# Corridor 49-202

*American Falls to Snowville Corridor*

## Corridor Purpose and Rationale

The corridor provides a north south pathway for energy transport from southern Idaho into Utah. Input regarding alignment from multiple organizations[1] during the WWEC PEIS suggested following this route. The recently authorized 500-kV Gateway West transmission project crosses but does not follow the corridor. There are no major pending ROWs for transmission line or pipeline projects within the corridor at this time. There has been interest in wind energy, geothermal and solar that could support the corridor.

**Corridor location:**
Idaho (Cassia, Oneida, Power Co.)
BLM: Burley, Pocatello Field Offices
Regional Review Region: Region 6

**Corridor width, length:**
Width 3,500 ft
10 miles of designated corridor
52 miles of posted route, including gaps

**Designated Use:**
- corridor is multi-modal

**Corridor of concern** (N)

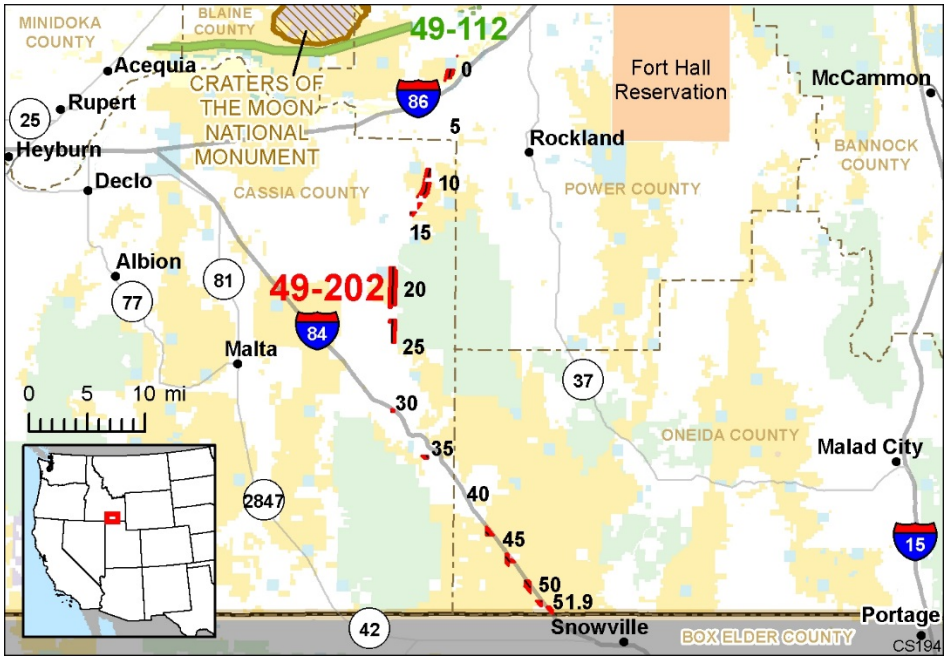
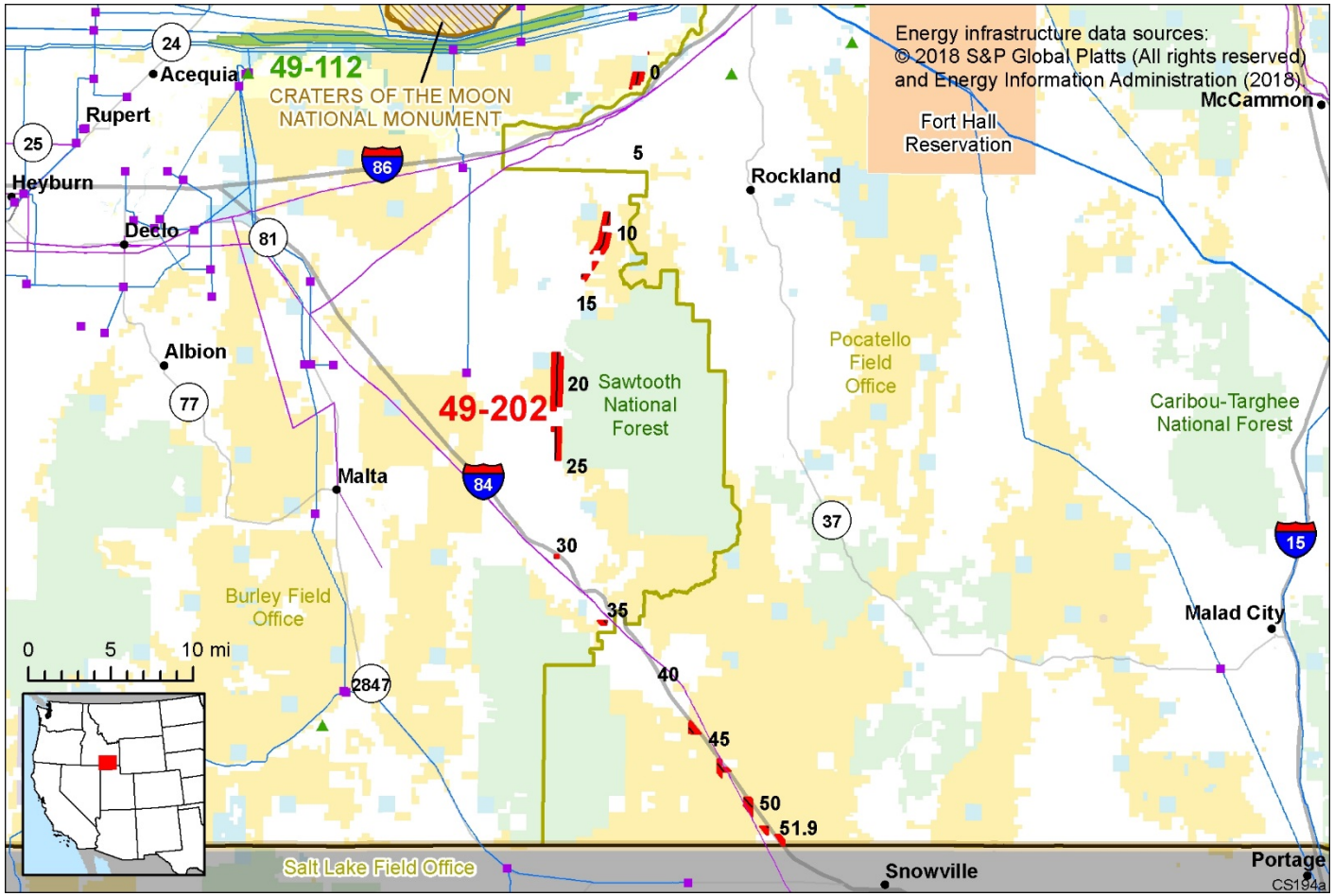
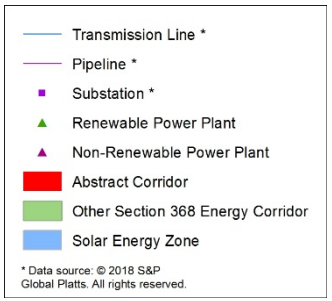



**Figure 1. Corridor 49-202**

**Corridor history:**
- Locally designated prior to 2009 (N)
- Existing infrastructure (Y)
  - Highway I-84 runs along the corridor from MP 30 to MP 52.
  - One natural gas pipeline is within and adjacent to a portion of the corridor.
- Energy potential near the corridor (Y)
  - 3 substations are within 5 mi of the corridor.
- Corridor changes since 2009 (N)

[1] American Wind Energy Association, Chevron, Maximus USA, and Rocky Mountain Area Transmission Study





**Keys for Figures 1 and 2**

**Figure 2. Corridor 49-202 and nearby electric transmission lines and pipelines**

## Conflict Map Analysis

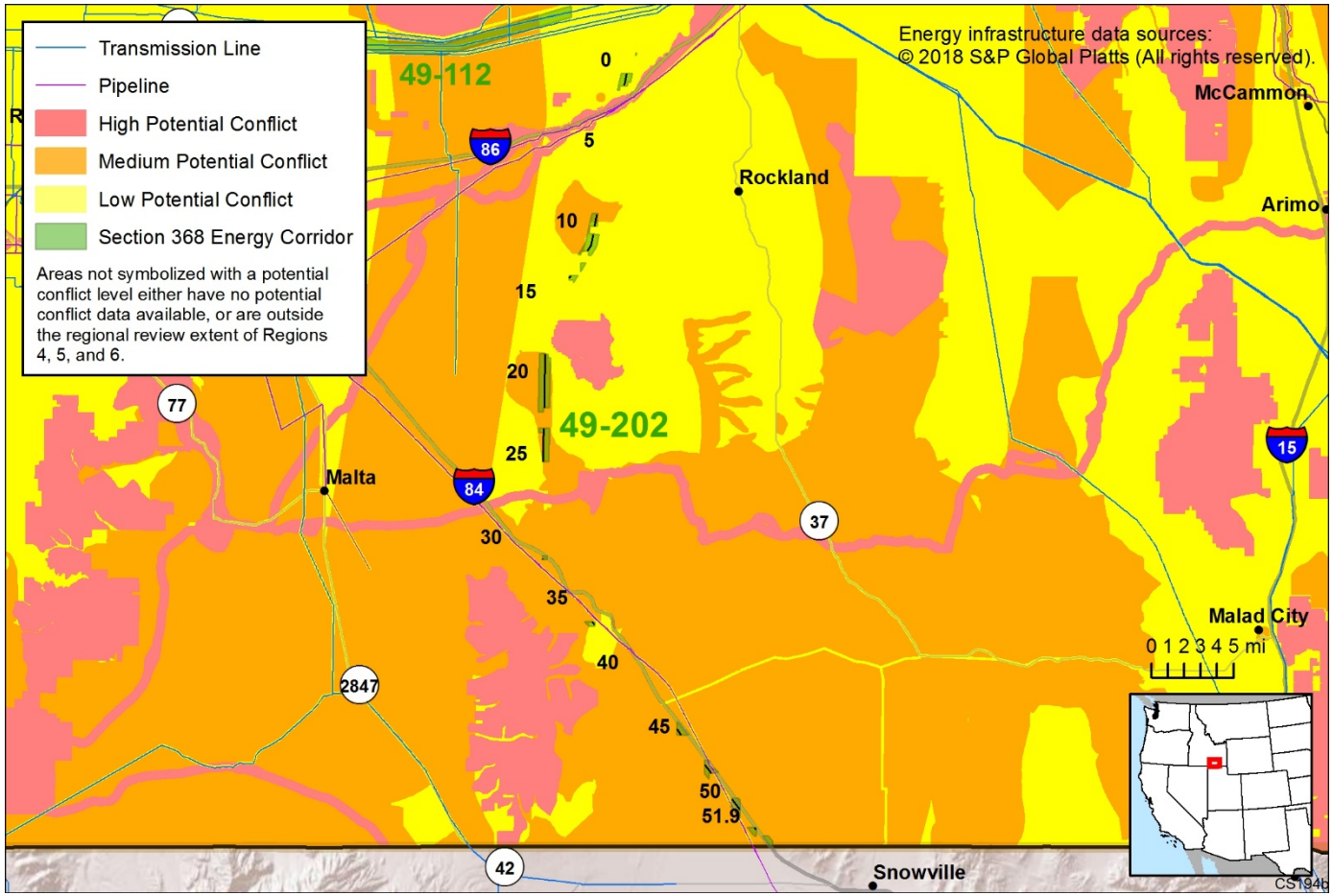



**Figure 3. Map of Conflict Areas in Vicinity of Corridor 49-202**

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/)

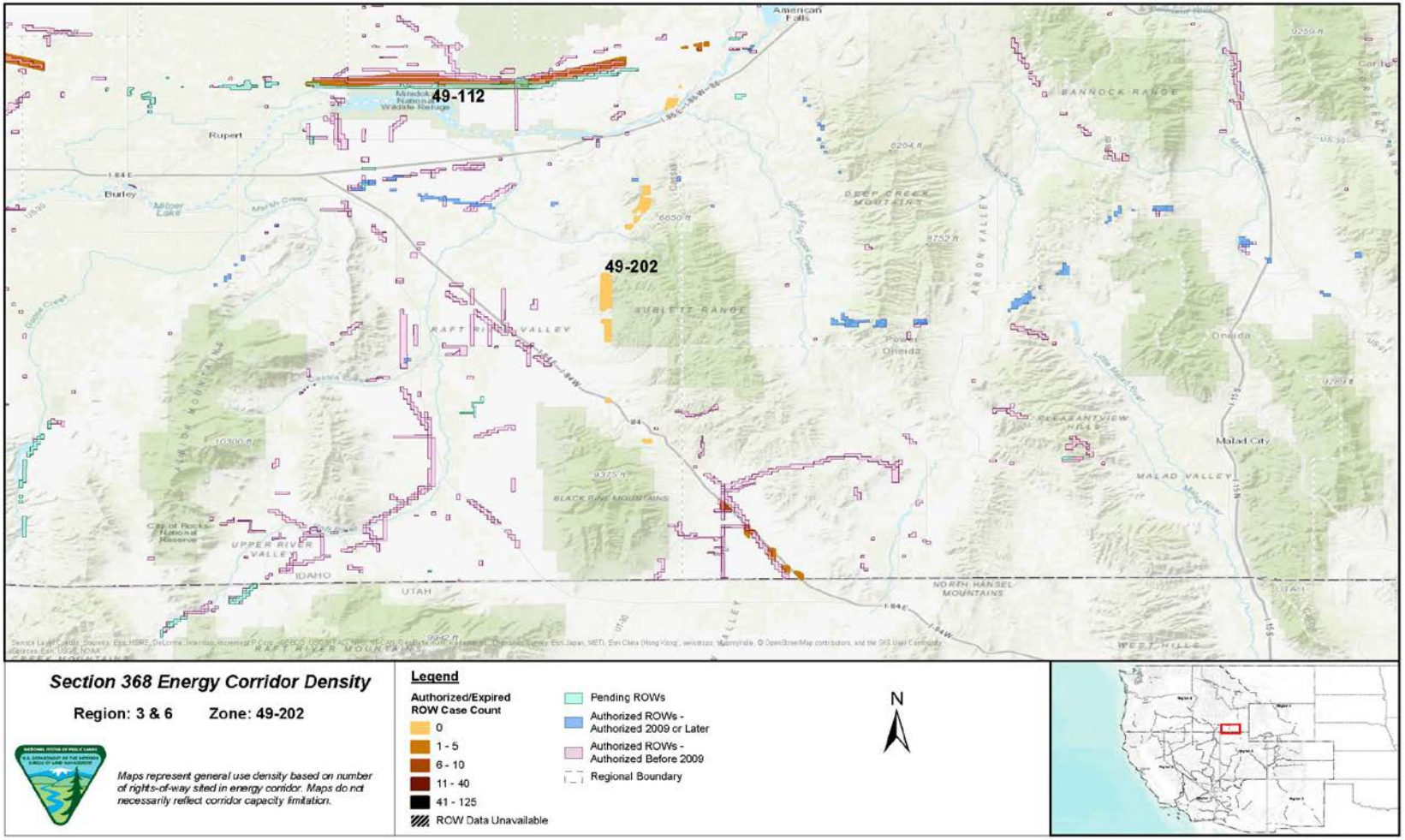



**Figure 4. Corridor 49-202, Corridor Density Map**

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 49-202 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:*** *Burley Field Office*<br>***Agency Land Use Plan:*** *Monument RMP (1986)* | | | |
| Cedar Fields SRMA and the corridor intersect —The RMP does not prescribe ROW avoidance or exclusions for SRMAs. | MP 0 to MP 1 | | Although there is no existing infrastructure within the corridor, the intersection with the SRMA does not preclude future development within the corridor. The Agencies could consider shifting this portion of the corridor to the west to federal lands outside of the SRMA. |
| ***BLM Jurisdiction:*** *Pocatello Field Office*<br>***Agency Land Use Plan:*** *Pocatello RMP (2012)* | | | |
| No issues related to resource intersections with the corridor in the Pocatello Field Office have been identified. | | | |
| ***BLM Jurisdiction:*** *Burley Field Office*<br>***Agency Land Use Plan:*** *Cassia RMP (1985)* | | | |
| Other than the GRSG GHMA intersections discussed below, no issues related to resource intersections with the corridor in the Burley Field Office have been identified. | | | |
| ***BLM Jurisdiction:*** *Burley Field Office*<br>***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 | MP 9 to MP 11, MP 18 to MP 36 | RFI comment: re-route or exclude new infrastructure ROWs and avoid all new energy infrastructure development within GRSG PACs (23% | Although GHMAs in designated corridors are open to utility ROWs, because this portion of the corridor does not contain existing infrastructure the Agencies could consider re-routing the corridor to the east onto the |

| CORRIDOR 49-202 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]** |
| 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. | | overlap). Use full mitigation hierarchy to avoid, minimize, and compensate for impacts within four miles of important GRSG breeding areas. | Sawtooth National Forest to include more federal lands and avoid a portion of the GHMA. |
| 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 31 to MP 36, MP 44 and MP 52 | RFI comment: re-route or exclude new infrastructure ROWs and avoid all new energy infrastructure development within GRSG PACs (23% 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. The IHMA encompasses a broad area around the corridor which cannot be avoided, but the corridor is generally collocated with the existing highway and pipeline. |

[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.

**Jurisdictional Concerns:**

- The Oregon NHT is located on private lands at MP 2 and the California NHT is located on private lands at MP 27. The logical extension of the corridor between the designated corridor segments would cross and could potentially impact listed High Potential sites Register Rock and Massacre Rock along the California & Oregon NHTs. Register Rock State Park may have setting impacts as well.

*Analysis*: Section 368 energy corridors cannot be designated on private land. If future development was located along the private land segments, the intersection of a future transmission line or pipeline with the NHT would be perpendicular (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.

**Ecology:**

- This corridor cuts through southwestern portion of Raft River/Curlew Valley Global IBA from MP 39 to MP 52. This area has long been recognized as a regionally, perhaps nationally, significant area for nesting Ferruginous Hawks. Re-route the corridor to avoid the IBA (comment on abstract).

*Analysis*: The Agencies could consider re-routing the corridor to the existing transmission line west of the corridor and west of Interstate 84 to better collocate with existing transmission lines and better avoid the IBA.

## Abstract Acronyms and Abbreviations

ARMPA = Approved Resource Management Plan Amendment; BLM = Bureau of Land Management; BMP = best management practices; FO = Field Office; GHMA = general habitat management area; GIS = geographic information system; GRSG = Greater Sage-grouse; IBA = important bird area; IHMA = important habitat management area; IOP = interagency operating procedure; MP = milepost; NHT = National Historic Trail; NST = National Scenic Trail; PAC = priority are for conservation; PEIS = Programmatic Environmental Impact Statement; 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; WWEC = West-wide Energy Corridor.