	Elko, NV	California NHT	MP 14	GIS Analysis: NHT intersects corridor gap on private land.	There is an opportunity for the Agencies to consider adding an IOP for NSTs and NHTs as well as adding an IOP related to Visual Resources to ensure appropriate consideration occurs with proposed development within the energy corridor. (2)
43-111 .003	NA	Private land	Elko, NV	Four Trails Feasibility Study Trail	MP 14	GIS Analysis: Four Trails study trail intersects corridor gap on private land.	
<i>Ecology</i>							
43-111 .004	BLM	Wells FO,	Elko, NV	GRSG (BLM and USFS sensitive species, not listed under ESA) NVCA GRSG PHMA	MP 0 to MP 5, MP 6 to MP 11, and MP 17 to MP 29	RFI: delete/replace the corridor-100% overlap with GRSG PACs, scores "Very High" for both Permeability and CHAT risk scores. GIS Analysis: GRSG PHMA intersects corridor.	In order to maintain a preferred route for potential future energy development by being collocated with existing infrastructure (per BLM regulation), a potential opportunity could be considered to re-route the corridor 0.5 mile west along the planned SWIP transmission line. (2)

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ID	Agency	Agency Jurisdiction	County	Primary Issue	Corridor Location (by Milepost [MP])	Source	Agency Review and Analysis ^{1,2}
		Wells FO, private land	Elko, NV	NVCA GRS G GMHA	MP 6 to MP 17	<p>GIS Analysis: GRS G GHMA in corridor gaps and adjacent to corridor.</p> <p>Comment on abstract: apply a 4-mile buffer around corridor. This corridor contains 90,4841(sic) acres of GRS G PHMA and 400,991 acres of GRS G GHMA, as well as 29,129 acres of Sagebrush Focal Area. These categories of habitat are essential for the GRS G life cycle.</p> <p>Comment on abstract: Delete/replace: 100% overlap with GRS G PACs.</p>	
43-111 .005	BLM	Wells FO	Elko, NV	GRS G Lek locations	MP 20 to MP 22 MP 25 to MP 29	<p>Comment on abstract: each of these areas contain 2 active status leks, These sites are crucial for breeding season.</p> <p>2 unknown status leks.</p> <p>1 lek with a currently unknown activity status.</p> <p>Unknown status means that more information or data needs to be collected at this time, but this is likely to be a significant area for breeding.</p>	Individual GRS G leks are an important natural resource taken into consideration for responsible energy development during an application review. Further analysis to determine the presence of GRS G leks occurring within the area will be considered outside of corridor-level planning. (3)
43-111 .006				Special Status Species	Not specified.	<p>Comment on abstract: additional species not identified in the corridor abstract may be present: Independence Valley Speckled Dace, Lahontan Cutthroat Trout, Jones</p>	The corridor location within the current range where these species may occur is not easily resolved or avoided by corridor-level planning. Further analysis to determine the presence of all species occurring within the area

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						Cycladenia, and Ute Ladies'-tresses. Conduct further analysis to determine the presence of abovementioned species.	will be considered outside the corridor-level planning. (3)
43-111 .007	BLM	Wells FO	Elko, NV	Pronghorn Antelope	MP 15 to MP 21	Comment on abstract: these areas have been identified as crucial winter habitat for Pronghorn Antelope and should be avoided if at all possible.	Ungulate winter habitat is an important consideration, but further analysis of this species is not a consideration for corridor-level planning. (3)
43-111 .008	BLM	Wells FO	Elko, NV	Mule Deer	MP 29	Comment on abstract: these areas have been identified as crucial winter habitat for Mule Deer and should be avoided if at all possible. If avoidance is not possible, extra planning and/or measures should be incorporated to reduce or minimize impacts to this habitat.	Ungulate winter habitat is an important consideration but further analysis of this species is not a consideration for corridor-level planning. (3)
Visual Resources							
43-111 .009	BLM	Wells FO	Elko, NV	VRM Class IV	MP 0 to MP 2, MP 2.5 to MP 6, MP 7 to MP 8	GIS Analysis: VRM Class IV areas and corridor intersect.	The existing corridor location best meets the siting principles. (1)
43-111 .010	BLM	Wells FO	Elko, NV	VRM Class II	MP 11 to MP 13	Agency Input: corridor crosses VRM II area.	Future development within the corridor could be limited as VRM Class II allows for low level of change to the characteristic landscape. Management activities may be seen, but should not attract the attention of the casual observer. (3)
Land Use Concerns							
Military and Civilian Aviation							
43-111 .011	BLM	Wells FO	Elko, NV	MTR – VR	MP 26 to MP 29	GIS Analysis: VR intersects corridor.	The concern related to MTRs is noted and the adherence to existing IOP regarding coordination with DoD would be required to ensure this potential conflict is considered at the appropriate time. In addition, there is
43-111 .012	BLM	Wells FO	Elko, NV	MTR – IR	MP 26 to MP 29	GIS Analysis: IR intersects corridor.	

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							an opportunity to consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes. (2)

¹ Projects proposed in the corridor would be reviewed during their ROW application review process and would adhere to Federal laws, regulations, and policy.

² (1) = confirm existing corridor best meets siting principles; (2) = identify opportunities to improve corridor placement or IOPs; (3) = acknowledge concern not easily resolved or avoided by corridor-level planning.

Abstract Acronyms and Abbreviations

ARMPA = Approved Resource Management Plan Amendment; AWEA = American Wind Energy Association; BLM = Bureau of Land Management; CHAT = Crucial Habitat Assessment Tool; DoD = Department of Defense; ESA = Endangered Species Act; FO = Field Office; GHMA = General Habitat Management Area; GIS = geographic information system; GRSG = Greater Sage-grouse; IOP = interagency operating procedure; IR = Instrument Route; MP = milepost; MTR = Military Training Route; NA = not applicable; NDOT = Nevada Department of Transportation; NHT = National Historic Trail; NST = National Scenic Trail; NVCA = Nevada and Northeastern California; PAC = Priority Area for Conservation; PEIS = Programmatic Environmental Impact Statement; PHMA = Priority Habitat Management Area; RFI = request for information; ROW = right-of-way; USFS = U.S. Forest Service; USFWS = U.S. Fish and Wildlife Service; VR = Visual Route; VRM = Visual Resource Management; WWEC = West-wide Energy Corridor.