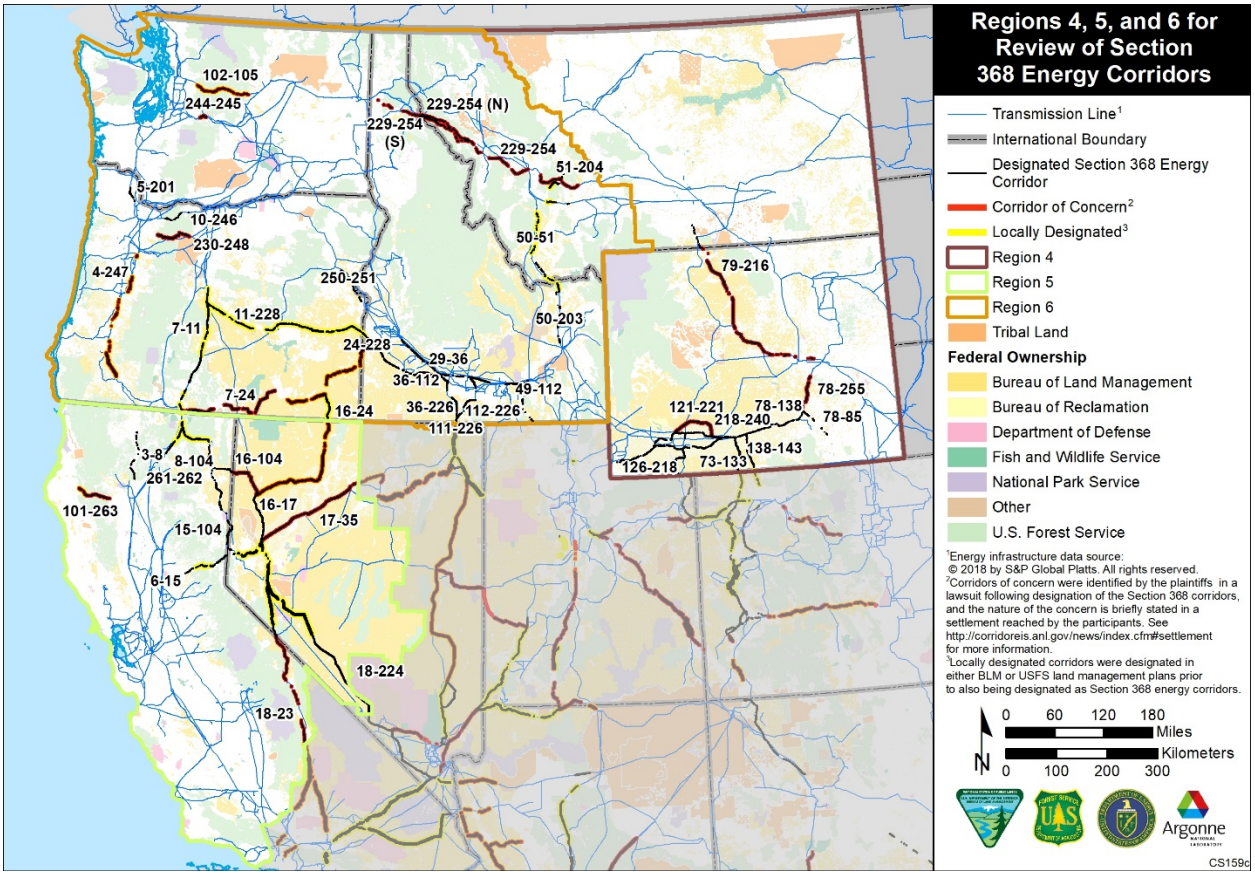
November 2020

Section 368 Energy Corridor Review

VOLUME 2 — REGIONS 4, 5, and 6

INTERAGENCY CORRIDOR MODIFICATION SUMMARIES, POTENTIAL CORRIDOR ADDITIONS AND DELETIONS



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Interagency Corridor Modification Summaries

The interagency corridor modification summaries for each of the 59 corridors in Regions 4, 5, and 6 include a summary and rationale for potential modifications (revisions & partial-deletions, corridor-specific management issues, and listed concerns to address through IOP revisions or additions.

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Corridor 3-8 (Big Bend to Tule Lake Corridor)

Agency Jurisdictions

Forest Service
Lassen National Forest
Modoc National Forest
Shasta-Trinity National Forest

California Counties

Modoc County
Shasta County
Siskiyou County

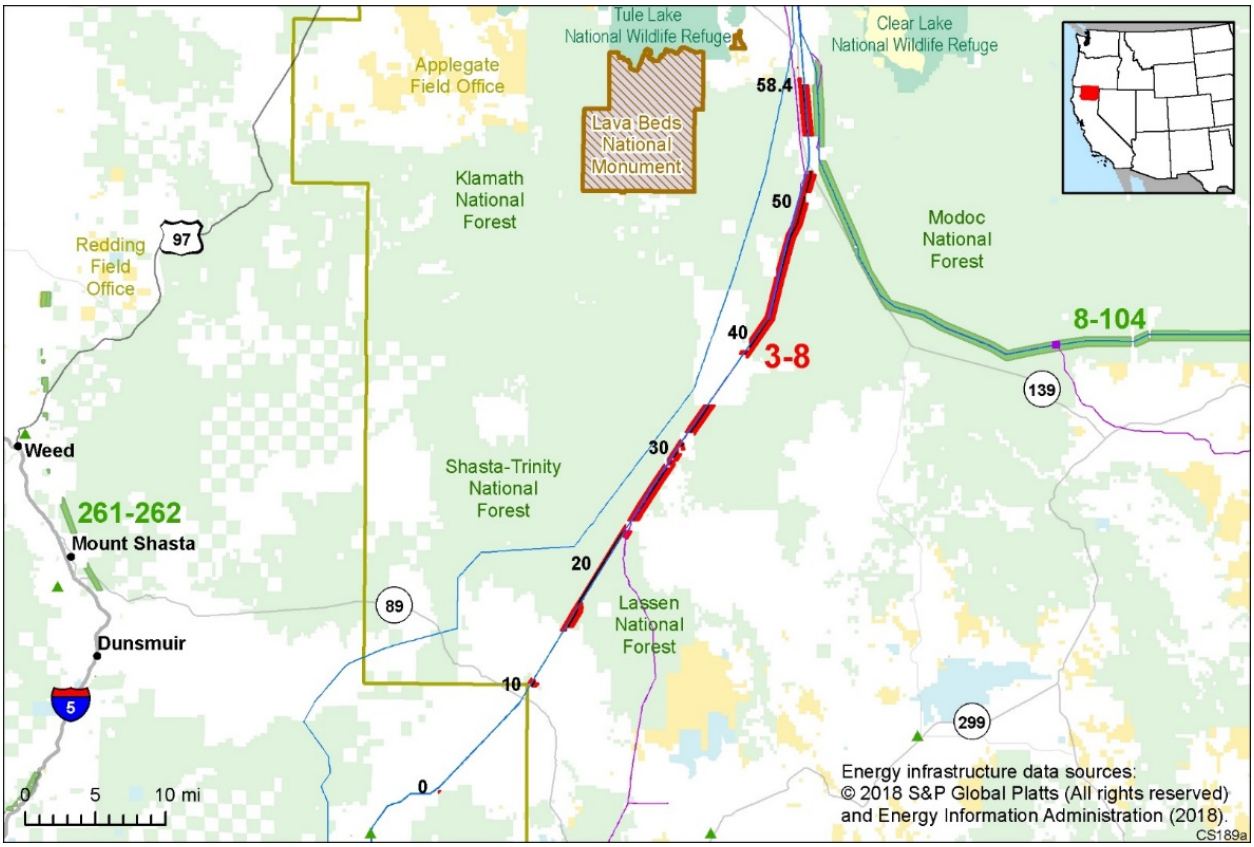

Figure 3.5-1. Corridor 3-8 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Lassen National Forest LMP (1992)
Modoc National Forest LMP (1991)
Shasta-Trinity National Forest LMP (1995)

Corridor width: 1,000 ft in Lassen National Forest, remainder 3,500 ft.
Designated use: multi-modal for electric transmission and pipelines.

Potential Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment to better follow existing infrastructure and allow maximum future build-out capacity (see Chapter 3, Section 3.2).

- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy and technical standards for improved management (see Chapter 3, Section 3.3).
- Implement minor adjustments to avoid environmentally sensitive areas.

  At MP 0, delete small corridor segment that intersects the Pacific Crest NST and critical habitat for the Northern Spotted Owl

  From MP 16 to MP 22, expand the corridor to the west to widen the corridor and avoid the Mayfield Roadless Area.

  From MP 52 to MP 58, shift the corridor slightly to the east so that the existing infrastructure is the western border rather than the centerline to further minimize impacts on the Emigrant Trail National Scenic Byway and the Four Trails Feasibility Trail. Alternately, consider merging the corridor segment with MP 0 to MP 7 of Corridor 8-104.

At the time of the review, the existing corridor location with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a link to other Section 368 energy corridors (Corridor 7-8 to the north), creating an interstate pathway for electrical and pipeline transmission between Oregon and California. The potential minor revisions would minimize impacts on Pacific Crest NST, Northern Spotted Owl critical habitat, the Mayfield Roadless Area, the Emigrant Trail National Scenic Byway, and the Four Trails Feasibility Trail to the greatest extent possible while maintaining a preferred route for potential future energy development collocated with existing infrastructure (i.e., 500-kV transmission line). In addition, the potential corridor addition (Wagontire Mountain) in Oregon would connect to Corridor 3-8 (via Corridor 7-11 and Corridor 7-8), creating a critical pathway from wind energy development in Oregon to load centers in California (*see Wagontire Mountain Corridor Addition Summary*).

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Chapter 3, Section 3.4. For Corridor 3-8, specific issues that would be addressed through potential IOP revisions or additions include:

- The Pacific Crest NST and the Four Trails Feasibility Study Trail intersect the corridor. Consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.
- The Mayfield Roadless Area and the corridor are adjacent. Consider a coordination IOP related to Roadless Areas to help minimize conflicts with the Roadless Rule.
- The corridor intersects MTRs and SUA. Adherence to the existing IOP regarding coordination with DoD would be required. Consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 3-8 which is available on the West-wide Energy Corridor Information Center project website at http://www.corridoreis.anl.gov.

Corridor 4-247 Corvallis to Medford Corridor

Agency Jurisdictions

Bureau of Land Management
Butte Falls Field Office
Cascades Field Office
Grants Pass Field Office
Siuslaw Field Office
South River Field Office
Swiftwater Field Office
Upper Willamette Field Office

Oregon Counties

Douglas County
Jackson County
Lane County
Linn County

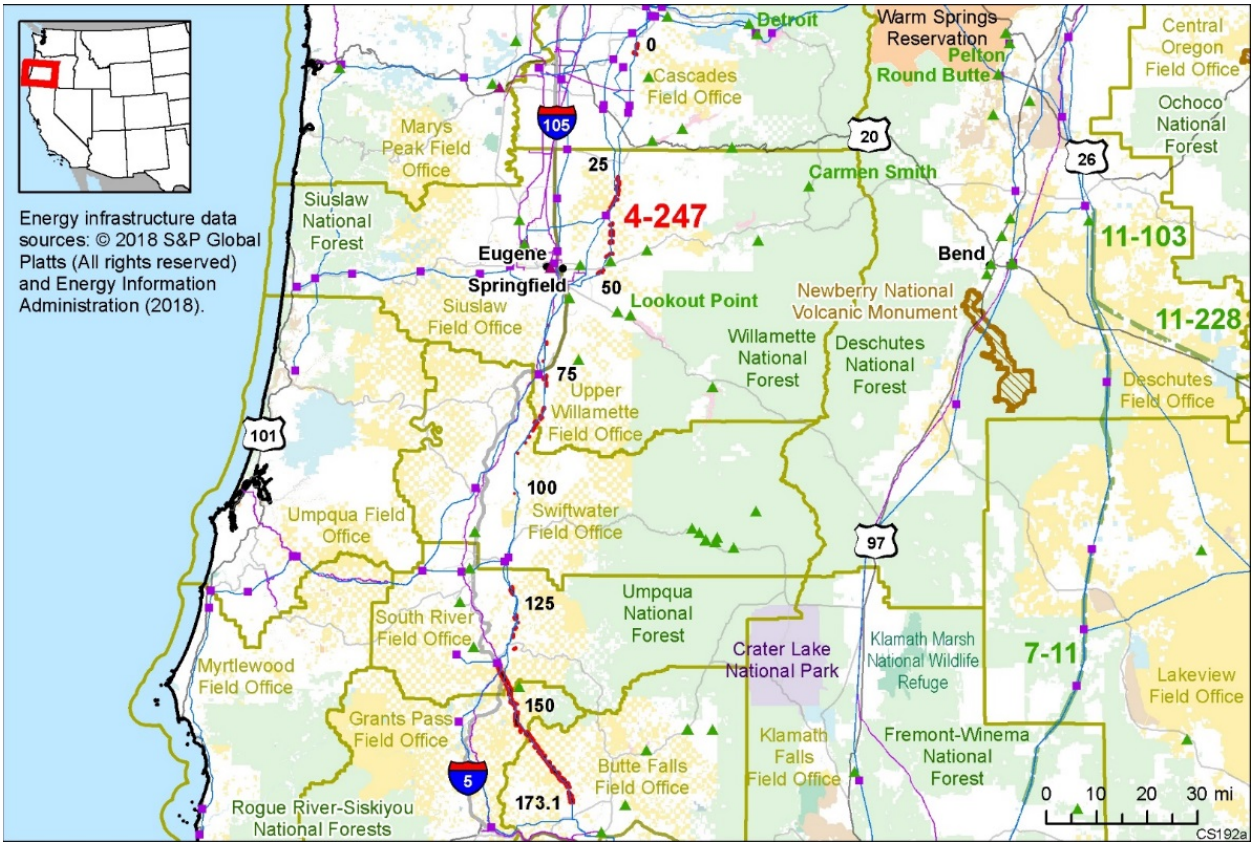

Figure 3.5-2. Corridor 4-247 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Northwestern and Coastal Oregon ROD/RMP (2016)
Southwestern Oregon ROD/RMP (2016)

Corridor width: 3,500 ft.
Designated use: multi-modal for electric transmission and pipelines.

Potential Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment to better follow existing infrastructure and allow maximum future build-out capacity (see Chapter 3, Section 3.2).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy and technical standards for improved management (see Chapter 3, Section 3.3).
- Implement minor adjustments to avoid environmentally sensitive areas.

    At MP 122, shift the corridor to the east to avoid Coho Salmon critical habitat. From MP 140 to MP 143, shift the corridor to the west to limit the corridor and the critical habitat intersections to generally perpendicular crossings, which minimizes potential impacts compared to the critical habitat paralleling the corridor. Consider limiting future infrastructure to the western portion of the corridor from MP 151 to MP 152, however, options to shift the corridor at this location are limited because Coho Salmon critical habitat also occurs just west of the corridor.

    At MP 136, shift the corridor east to align with the existing 500-kV transmission line to minimize the intersections with the California NHT and the Four Trails Feasibility Study Trail. Potentially, future infrastructure could be selectively located within the corridor.

The corridor intersects ROW avoidance areas which are not compatible with the corridor's purpose as a preferred location for infrastructure. It is possible that future development could occur in this corridor if it does not significantly change the characteristics of the West Fork Evans Creek Extensive Recreation Management Area.

At the time of the review, the existing corridor location with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a major north-south pathway for energy transport through western Oregon with existing substations positioned throughout the length of the corridor. The corridor was identified as a corridor of concern in the Settlement Agreement for old growth forests, critical habitat, late-successional reserves, riparian reserves, and not close enough to qualified resource areas. However, the potential minor corridor revisions would minimize impacts on Coho Salmon critical habitat, California NHT, and Four Trails Feasibility Study Trail while maintaining a preferred route for potential future energy development collocated with existing infrastructure.

In addition to the revisions identified above, the following concerns were identified during the stakeholder workshops and should be considered during any land use planning revisions that would affect the corridor:

- The Cow Creek Tribe has concerns in the southern portion of the corridor related to stream quality and channelization and debris for salmon movement. Agencies should engage with the Cow Creek Tribe early in the process during future land use planning or for a proposed project within the corridor.
- The southern portion of the corridor is also an area with frequent forest fires. Agencies should engage with the Oregon Department of Forestry regarding fire control.

- Almost the entire corridor overlaps with Oregon and California revested lands, and future development within the corridor would require engagement with the Association of Counties. These lands require compensatory mitigation if they are not used for forestry.
- Soil stability is an important consideration for future pipelines in this area (and issues related to geology, earthquake potential, and safety) and the corridor appears to be in the best location with respect to these factors. Seismic concerns need to be evaluated if moving the corridor to the west is considered.
- Terrain in the southern portion of the corridor is very steep and would require additional data to better identify and analyze terrain.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Chapter 3, Section 3.4. For Corridor 4-247, specific issues that would be addressed through potential IOP revisions or additions include:

- Lands with undetermined status for wilderness characteristics intersect and are adjacent to the corridor. Agencies could consider an IOP to provide guidance on the review process for applications within corridors with incomplete inventories. The potential IOP would assist with avoiding, minimizing, and/or mitigating impacts on lands with wilderness characteristics.
- The California NHT and the Four Trails Feasibility Study Trail intersect the corridor. Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.
- An MTR – IR intersects the corridor. Adherence to the existing IOP regarding coordination with DoD would be required. Agencies are considering a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 4-247 which is available on the West-wide Energy Corridor Information Center project website at http://www.corridoreis.anl.gov.

Corridor 5-201 Northwest Portland Corridor

Agency Jurisdictions

Bureau of Land Management
Tillamook Field Office

Oregon Counties

Columbia County
Multnomah County
Washington County

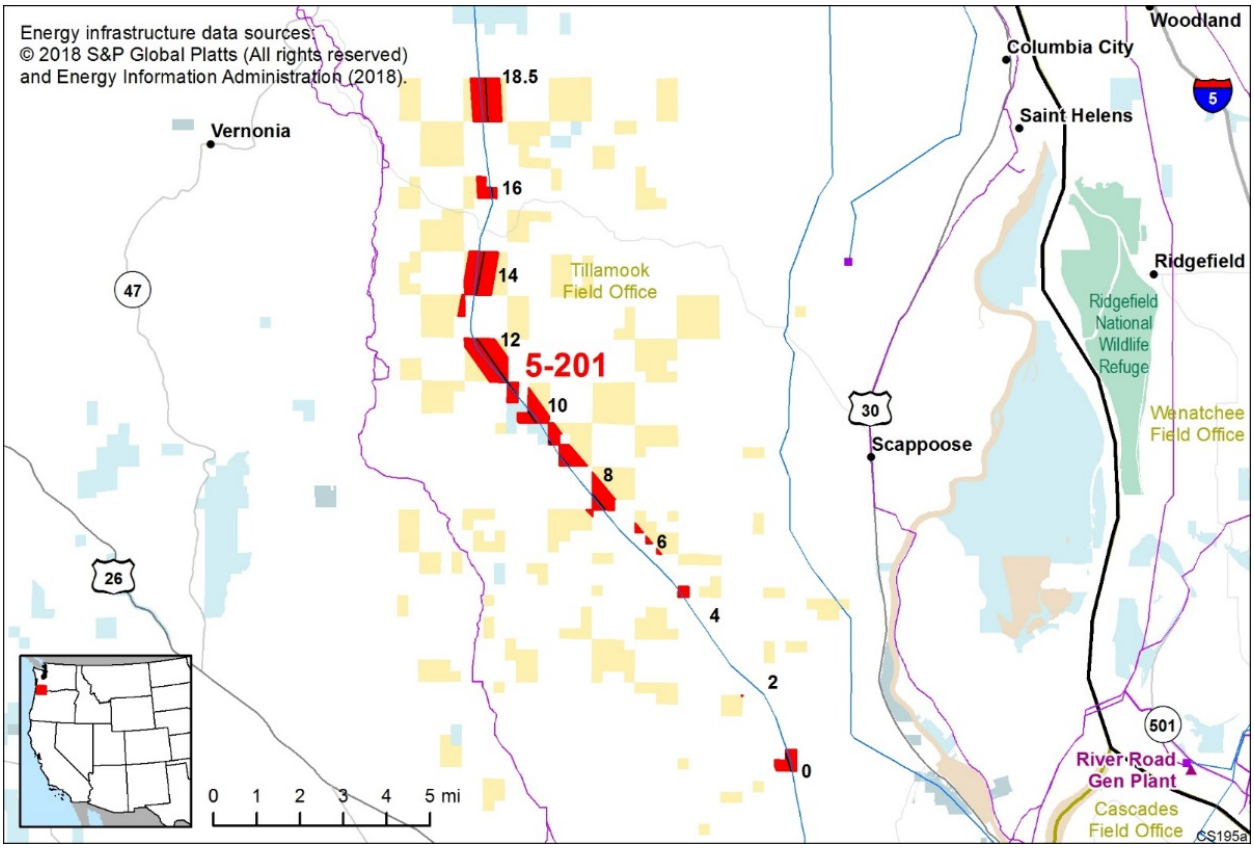

Figure 3.5-3. Corridor 5-201 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Northwestern and Coastal Oregon ROD/RMP (2016)

Corridor width: 3,500 ft.
Designated use: multi-modal for electric transmission and pipelines.

Potential Corridor Modifications Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment to better follow existing infrastructure and allow maximum future build-out capacity (see Chapter 3, Section 3.2).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy and technical standards for improved management (see Chapter 3, Section 3.3).
- Implement minor adjustments to avoid environmentally sensitive areas.

    At MP 14, shift the corridor so that the existing transmission line is the western boundary rather than the centerline to retain the corridor width on federal lands and avoid Coho Salmon critical habitat.

    The corridor does not intersect the Tillamook State Forest; however, the state forest could be further avoided by shifting the corridor between MP 10 and MP 11 so that the existing transmission line is the western boundary rather than the centerline.

At the time of the review, the existing corridor location with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a north-south pathway for energy transport into Portland, Oregon along existing infrastructure. The potential minor revisions would minimize impacts on Coho Salmon critical habitat and Tillamook State Forest to the greatest extent possible while maintaining a preferred route for potential future energy development collocated with existing infrastructure (i.e., 500-kV transmission line).

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Chapter 3, Section 3.4. For Corridor 5-201, specific issues that would be addressed through potential IOP revisions or additions include:

- The Agencies could consider an IOP for habitat connectivity so that transmission projects within Section 368 energy corridors are sited and designed in a manner that minimizes impacts on habitat connectivity.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 5-201 which is available on the West-wide Energy Corridor Information Center project website at http://www.corridoreis.anl.gov.

Corridor 6-15 Colfax to Reno Corridor

Agency Jurisdictions

Bureau of Land Management
Mother Lode Field Office

Forest Service
Humboldt-Toiyabe National Forest
Tahoe National Forest

California Counties

Nevada County
Placer County
Sierra County

Nevada County

Washoe County

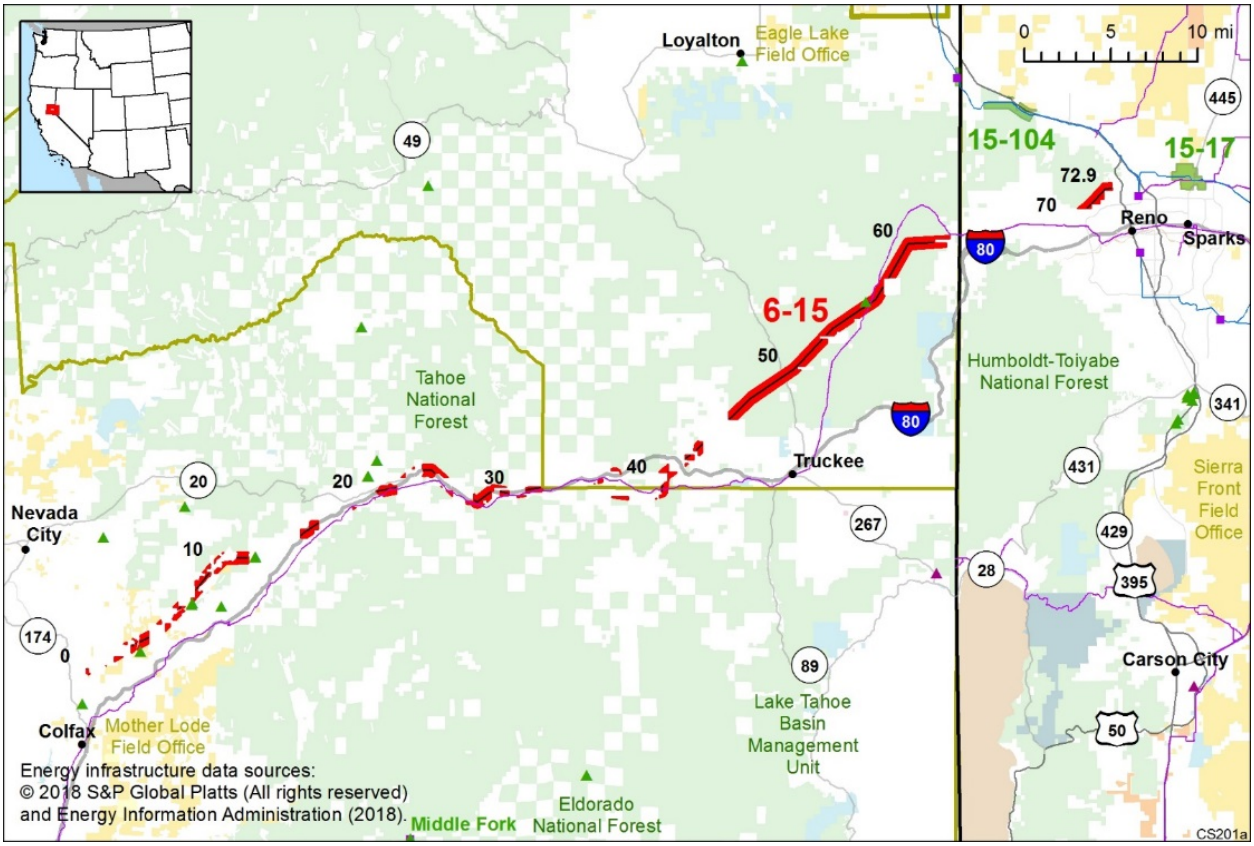

Figure 3.5-4. Corridor 6-15 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Sierra RMP/ROD (2007)
Tahoe National Forest LMP (1990)
Toiyabe National Forest LMP (1986)

Corridor width: 3,500 ft.
Designated use: multi-modal for electric transmission and pipelines.

Potential Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment to better follow existing infrastructure and allow maximum future build-out capacity (see Chapter 3, Section 3.2).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy and technical standards for improved management (see Chapter 3, Section 3.3).
- Implement minor adjustments to avoid environmentally sensitive areas.

    Shift corridor to minimize impacts on the California NHT or avoid the NHT at some locations. For example, at MP 21, shifting the corridor north to avoid the California NHT could also avoid a portion of the overlap with the American River SRMA. Shifting the corridor north from MP 27 to MP 31 so that existing infrastructure is the southern boundary would avoid the California NHT but would change the jurisdiction from USFS- to BLM-administered lands.

At the time of the review, the existing corridor location with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing an east-west preferred pathway for interstate energy transport, connecting the Sacramento and San Francisco metro areas with energy resources and customers in the state of Nevada and other western states. The potential minor revisions would minimize impacts on the California NHT to the greatest extent possible while maintaining a preferred route for potential future energy development collocated with existing (i.e., one 69- and two 115-kV transmission lines) and planned infrastructure (i.e., a 500-kV transmission line and a Great Basin Energy 450-kV transmission line).

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Chapter 3, Section 3.4. For Corridor 6-15, specific issues that would be addressed through potential IOP revisions or additions include:

- The corridor intersects or follows the California NHT and intersects the Pacific Crest NST. Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.
- The corridor crosses large wetland and meadow complexes containing jurisdictional wetlands and sensitive habitats. An IOP could help minimize habitat impacts.
- The corridor intersects an MTR – Slow-speed Route. Adherence to the 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.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 6-15 which is available on the West-wide Energy Corridor Information Center project website at http://www.corridoreis.anl.gov.

Corridor 7-8 Stateline Corridor

Agency Jurisdictions

Bureau of Land Management
Applegate Field Office
Klamath Falls

California County

Modoc County

Oregon County

Klamath County

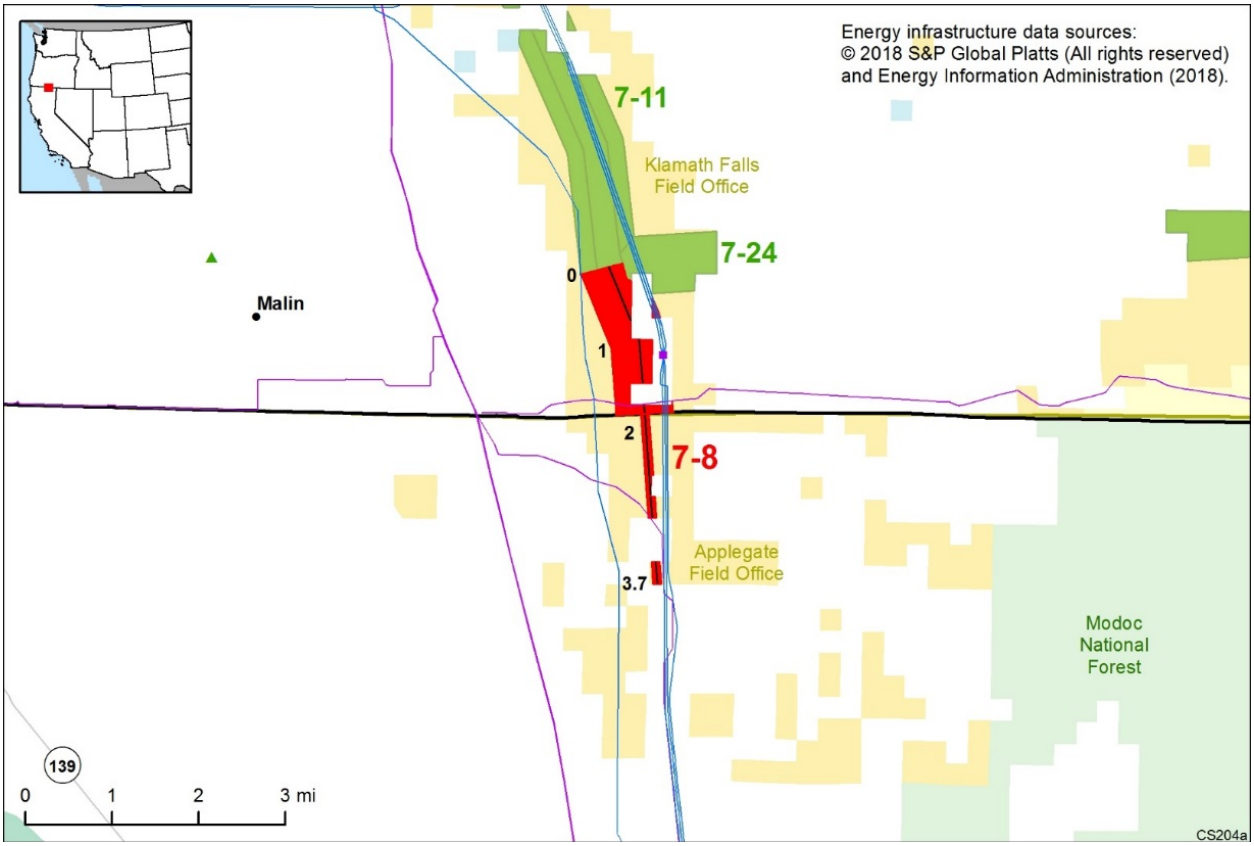

Figure 3.5-5. Corridor 7-8 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Alturas RMP (2008)
Southwestern Oregon ROD/RMP (2016)
NVCA GRSG ARMPA (2019)

Corridor width: 3,500 ft in Oregon and 500 ft in California.
Designated use: multi-modal for electric transmission and pipelines.

Potential Corridor Modifications Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment to better follow existing infrastructure and allow maximum future build-out capacity (see Chapter 3, Section 3.2).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy and technical standards for improved management (see Chapter 3, Section 3.3).
- Implement minor adjustments to avoid environmentally sensitive areas.

    From MP 2 to MP 4, shift the corridor to the east side of the three transmission lines to better collocate with existing infrastructure on Federal lands.

At the time of the review, the existing corridor location with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by creating an interstate pathway between Oregon and California providing a link to other Section 368 energy corridors (Corridor 7-11 to the north, Corridor 7-24 to the east, and Corridors 8-104 and 3-8 to the south). The potential minor revisions would minimize impacts on GRSG to the greatest extent possible while maintaining a preferred route for potential future energy development collocated with (or adjacent to) existing infrastructure.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Chapter 3, Section 3.4. For Corridor 7-8, specific issues that would be addressed through potential IOP revisions or additions include:

- The California NST is less than one tenth of a mile from the corridor to the south. Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.
- The corridor intersects SUA. Adherence to the 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.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 7-8 which is available on the West-wide Energy Corridor Information Center project website at http://www.corridoreis.anl.gov.

Corridor 7-11 Klamath Falls to Bend Corridor

Agency Jurisdictions

Bureau of Land Management
Deschutes Field Office
Klamath Falls Field Office
Lakeview Field Office
Prineville Field Office

Forest Service
Deschutes National Forest
Fremont-Winema National Forest

Oregon Counties

Deschutes County
Klamath County
Lake County

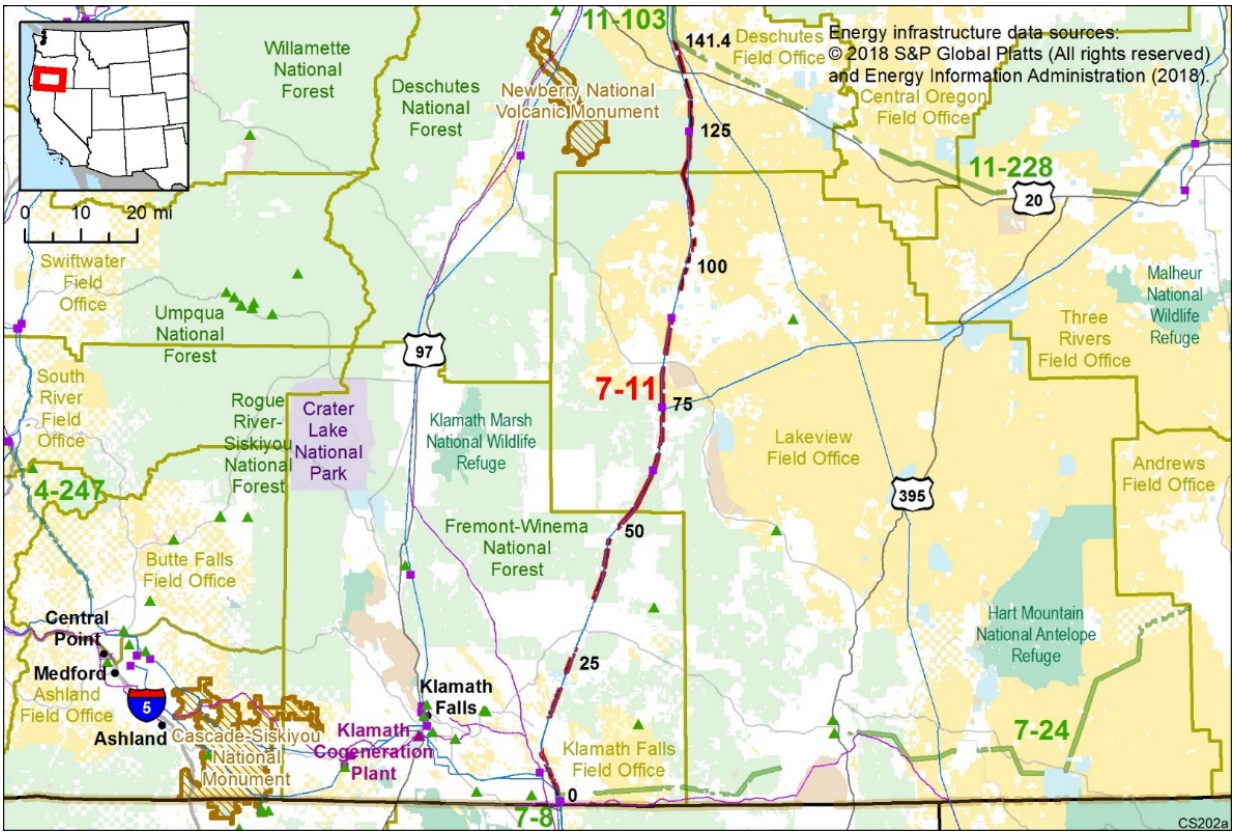

Figure 3.5-6. Corridor 7-11 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Lakeview ROD/RMP (2003)
Southwestern Oregon ROD/RMP (2016)
Deschutes National Forest LRMP (1990)
Fremont National Forest LMP (1989)
Oregon GRSG ARMPA (2019).

Corridor width: 3,500 ft.
Designated use: multi-modal for electric transmission and pipelines.

Potential Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment to better follow existing infrastructure and allow maximum future build-out capacity (see Chapter 3, Section 3.2).

  From MP 101 to MP 120, shift the corridor to better align with existing infrastructure.

- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy and technical standards for improved management (see Chapter 3, Section 3.3).

- Implement minor adjustments to avoid environmentally sensitive areas.

  From MP 77 to MP 81, shift the corridor to the east (so that the existing transmission lines are located at the western corridor boundary) to decrease but not eliminate the VRM Class II intersection and avoid lands with wilderness characteristics. Alternately, a change in the VRM class could be considered.

  From MP 123 to MP 125, shift the corridor west to still collocate with the existing transmission line and avoid the GRSG PHMA.

  Consider a change in the VQO class (MP 45 to MP 48, MP 57 to MP 59, and MP 61).

At the time of the review, the existing corridor location with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a link to other Section 368 energy corridors (Corridors 7-8 and 7-24 to the south and Corridors 11-103 and 11-228 to the north), creating an interstate pathway for electrical and pipeline transmission between California and Oregon across BLM- and USFS-administered lands. There is interest in solar, wind, and geothermal development in the area. The potential minor revisions would minimize impacts on lands with wilderness characteristics and GRSG PHMA while maintaining a preferred route for potential future energy development better collocated with existing infrastructure for its entire length. In addition, the potential corridor addition (Wagontire Mountain) in Oregon would connect to Corridor 7-11, creating a critical pathway from wind energy development in Oregon to load centers in California (*see Wagontire Mountain Corridor Addition Summary*). Concerns within the corridor include sensitive soils, big game migration corridors and winter range, habitat for the Pumice Moonwart, Bald Eagle territory, caves, visual resources, and GRSG habitat.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Chapter 3, Section 3.4. For Corridor 7-11, specific issues that would be addressed through potential IOP revisions or additions include:

- Lands with undetermined status for wilderness characteristics intersect and are adjacent to the corridor. Agencies could consider an IOP to provide guidance on the review process for applications within corridors with incomplete inventories. The potential IOP would assist with avoiding, minimizing, and/or mitigating impacts on lands with wilderness characteristics.
- The corridor traverses GRSG habitat, big game winter range, Golden Eagle nesting areas, a deer migration corridor, sensitive plant species habitat, and other areas of ecological importance. An IOP could help minimize impacts on migration corridors and habitat.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 7-11 which is available on the West-wide Energy Corridor Information Center project website at http://www.corridoreis.anl.gov.

Corridor 7-24 Southwest Oregon Connector Corridor

Agency Jurisdictions

Bureau of Land Management
Andrews Field Office
Klamath Falls Field Office
Lakeview Field Office
Vale Jordan Field Office

Forest Service
Fremont-Winema National Forest

Oregon Counties

Klamath County
Lake County
Malheur County

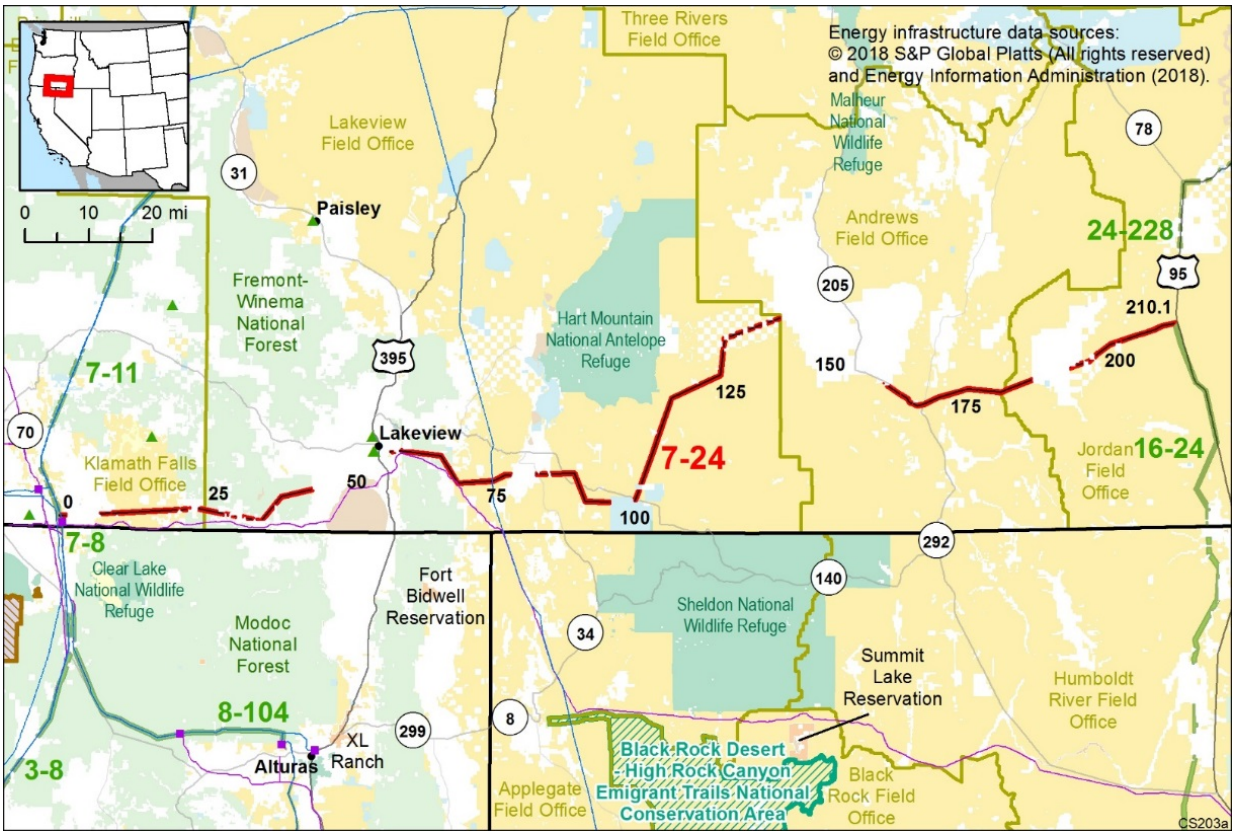

Figure 3.5-7a. Corridor 7-24 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Andrews Management Unit RMP (2005)
Lakeview RMP (2003)
Southeastern Oregon RMP (2002)
Southwestern Oregon ROD/RMP (2016)
Winema National Forest LMP (1990)
Oregon GRSG ARMPA (2019).

Corridor width: 3,500 ft.
Designated use: multi-modal for electric transmission and pipelines.

Potential Corridor Enhancements Summary and Rationale

Delete Corridor 7-24 because while the corridor provides a link to other Section 368 energy corridors (Corridor 7-8 to the west and Corridors 16-24 and 24-228 to the east), there is no demand for an east-west corridor in the area. There is no existing infrastructure within the corridor and there are many environmental and other concerns (listed below). There could also be constraints due to terrain, making future development within the corridor unlikely.

However, there is renewable energy potential (wind, geothermal, and solar) near Wagontire Mountain (south of Corridor 11-228 and east of Corridor 7-11). In order to transmit the energy to load centers, there is a need for a north-south pathway from the Wagontire/Burns area into California that cannot be met through Corridors 11-228 and 7-11. This need could be met through a new north-south corridor from Burns, Oregon heading south/southwest along the existing 500-kV transmission line to connect to Corridor 7-11 (*see Wagontire Mountain Corridor Addition Summary*) (Figure 3.5-7c).

The following concerns were identified during the stakeholder workshops:

- Lands with wilderness characteristics, visual resources, undisturbed areas, Steens Mountain Wilderness, GRSG GHMA and PHMA, and cultural resources.
- Connectivity, access, and private land issues (e.g., to the east of Steens Mountain Wilderness).

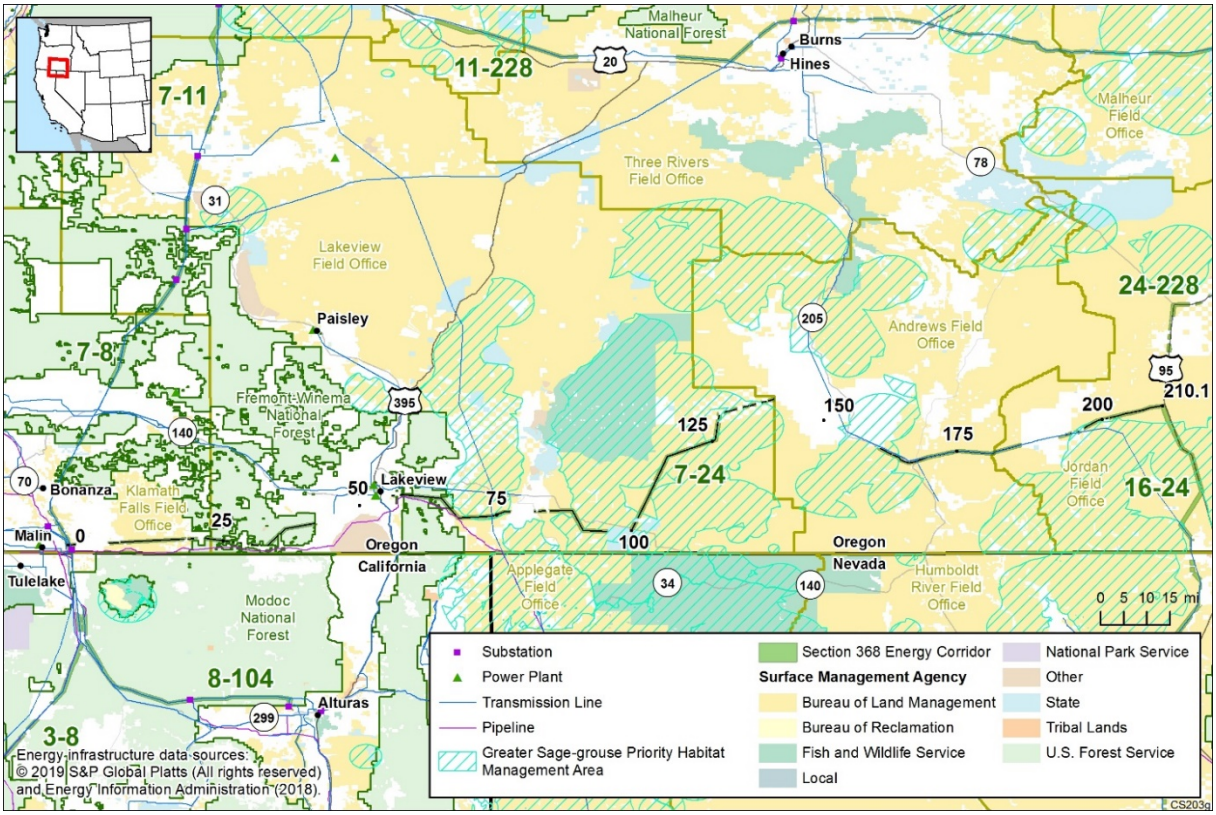

Figure 3.5-7b. Corridor 7-24, as designated

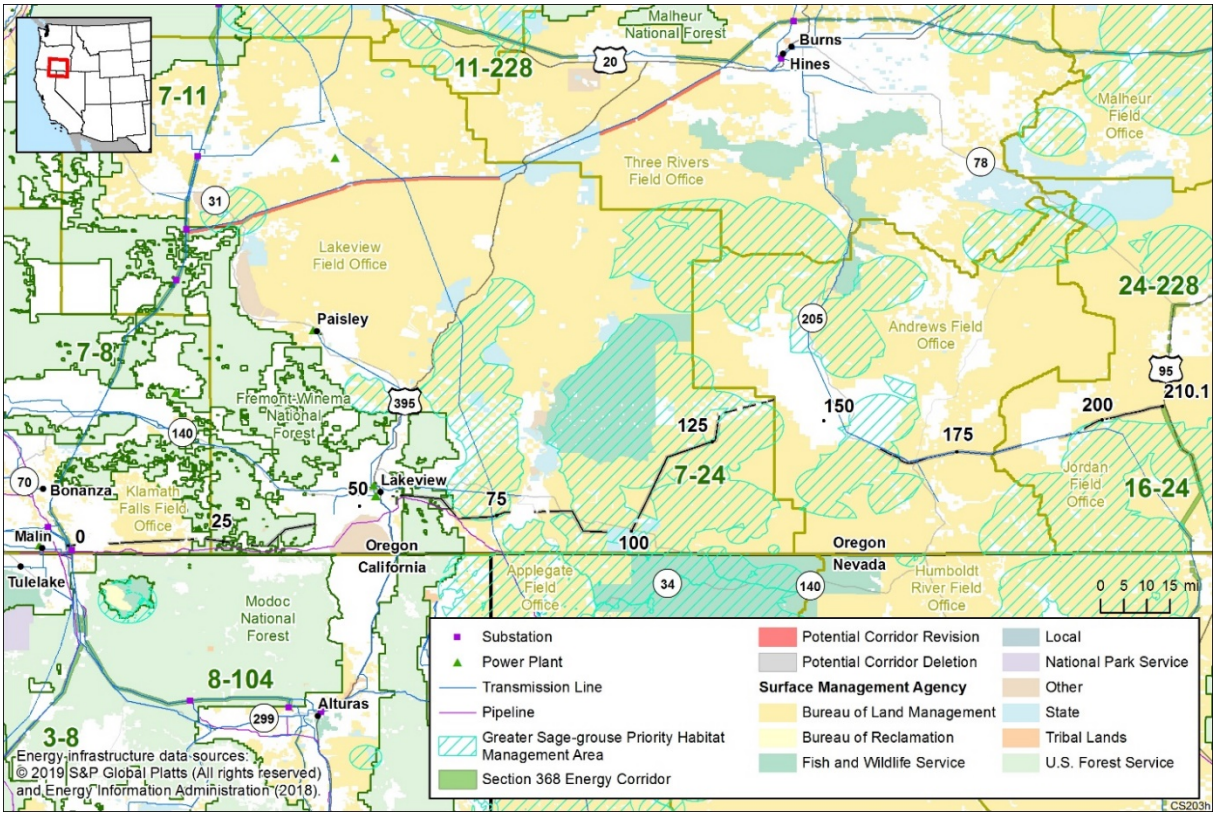

Figure 3.5-7c. Corridor 7-24 Potential Deletion

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 7-24 which is available on the West-wide Energy Corridor Information Center project website at http://www.corridoreis.anl.gov.

Corridor 8-104 Tule Lake to Alturas Corridor

Agency Jurisdictions

Bureau of Land Management
Applegate Field Office

Forest Service
Modoc National Forest

California Counties

Lassen County

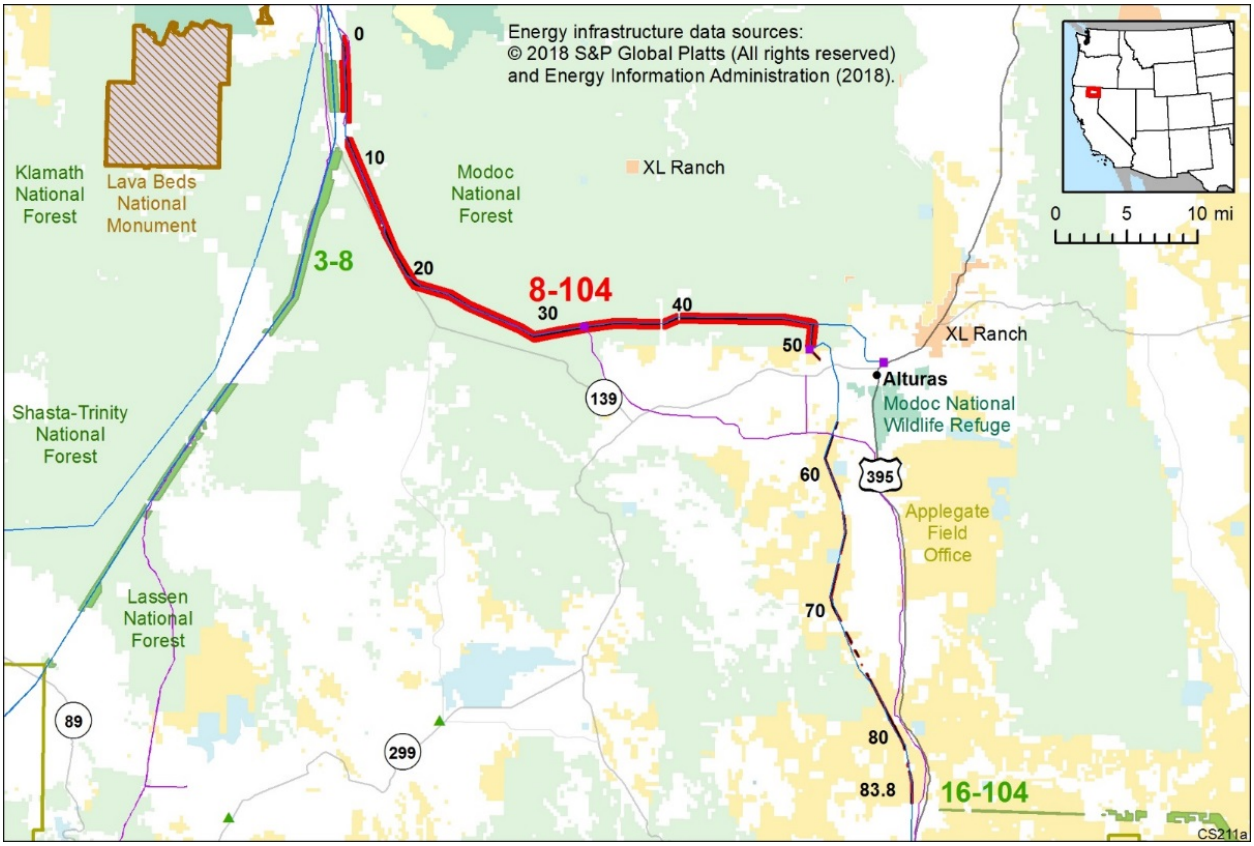

Figure 3.5-8. Corridor 8-104 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Alturas RMP (2008)
Modoc National Forest LMP (1991)
NVCA GRSG ARMPA (2019)

Corridor width: 500 ft in Lassen County and 3,500 ft in Modoc County.
Designated use: multi-modal for electric transmission and pipelines.

Potential Corridor Modifications Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment to better follow existing infrastructure and allow maximum future build-out capacity (see Chapter 3, Section 3.2).

  From MP 70 to MP 75, shift the corridor west to collocate with existing 345-kV transmission line on BLM-administered land.

- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy and technical standards for improved management (see Chapter 3, Section 3.3).

- Implement minor adjustments to avoid environmentally sensitive areas.

  From MP 13 to MP 18, shift the corridor slightly east so that the existing transmission line is the western boundary of the corridor to further minimize impacts on both the Four Trails Feasibility Study Trail and the Emigrant Trail National Scenic Byway while maintaining the corridor width in the Modoc National Forest. This shift would also further avoid the Damon Butte Roadless Area that is adjacent to the corridor from MP 14 to MP 18.

  VRM Class II areas and the corridor intersect. Areas with VRM Class II designation may not be compatible with future overhead transmission line development; however, the corridor is collocated with an existing transmission line. Consider a change in the VRM class.

At the time of the review, the existing corridor location with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a pathway for energy transport across the Modoc National Forest. The corridor connects multiple Section 368 energy corridors (Corridor 7-8 to the north and Corridor 3-8 to the southwest), creating a continuous corridor network across BLM- and USFS-administered lands in northern California. The potential minor revisions would minimize impacts on the Damon Butte Roadless Area, the Four Trails Feasibility Study Trail, and the Emigrant Trail National Scenic Byway to the greatest extent possible while maintaining a preferred route for potential future energy development collocated with existing infrastructure.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Chapter 3, Section 3.4. For Corridor 8-104, specific issues that would be addressed through potential IOP revisions or additions include:

- Four Trails Feasibility Trail and the corridor intersect. Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.
- MTR-VR, Slow-speed Route, and SUA intersect the corridor. Adherence to the 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.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 8-104 which is available on the West-wide Energy Corridor Information Center project website at http://www.corridoreis.anl.gov.

Corridor 10-246 Dalles-Portland Corridor

Agency Jurisdictions

Bureau of Land Management
Cascades Field Office

Forest Service
Mt. Hood National Forest

Oregon Counties

Clackamas County
Hood River County

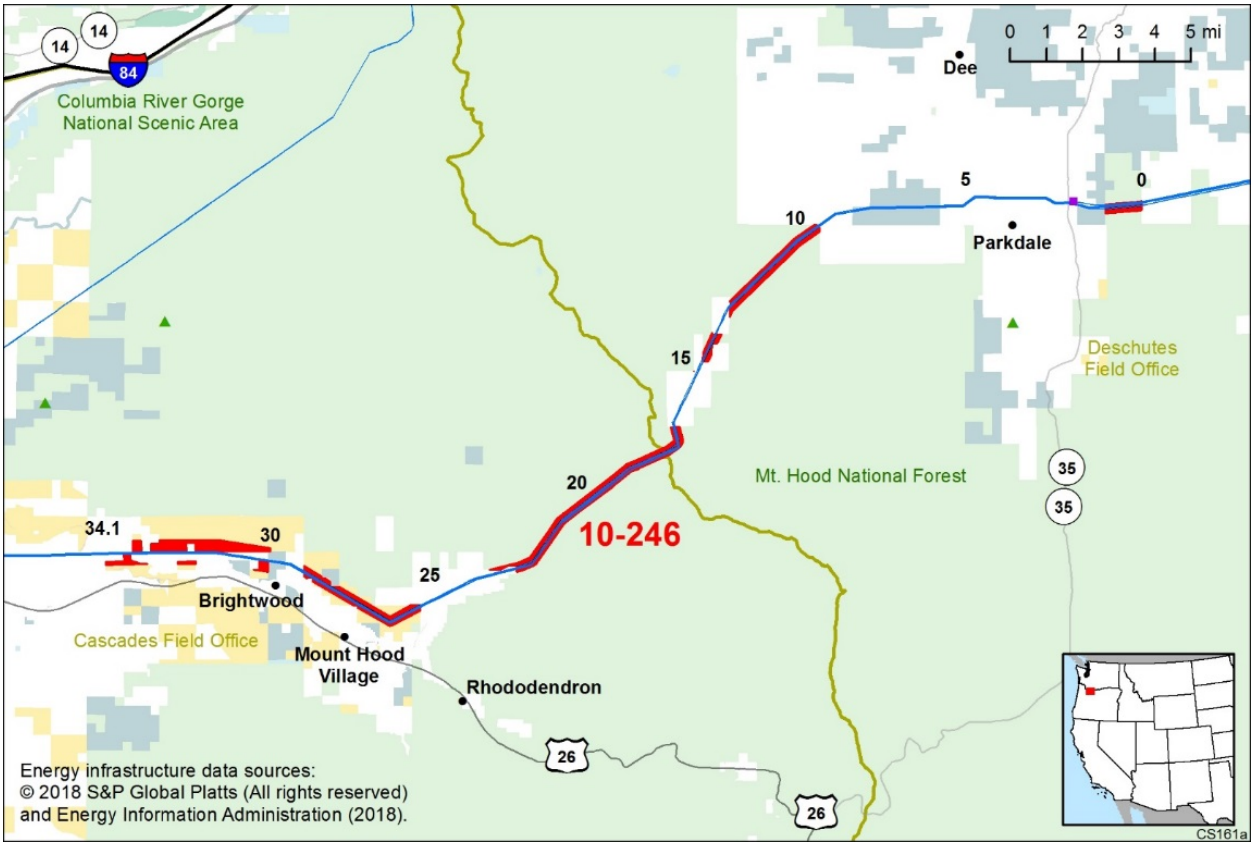

Figure 3.5-9. Corridor 10-246 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Northwestern and Coastal Oregon RMP (2016)
Mt. Hood National Forest LMP (1990)

Corridor width: 1,320 ft and 3,500 ft on BLM-administered and 1,320 ft on USFS-administered lands.
Designated use: electric transmission only.

Potential Corridor Modifications Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment to better follow existing infrastructure and allow maximum future build-out capacity (see Chapter 3, Section 3.2).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy and technical standards for improved management (see Chapter 3, Section 3.3).
- Implement minor adjustments to avoid environmentally sensitive areas.

    From MP 21 to MP 23, shift the corridor slightly to the north so that the existing transmission line is the southern border of the corridor to further avoid the Sandy River WSR and Coho Salmon critical habitat (corridor would still be located within the avoidance area).

    Consider a change in the VRM class where the corridor intersects VRM Class II areas (MP 25 to MP 34). Areas with VRM Class II designation may not be compatible with future overhead transmission line development; however, the corridor is collocated with existing transmission lines.

    Consider a change in the VQO designation or shift some segments of the corridor to minimize where the corridor intersects VQO area (MP 12 to MP 14, and MP 17 to MP 22).

At the time of the review, the existing corridor location with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a pathway for electricity transmission through Mt. Hood National Forest in Oregon into Portland. The corridor provides a viable link between energy supply and areas of high demand from Columbia River hydroelectric generation to Portland. Electric-only and reduced width restrictions on some portions of this corridor are to protect fragile soils and community watershed values and are consistent with the existing land use plan. The potential minor revisions would minimize impacts on the Sandy River WSR, Coho Salmon critical habitat, and visual resources to the greatest extent possible while maintaining a preferred route for potential future energy development collocated with existing infrastructure (i.e., 230- and 500-kV transmission lines).

In addition to the revisions identified above, the following concerns were identified during the stakeholder workshops and should be considered during any land use planning revisions that would affect the corridor:

- Corridor interests the Sandy River WSR segment and is located within the Bull Run watershed which is the primary drinking water supply for the City of Portland.
- Change width of entire corridor to 3,500 ft (versus 1,320 ft currently in some locations) to consolidate development and decrease impacts.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Chapter 3, Section 3.4. For Corridor 10-246, specific issues that would be addressed through potential IOP revisions or additions include:

- The Pacific Crest NST and the Oregon Trail NHT intersect the corridor. Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.
- The Lake Roadless Area is adjacent to the corridor. The addition of an agency coordination IOP related to Roadless Areas could help in minimizing conflicts with the Roadless Rule.
- The Agencies could consider an IOP for habitat connectivity so that transmission projects within Section 368 energy corridors are sited and designed in a manner that minimizes impacts on habitat connectivity.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 10-246 which is available on the West-wide Energy Corridor Information Center project website at http://www.corridoreis.anl.gov.

Corridor 11-103 Prineville Corridor

Agency Jurisdictions

Bureau of Land Management
Deschutes Field Office

Oregon Counties

Cook County
Deschutes County

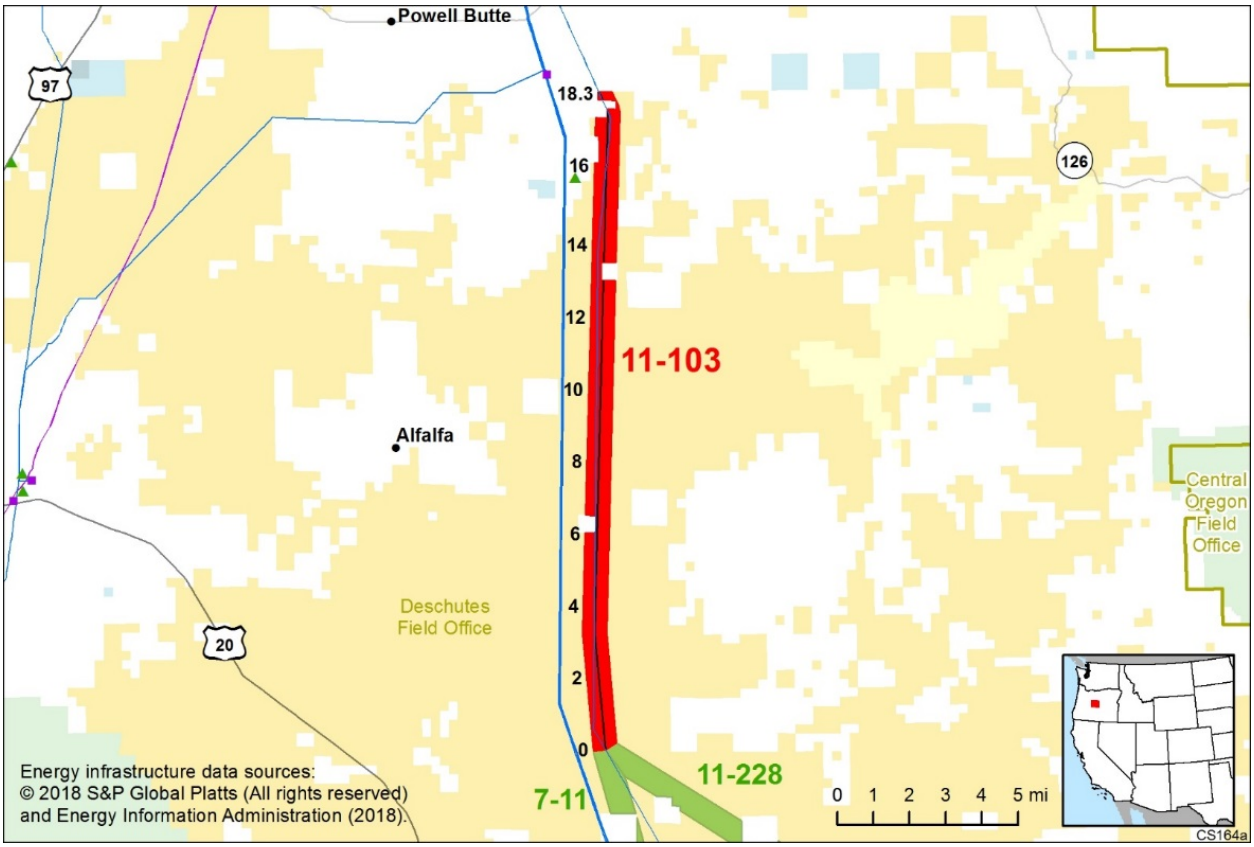

Figure 3.5-10. Corridor 11-103 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Upper Deschutes RMP (2005)
Oregon GRSG ARMPA (2019)

Corridor width: 3,500 ft.
Designated use: multi-modal for electric transmission and pipelines.

Potential Corridor Modifications Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment to better follow existing infrastructure and allow maximum future build-out capacity (see Chapter 3, Section 3.2).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy and technical standards for improved management (see Chapter 3, Section 3.3).
- Implement minor adjustments to avoid environmentally sensitive areas.

  From MP 0 to MP 1, shift the corridor west to avoid GRSG GHMA area.

  From MP 14 to MP 15, shift the corridor west to avoid VRM Class II area, consider a change in the VRM class, or restrict new infrastructure to underground-only which would alleviate some visual concerns.

At the time of the review, the existing corridor location with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a link to Corridor 7-11 to the south and Corridor 11-228 to the east, contributing to a continuous interstate corridor network across BLM-administered lands south into California and east across Oregon into Idaho. The potential minor revisions would minimize impacts on GRSG GHMA and visual resources to the greatest extent possible while maintaining a preferred route for potential future energy development collocated with existing infrastructure (i.e., 1000-kV transmission line).

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Chapter 3, Section 3.4. For Corridor 11-103, no potential IOP revisions or additions have been identified.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 11-103 which is available on the West-wide Energy Corridor Information Center project website at http://www.corridoreis.anl.gov.

Corridor 11-228 Bend to Boise Corridor

Agency Jurisdictions

Bureau of Land Management
Central Oregon Field Office
Deschutes Field Office
Malheur Field Office
Owyhee Field Office
Three Rivers Field Office

Idaho County

Owyhee County

Oregon Counties

Cook County
Deschutes County
Harney County
Lake County
Malheur County

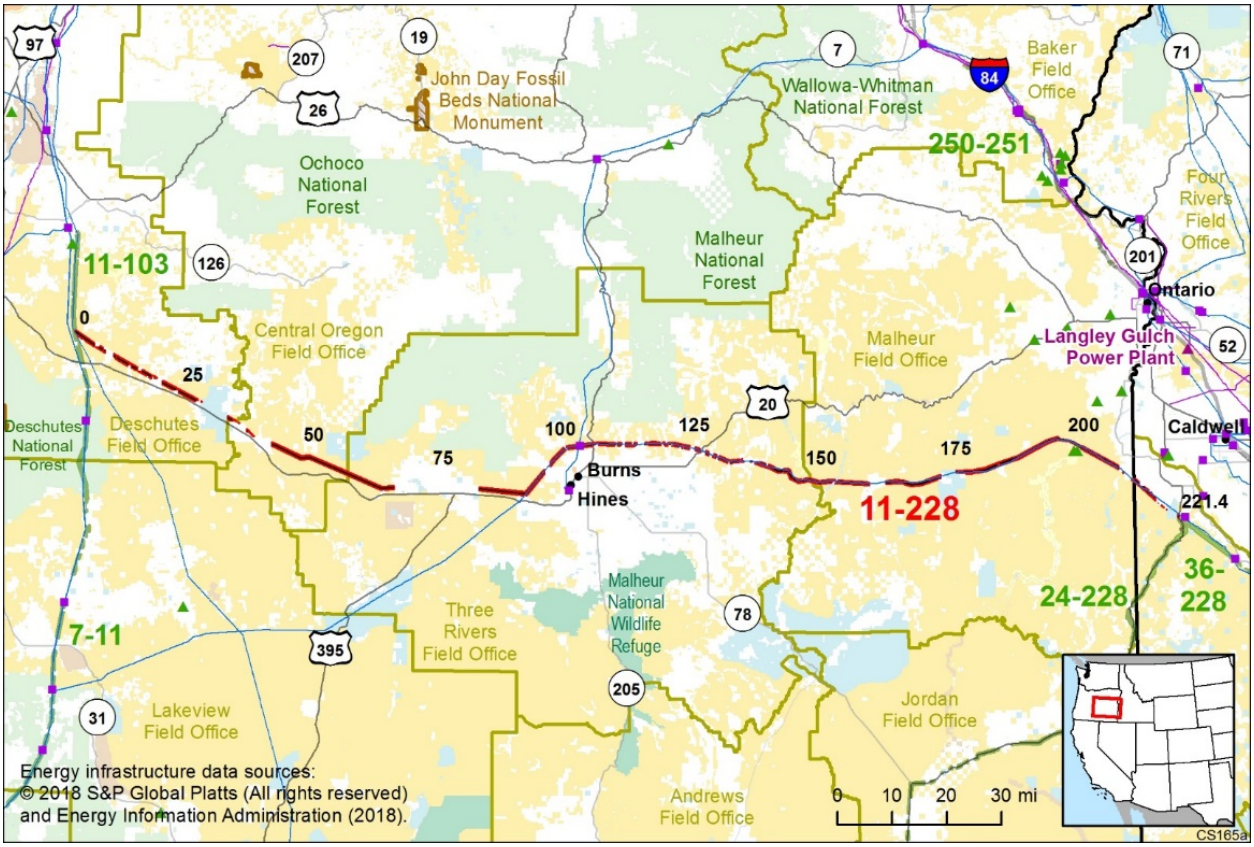

Figure 3.5-11. Corridor 11-228 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Brothers/LaPine RMP (1989)
Owyhee RMP (1999)
Southeastern Oregon RMP (2002)
Three Rivers RMP/ROD (1992)

Upper Deschutes RMP (2005)
IDMT GRSG ARMPA (2019)
Oregon GRSG ARMPA (2019)

Corridor width: variable width ranging from 1,500 ft to 3,500 ft.
Designated use: multi-modal for electric transmission and pipelines.

Potential Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment to better follow existing infrastructure and allow maximum future build-out capacity (see Chapter 3, Section 3.2).

  From MP 0 to MP 4 shift the corridor along existing transmission line.

- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy and technical standards for improved management (see Chapter 3, Section 3.3).
- Implement minor adjustments to avoid environmentally sensitive areas.

  From MP 61 to MP 65, MP 149 to MP 151, MP 162 to MP 171, and MP 177 to MP 188 shift the corridor south; from MP 192 to MP 194 shift the corridor north to avoid lands with wilderness characteristics.

  Consider a change in the VRM class where the corridor crosses VRM Class II (MP 32 to MP 42, MP 148 to MP 154, MP 196 to MP 200).

At the time of the review, the existing corridor location with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a link to other Section 368 energy corridors (Corridors 7-11 and 11-103 to the west and Corridors 24-228 and 36-228 to the east), creating a continuous corridor network across BLM-administered lands from eastern Oregon into Idaho. The potential minor revisions would minimize impacts on lands with wilderness characteristics and visual resources to the greatest extent possible while maintaining a preferred route for potential future energy development collocated with existing infrastructure (i.e., 115-kV transmission line from MP 0 to MP 90 and a 500-kV transmission line from MP 90 to MP 220). The Boardman (Longhorn) to Hemingway Transmission (B2H), a 500-kV planned transmission line, follows and runs adjacent to the corridor from MP 207 to MP 221.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Chapter 3, Section 3.4. For Corridor 11-228, specific issues that would be addressed through potential IOP revisions or additions include:

- Lands with undetermined status for wilderness characteristics intersect the corridor. Agencies could consider an IOP to provide guidance on the review process for applications within corridors with incomplete inventories. The potential IOP would assist with avoiding, minimizing, and/or mitigating impacts on lands with wilderness characteristics.
- The Four Trails Feasibility Study Trail and the corridor intersect. Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.

- Wildlife species connectivity has been identified within the corridor. The Agencies could consider an IOP for habitat connectivity so that transmission projects are sited and designed in a manner that minimizes impacts on habitat connectivity.
- MTR-VR, IR, and SUA intersect the corridor. Adherence to the 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.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 11-228 which is available on the West-wide Energy Corridor Information Center project website at http://www.corridoreis.anl.gov.

Corridor 15-17 Reno Connector Corridor

Agency Jurisdictions

Bureau of Land Management
Humboldt River Field Office
Sierra front Field Office

Nevada Counties

Storey County
Washoe County

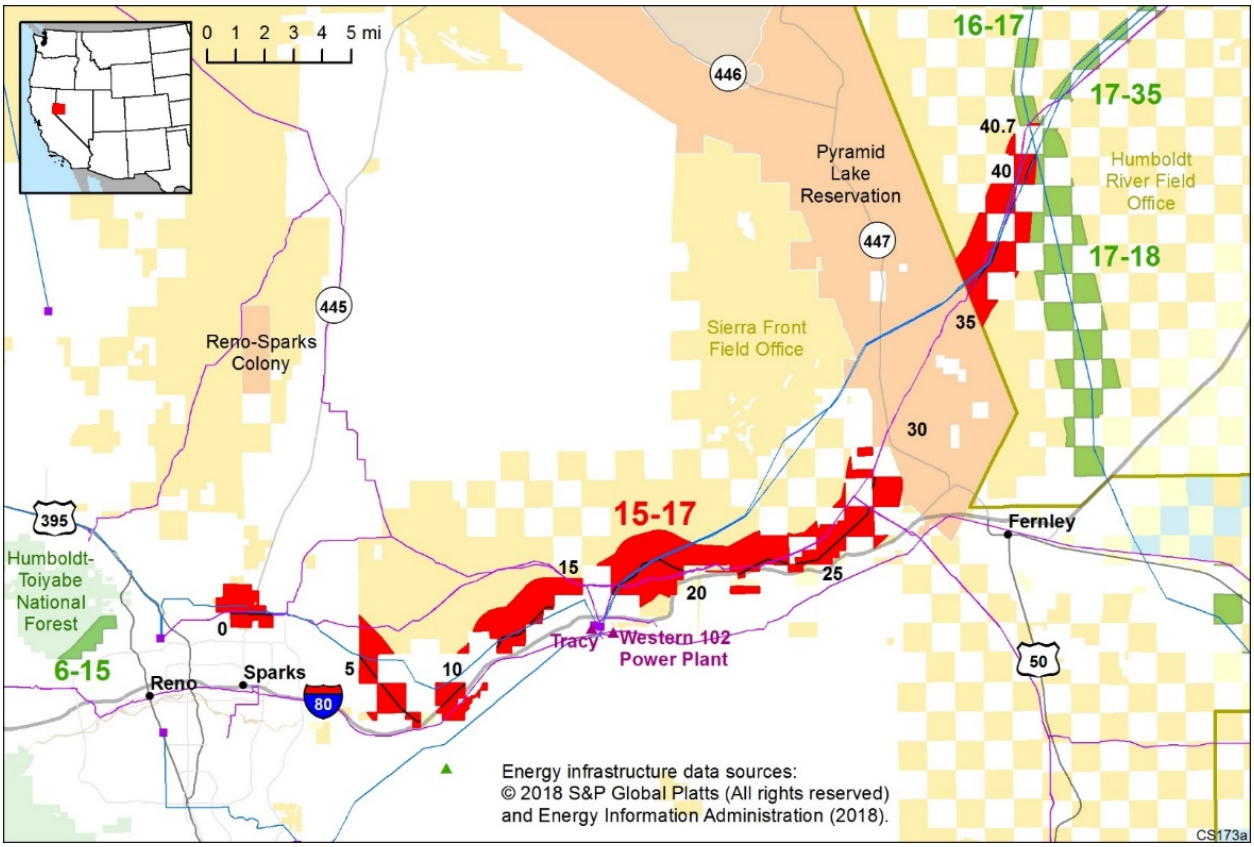

Figure 3.5-12. Corridor 15-17 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Carson City Field Office Consolidated RMP (2001)
Winnemucca District Planning Area RMP (2015)
NVCA GRSG ARMPA (2019)

Corridor width: 10,560 ft.
Designated use: multi-modal for electric transmission and pipelines.

Potential Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment to better follow existing infrastructure and allow maximum future build-out capacity (see Chapter 3, Section 3.2).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy and technical standards for improved management (see Chapter 3, Section 3.3).

At the time of the review, the existing corridor location with the above changes is considered to be the best balance in meeting the siting principles. There is interest in solar energy in the area. Currently, there is one proposed PV solar project (Dodge Flat Solar) near Wadsworth, and Apple Inc. is also proposing to construct a large PV solar field on private land near Tracy, Nevada that does not use public lands. The corridor crosses GRSG GHMA and PHMA, ROW avoidance areas that may not be compatible with the corridor's purpose as a preferred location for infrastructure. However, the corridor is collocated with several existing transmission lines and pipelines and promotes efficient use of the landscape by providing a link to other Section 368 energy corridors (Corridor 6-15 to the west and Corridors 16-17 and 17-18 to the east), creating an interstate pathway for electrical and pipeline transmission from California across northwestern Nevada.

In addition to the revisions identified above, the following concerns were identified during the stakeholder workshops and should be considered during any land use planning revisions that would affect the corridor:

- The south end of the corridor crosses Pyramid Lake Paiute Reservation lands. There is an existing natural gas pipeline collocated with the corridor in this location.
- The Agencies should engage with local jurisdictions and the Pyramid Lake Paiute Tribe early in the process during future land use planning or for a proposed project within the corridor.
- The corridor was an alternative in the Nevada Department of Transportation Study for the proposed Interstate 11 corridor for collocated utilities and highway facilities.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Chapter 3, Section 3.4. For Corridor 15-17, specific issues that would be addressed through potential IOP revisions or additions include:

- The California NHT and the corridor intersect. Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.
- MTR-VR and the corridor intersect. Adherence to the 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.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 15-17 which is available on the West-wide Energy Corridor Information Center project website at http://www.corridoreis.anl.gov.

Corridor 15-104 Honey Lake Corridor

Agency Jurisdictions

Bureau of Land Management
Applegate Field Office
Eagle Lake Field Office
Sierra Front Filed Office

Forest Service
Humboldt-Toiyabe National Forest

California Counties

Lassen County
Sierra County

Nevada County

Washoe County

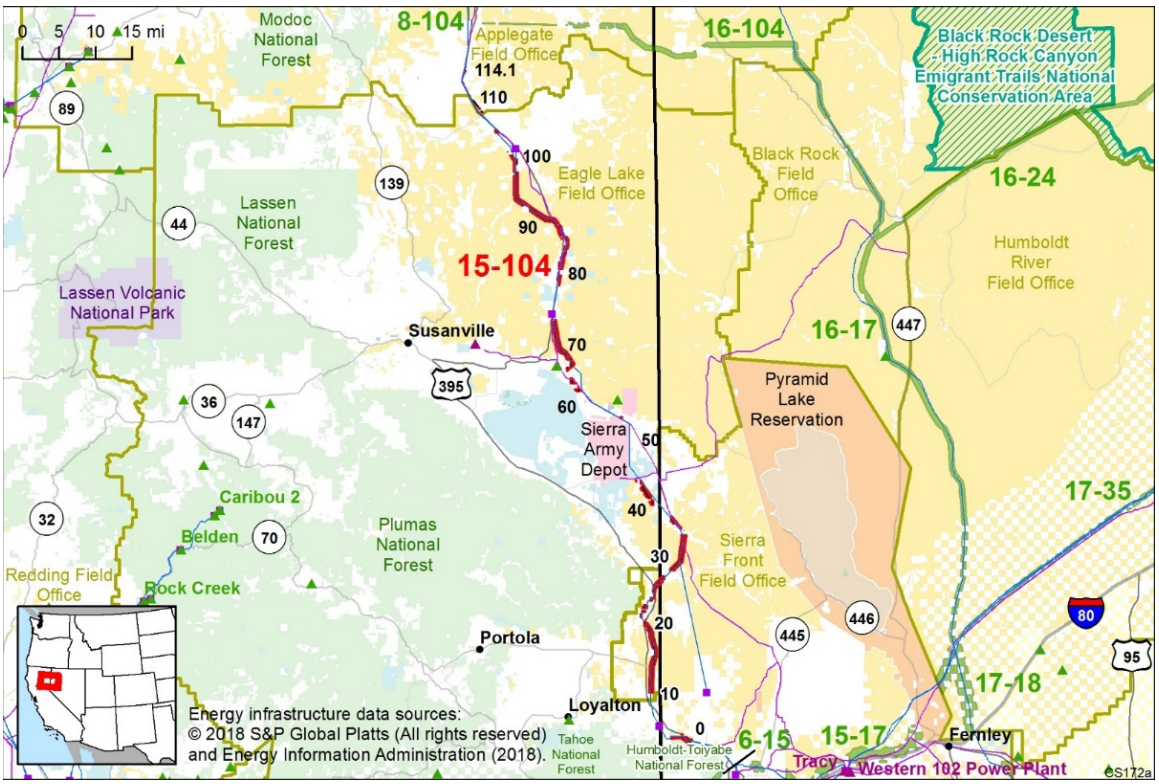

Figure 3.5-13. Corridor 15-104 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Alturas RMP (2008)
Carson City Field Office Consolidated RMP (2001)
Eagle Lake ROD (2008)
Toiyabe National Forest LMP (1986)
NVCA GRSG ARMPA (2019)

Corridor width: 500 ft in Applegate Field Office, 3,500 ft in remainder.
Designated use: multi-modal for electric transmission and pipelines.

Potential Corridor Modifications Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment to better follow existing infrastructure and allow maximum future build-out capacity (see Chapter 3, Section 3.2).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy and technical standards for improved management (see Chapter 3, Section 3.3).
- Implement minor adjustments to avoid environmentally sensitive areas.

    At MP 10 and MP 26, shift the corridor east of the existing transmission line to avoid critical habitat for Webber's Ivesia.

    From MP 40 to MP 44, shift the corridor northeast to more closely follow existing transmission and decrease intersections with the Fort Sage SRMA (OHV Area).

    From MP 71 to MP 73, consider a change in the VRM Class II area within the corridor.

At the time of the review, the existing corridor location with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a link to multiple Section 368 energy corridors, creating a continuous corridor network across BLM- and USFS-administered lands between Reno, Nevada, and California, an important pathway for transmitting renewable energy. There is an application for a gen-tie transmission line to connect the proposed Fish Springs Solar Project (a PV solar project that would be constructed on private lands) to the existing transmission line within the corridor. The proposed Bordertown to California 120-kV transmission line would be located at the substation at MP 5 and would utilize approximately 0.4 miles of the corridor. Future development within the corridor could be limited between MP 107 and MP 114 because of the reduced corridor width. The potential minor revisions would minimize impacts on the Fort Sage SRMA and Webber's Ivesia critical habitat to the greatest extent possible while maintaining a preferred route for potential future energy development collocated with existing infrastructure (i.e., 345-kV transmission line).

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Chapter 3, Section 3.4. For Corridor 15-104, specific issues that would be addressed through potential IOP revisions or additions include:

- The California NHT and the corridor intersect. Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.
- The corridor crosses an area with a large amount of big game migration in the winter. The Agencies could consider an IOP that minimizes impacts on habitat connectivity.
- MTR-VR and Slow-speed Route intersect the corridor. Adherence to the 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.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 15-104 which is available on the West-wide Energy Corridor Information Center project website at http://www.corridoreis.anl.gov.

Corridor 16-17 Pyramid Lake Corridor

Agency Jurisdictions

Bureau of Land Management
Black Rock Field Office
Humboldt Field Office

Nevada Counties

Churchill County
Pershing County
Washoe County

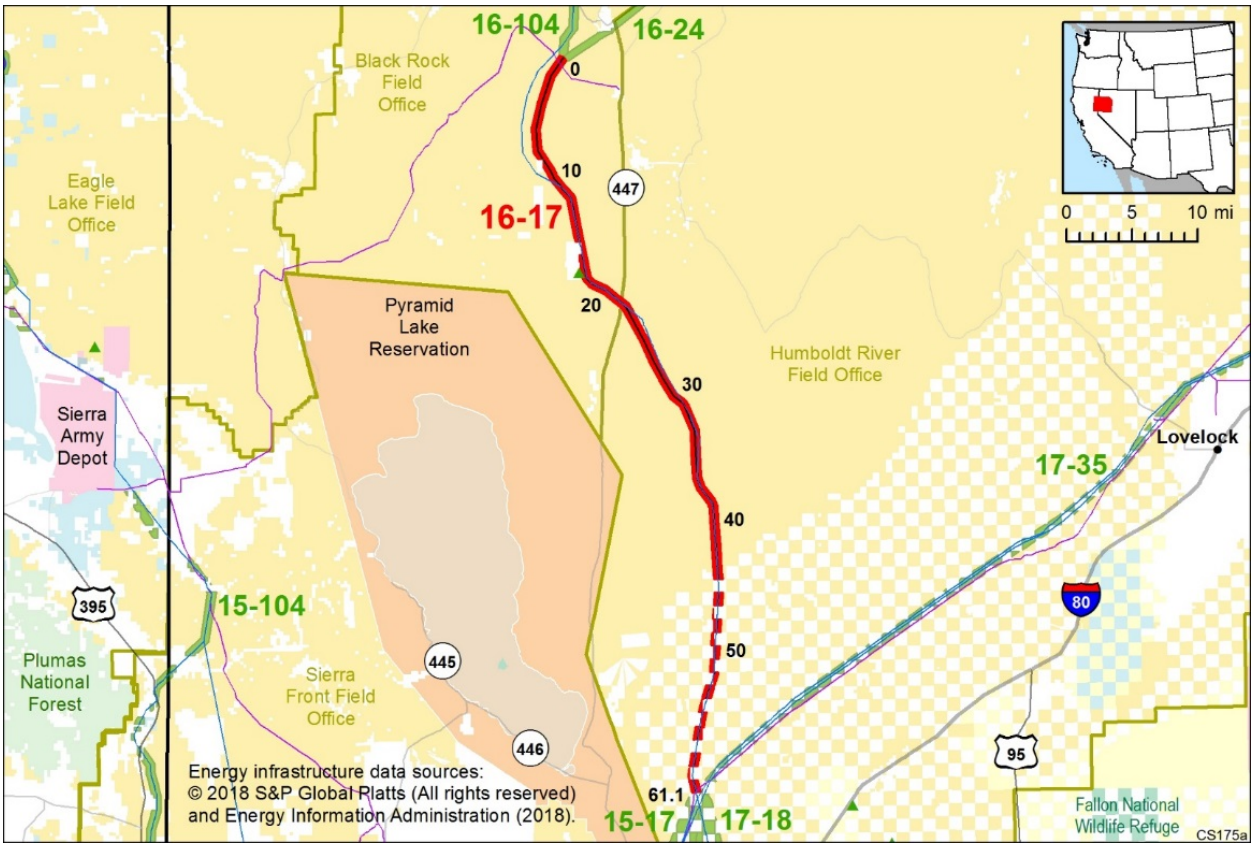

Figure 3.5-14. Corridor 16-17 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Winnemucca District Planning Area RMP (2015)
NVCA GRSG ARMPA (2019)

Corridor width: 3,500 ft.
Designated use: multi-modal for electric transmission and pipelines.

Potential Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment to better follow existing infrastructure and allow maximum future build-out capacity (see Chapter 3, Section 3.2).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy and technical standards for improved management (see Chapter 3, Section 3.3).
- Implement minor adjustments to avoid environmentally sensitive areas.

    From MP 22 to MP 30, shift the corridor to the west to minimize potential impacts on the Mount Limbo WSA and VRM Class I area.

At the time of the review, the existing corridor location with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a link to other Section 368 energy corridors (Corridors 15-17 and 17-18 to the south, Corridors 16-104 and 16-24 to the north, and Corridor 17-35 to the east), creating an interstate pathway for electrical and pipeline transmission through western Nevada into Oregon. The existing geothermal plant at MP 18 may expand, and a small power line may be added to export energy from the geothermal plant to an existing substation. The potential minor revision would minimize impacts on the WSA and visual resources to the greatest extent possible while maintaining a preferred route for potential future energy development collocated with existing infrastructure (i.e., 1,000-kV transmission line).

In addition to the revisions identified above, the following concerns were identified during the stakeholder workshops and should be considered during any land use planning revisions that would affect the corridor:

- The corridor was an alternative in the Nevada Department of Transportation Study for the proposed Interstate 11 corridor for collocated utilities and highway facilities.
- GRSG concerns for future development within the corridor can be avoided by staying in the valley.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Chapter 3, Section 3.4. For Corridor 16-17, specific issues that would be addressed through potential IOP revisions or additions include:

- MTR-IR and VR intersect the corridor. Adherence to the 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.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 16-17 which is available on the West-wide Energy Corridor Information Center project website at http://www.corridoreis.anl.gov.

Corridor 16-24 Black Rock Desert to Oregon Corridor

Agency Jurisdictions

Bureau of Land Management
Black Rock Field Office
Humboldt Field Office
Vale Jordan Field Office

Nevada Counties

Humboldt County
Pershing County
Washoe County

Oregon County

Malheur County

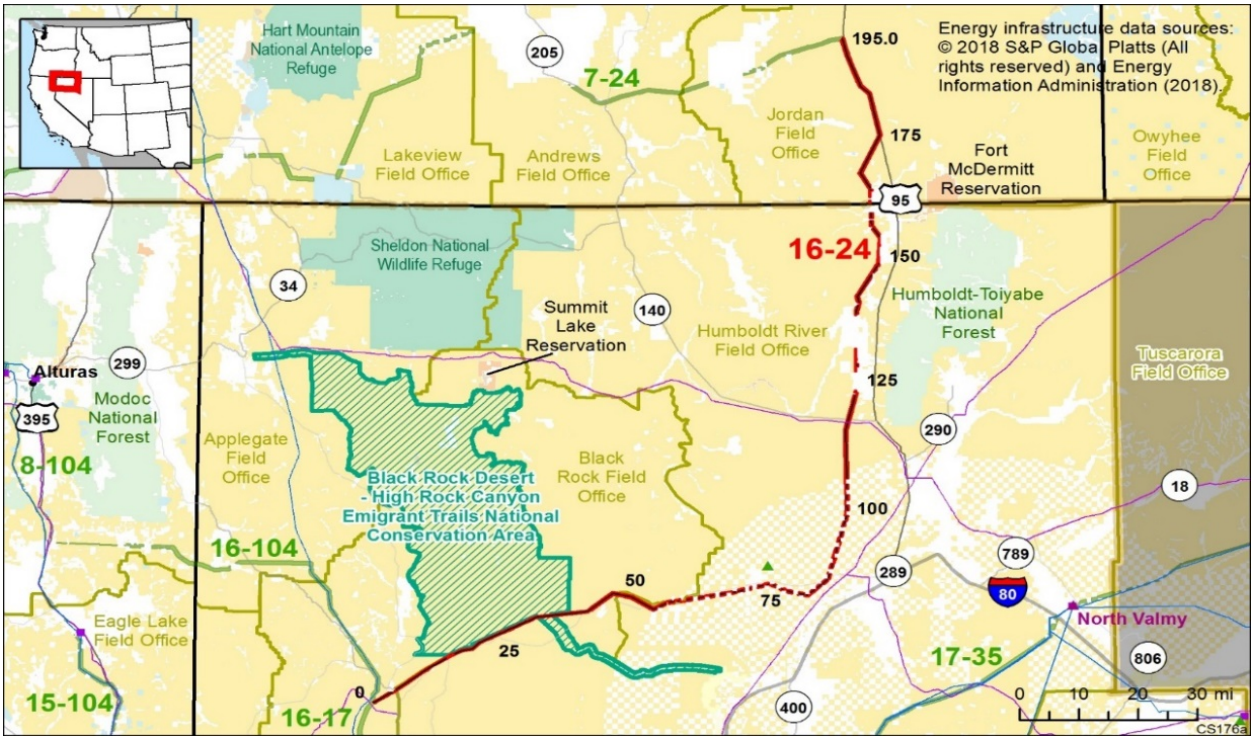

Figure 3.5-15. Corridor 16-24 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Black Rock Desert-High Rock Canyon Emigrant Trails NCA and Associated Wilderness, and Other Contiguous Lands in Nevada ROD and RMP (2004)
Southeastern Oregon RMP (2002)
Winnemucca District Planning Area RMP (2015)
NVCA GRSG ARMPA (2019)
Oregon GRSG ARMPA (2019)

Corridor width: 2,640 ft from MP 0 to MP 41, remainder 3,500 ft.
Designated use: multi-modal for electric transmission and pipelines.

Potential Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment to better follow existing infrastructure and allow maximum future build-out capacity (see Chapter 3, Section 3.2).

  From MP 0 to MP 12, shift the corridor along existing transmission line. (Although this route would no longer connect directly to Corridors 16-17 and 16-104, a new connection could be established from MP 0.5 of Corridor 16-17 along the existing pipeline route. If this route is implemented, the town of Empire should be avoided.)

  From MP 44 to MP 56, MP 115 to MP 130, and MP 154 to MP 160, shift the corridor along the existing transmission line.

- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy and technical standards for improved management (see Chapter 3, Section 3.3).

- Implement minor adjustments to avoid jurisdictional concerns.

  Additional corridor revisions to avoid large checkerboard area between MP 56 and MP 105 could be considered at the project-specific level, in coordination with local government and landowners.

- Extend corridor north to connect to Corridor 24-228 along highway. This potential corridor extension would overlap the Boden Hills WSA and the Alvord Desert WSA; however, this pathway is along a major shipping route on Highway 95 and an airport runway is located adjacent to the WSA as well.

At the time of the review, the existing corridor location with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a link to other Section 368 energy corridors (Corridors 16-17 and 16-104 to the west and Corridors 7-24 and 24-228 to the north), creating an interstate pathway for electrical and pipeline transmission from Nevada into Oregon. The Agencies are proposing to remove Corridor 7-24, but the corridor could connect to the north through Corridor 24-228. The BLM is in the beginning stages of potential geothermal project re-activation (Star Peak) and project development (North Valley and Baltazor) which would need tie-in connections to existing transmission lines. The potential minor revisions would minimize potential environmental impacts by better aligning with existing infrastructure, thus minimizing disturbed area on the landscape. The potential corridor extension would facilitate necessary connectivity parallel to the north-south highway for future energy infrastructure. For the orderly administration of public lands, the corridor should be placed parallel to the highway even though it overlaps GIS polygons for two WSAs. The review recognizes congressional designation of the WSAs, but also a contiguous pathway for the existing highway transportation and potentially for energy transmission. If the WSAs were to be designated as Wilderness Areas, they would best be designated with boundaries that exclude the highway and facilitate these energy and transportation needs.

In addition to the revisions identified above, the following concerns were identified during the stakeholder workshops and should be considered during any land use planning revisions that would affect the corridor:

- The Silver State Sand Dunes is one of the largest active sand dune complexes in the western United States. It supports rare plants and insects and is categorized by The Nature Conservancy as a Great Basin Portfolio Site. Development along BLM land near the sand dunes could be difficult because of stability issues, disruption of wind and sand dispersal patterns, and potential impacts on species from infrastructure building.
- The corridor crosses and runs parallel to the California NHT between MP 18 and MP 25 and crosses the NHT again at MP 34. Changing the route to follow existing transmission line between MP 25 and MP 42 would result in a larger distance of corridor running parallel to the NHT, and thus is not recommended.
- Wildlife impacts (Pronghorn Antelope).
- Visual impacts on the Black Rock Desert/High Rock Canyon NCA.
- GRSG habitat along northern portion of the corridor.
- The High Croft Mine is located near MP 42 on private land. Agencies should engage with local government and landowners early in the process during future land use planning or for a proposed project where the corridor crosses checkerboard jurisdiction.

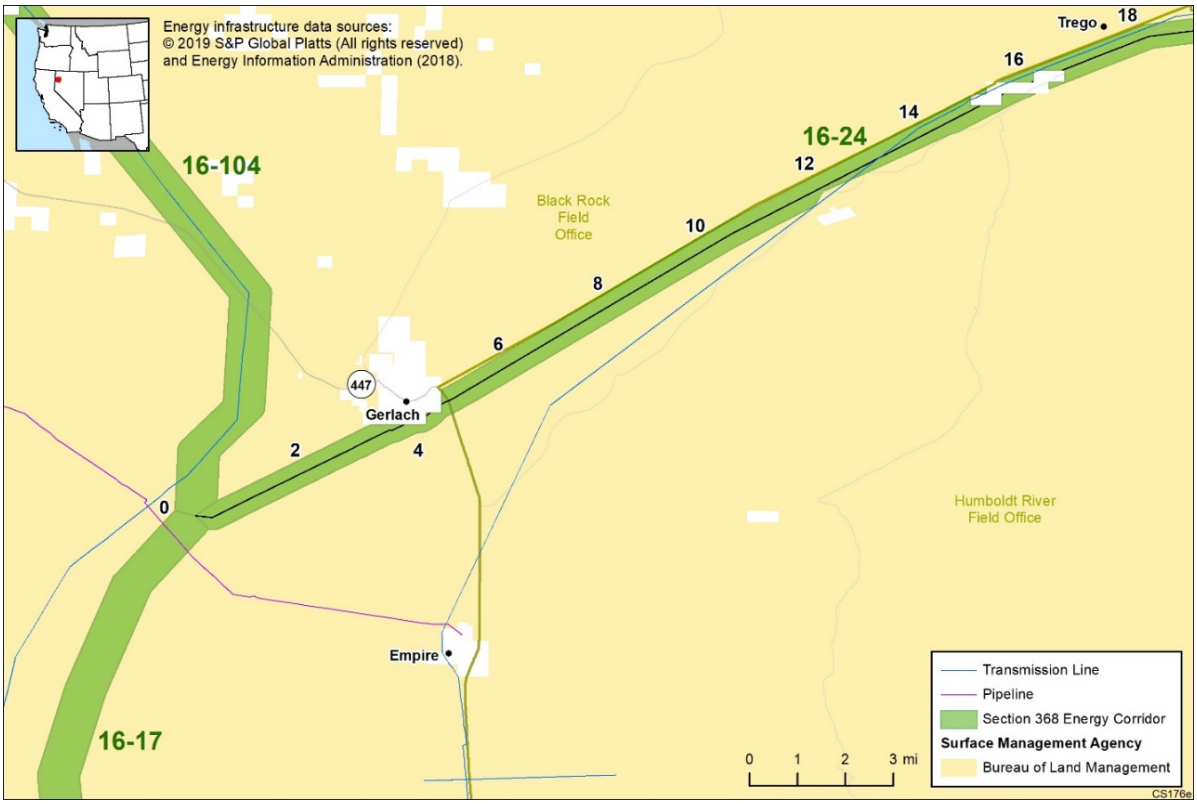

Figure 3.5-15b. Corridor 16-24, as designated (MP 0 to MP 12)

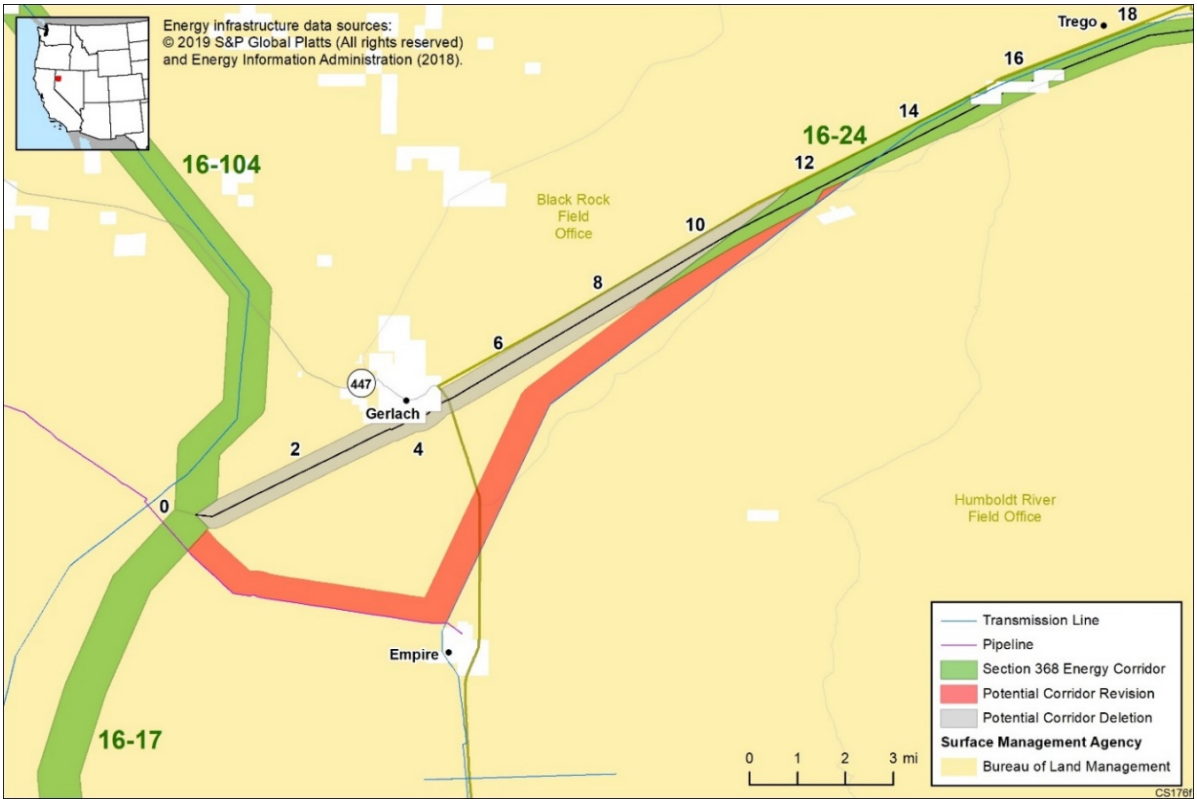

Figure 3.5-15c. Potential Revision to Corridor 16-24 (MP 0 to MP 12)

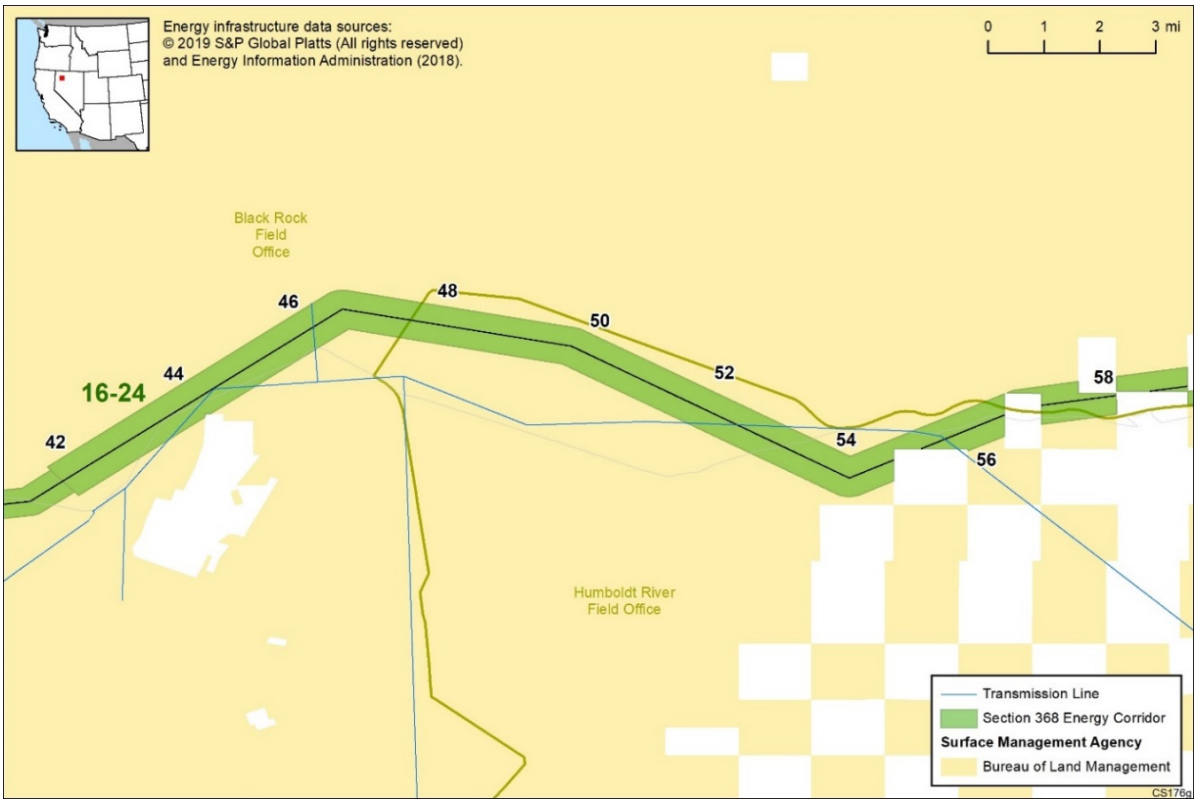

Figure 3.5-15d. Corridor 16-24, as designated (MP 44 to MP 56)

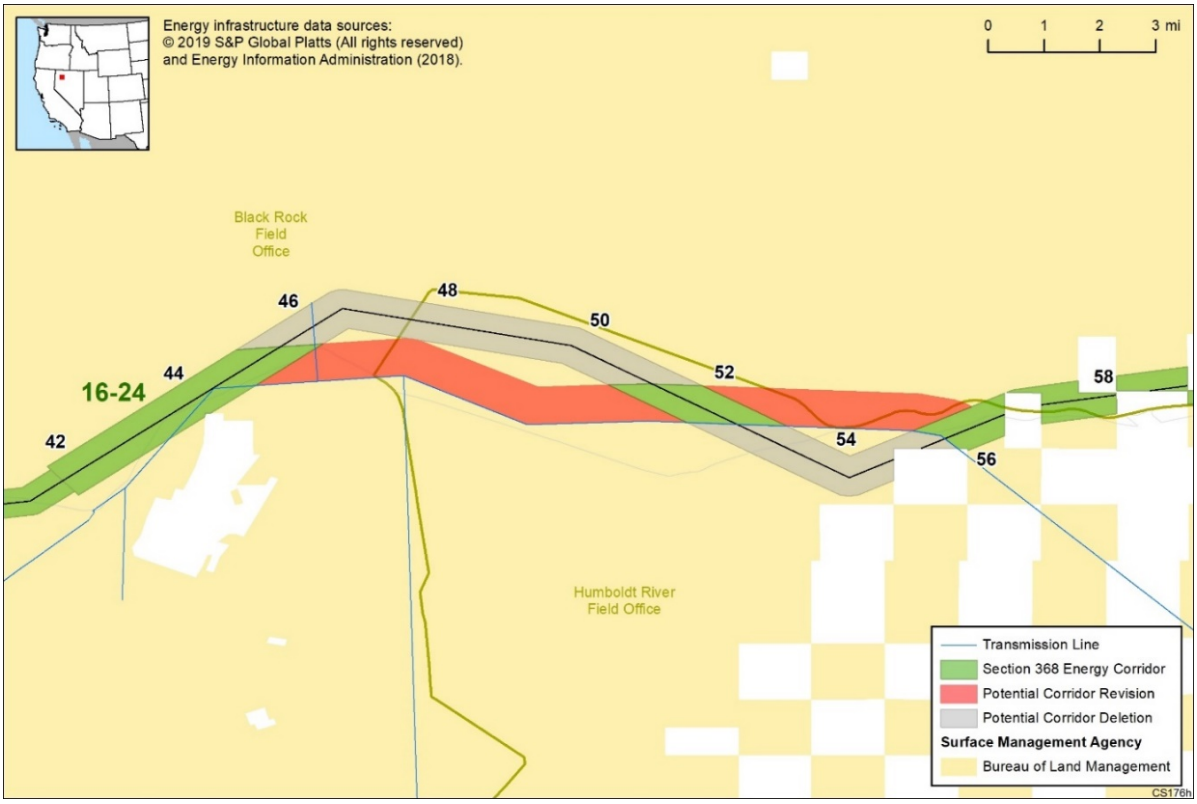

Figure 3.5-15e. Potential Revision to Corridor 16-24 (MP 44 to MP 56)

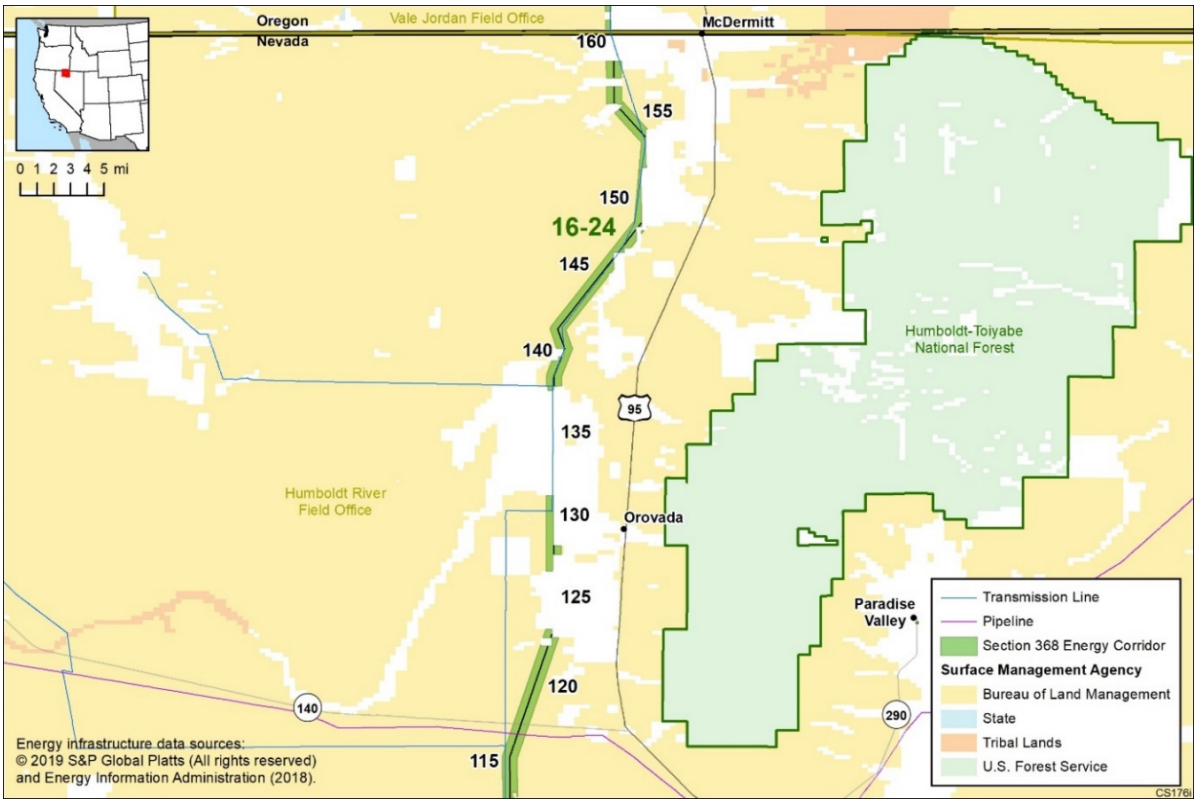

Figure 3.5-15f. Corridor 16-24, as designated (MP 115 to MP 160)

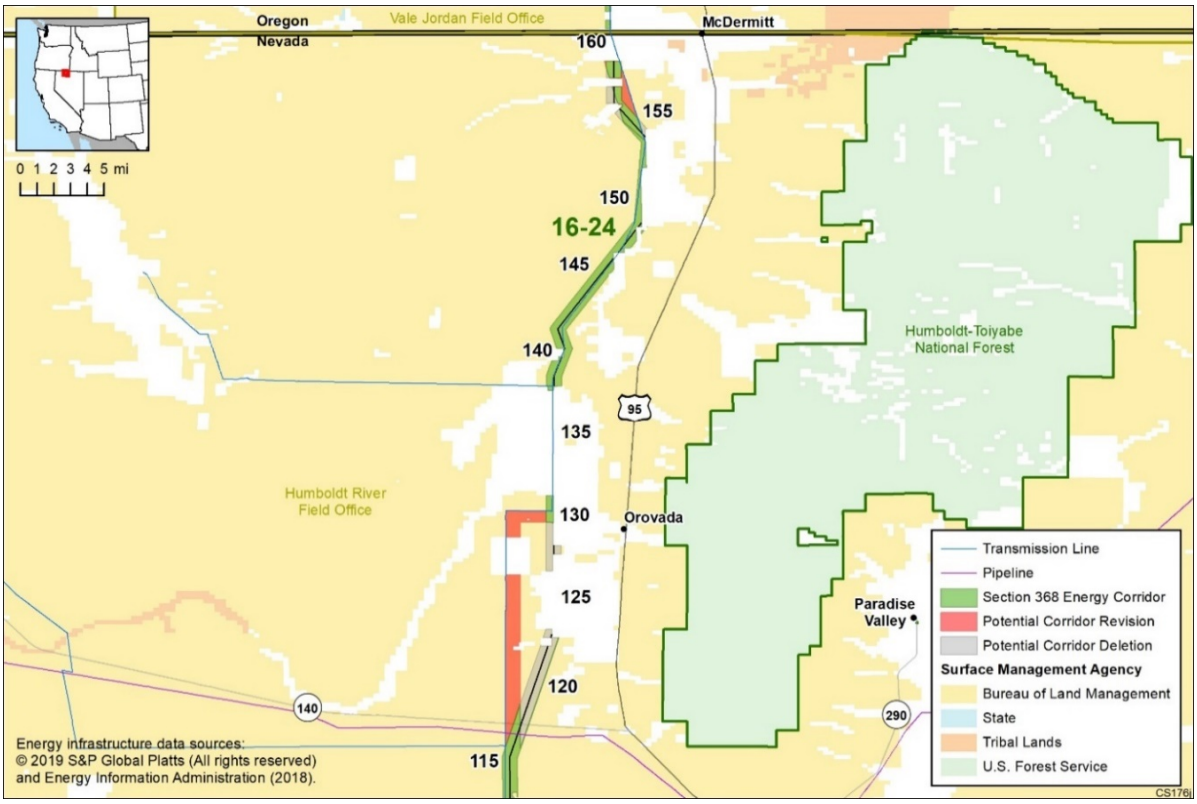

Figure 3.5-15g. Potential Revision to Corridor 16-24 (MP 115 to MP 160)

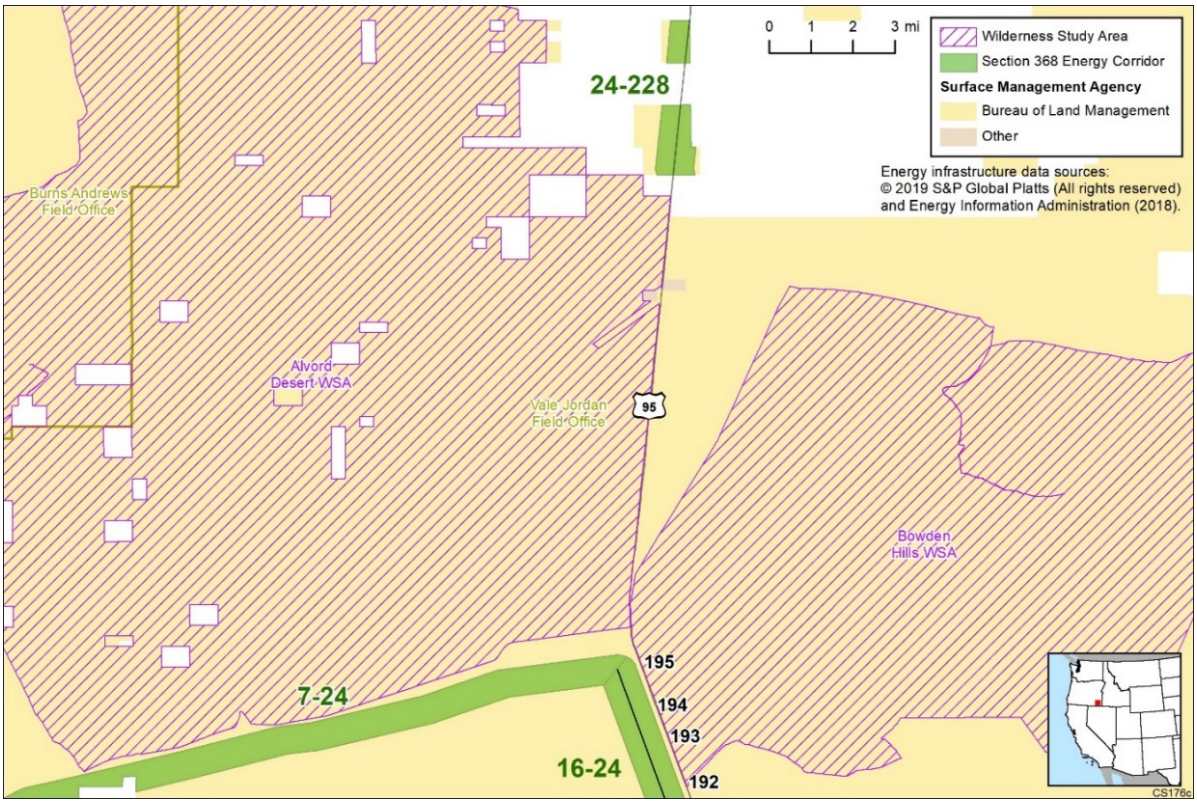

Figure 3.5-15h. Corridor 16-24, as designated (MP 195)

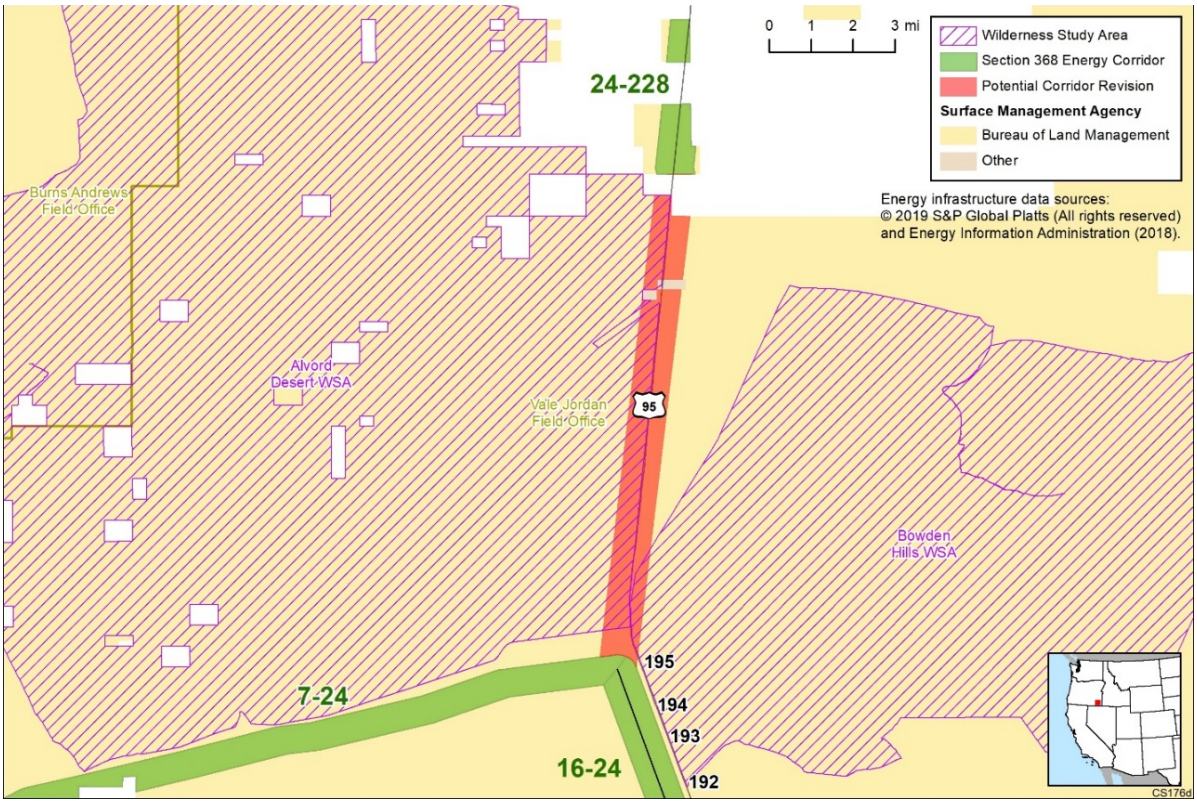

Figure 3.5-15i. Potential Revision to Corridor 16-24 (MP 195)

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Chapter 3, Section 3.4. For Corridor 16-24, specific issues that would be addressed through potential IOP revisions or additions include:

- The California NHT and the Four Trails Feasibility Study Trail intersect the corridor. Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.
- Lands with undetermined status for wilderness characteristics intersect and are adjacent to the corridor. Agencies could consider a new IOP to assist with avoiding and/or minimizing impacts on developing energy infrastructure on lands with wilderness characteristics.
- Wildlife species connectivity has been identified within the corridor. The Agencies could consider an IOP that minimizes impacts on habitat connectivity.
- MTRs (Low-speed Route, VR, and IR) and SUA intersect the corridor. Adherence to the 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.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 16-24 which is available on the West-wide Energy Corridor Information Center project website at http://www.corridoreis.anl.gov.

Corridor 16-104 Empire to Madeline Corridor

Agency Jurisdictions

Bureau of Land Management
Applegate Field Office
Black Rock Field Office

California County

Lassen County

Nevada County

Washoe County

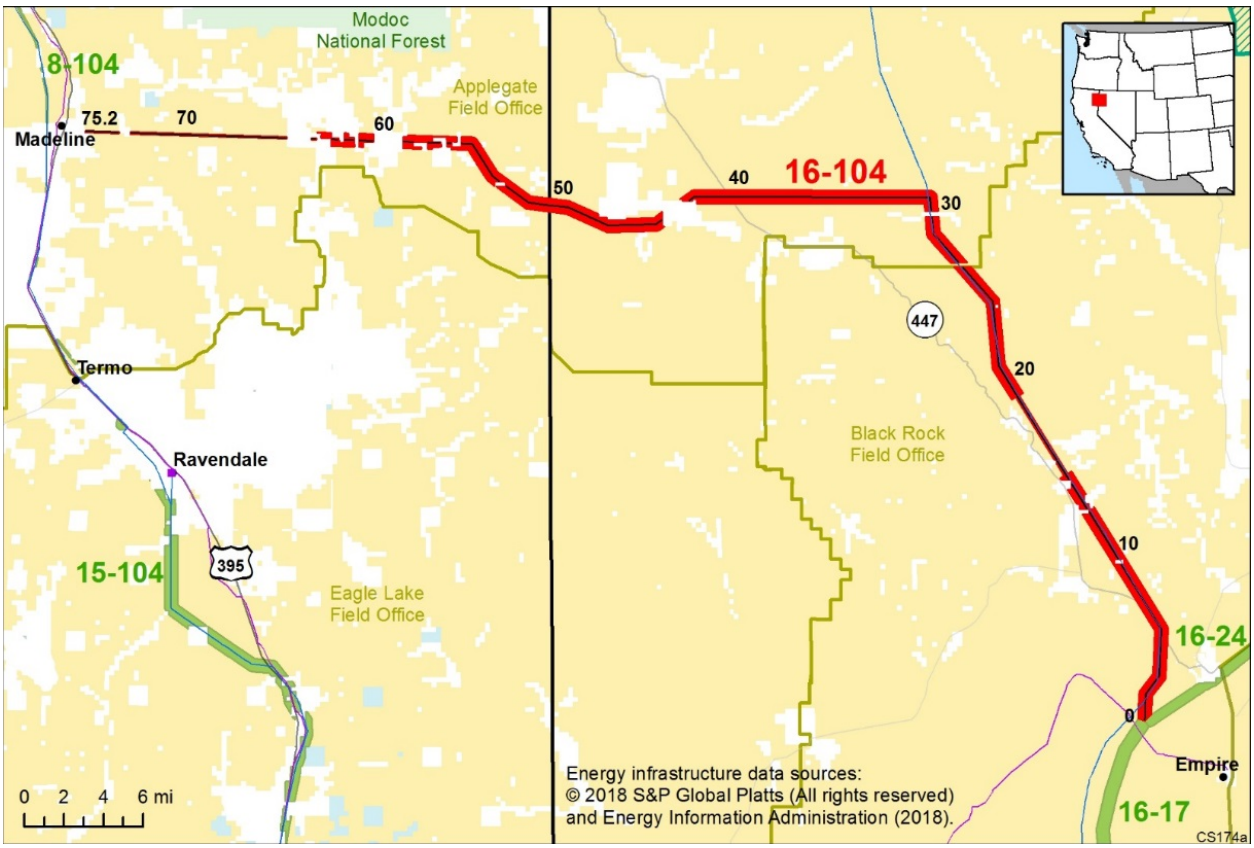

Figure 3.5-16a. Corridor 16-104 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Alturas RMP (2008)
ROD Surprise RMP (2008)
Winnemucca District Planning Area RMP (2015)
NVCA GRSG ARMPA (2019)

Corridor width: variable widths of 500 ft, 1,000 ft, and 3,500 ft.
Designated use: multi-modal for electric transmission and pipelines.

Potential Corridor Enhancements Summary and Rationale

Delete the corridor because the corridor does not meet the siting principles (Figure 3.5-16c). GRSG PHMA and GHMA (ROW avoidance areas) intersect the corridor where there is no existing infrastructure (MP 31 to MP 75) and there are other corridors in the area that can meet future energy needs. In addition, the corridor was identified in the Settlement Agreement as a corridor of concern for wilderness areas. The Poodle Mountain WSA is within 1.5 miles of the corridor west of MP 13 to MP 21. In this location, the corridor is narrowed to 500 ft, potentially limiting future development within the corridor.

The following concerns were identified during the stakeholder workshops and should be considered during any land use planning revisions that would affect the corridor:

- The corridor follows 1000-kV DC line for half of its length; the rest of the corridor (MP 31 to MP 75) contains no existing infrastructure. GRSG lek sites and habitat are present throughout the corridor (MP 11 to MP 31 and MP 43 to MP 75 cross nearly continuous GRSG PHMA or GHMA). Both litigation and GRSG mitigation requirements would likely prevent future infrastructure within the corridor.
- There may not be a need for energy along this route.

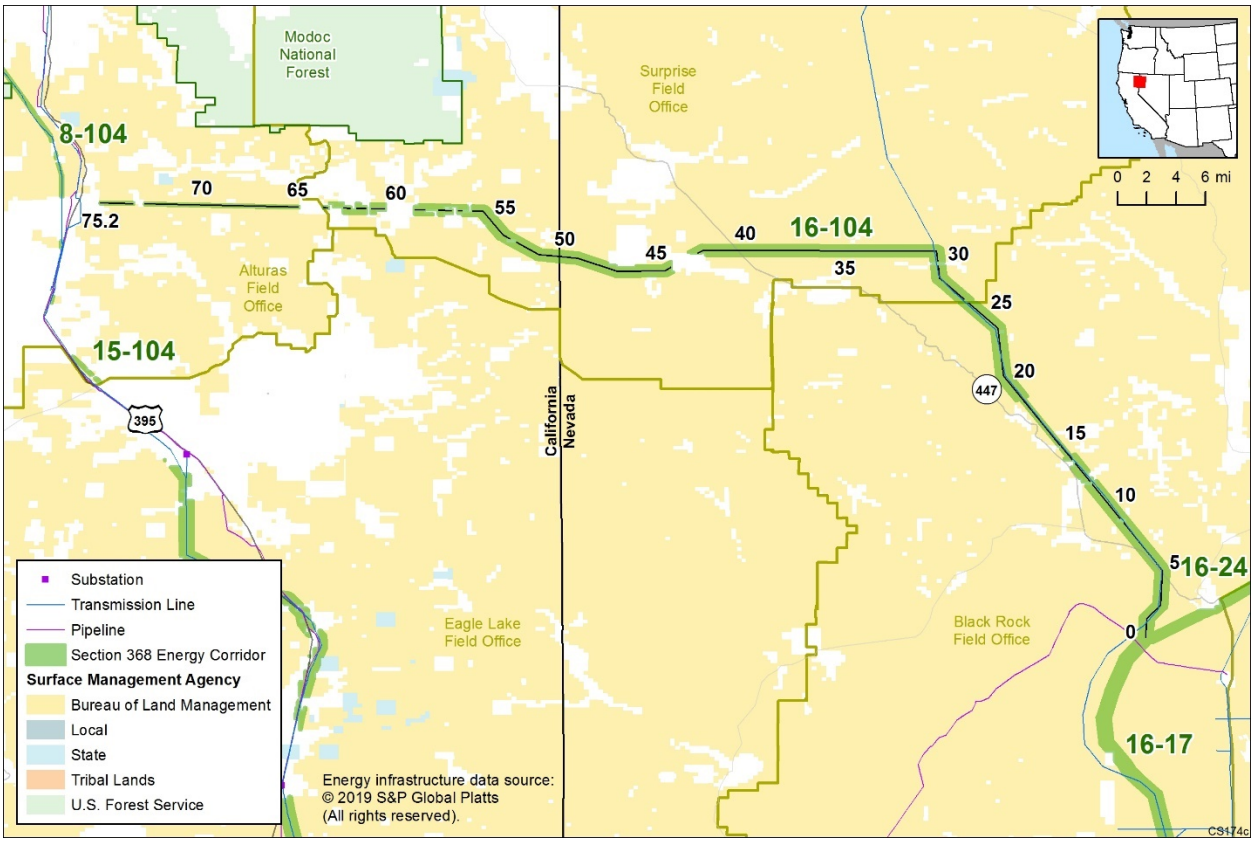

Figure 3.5-16b. Corridor 16-104, as designated

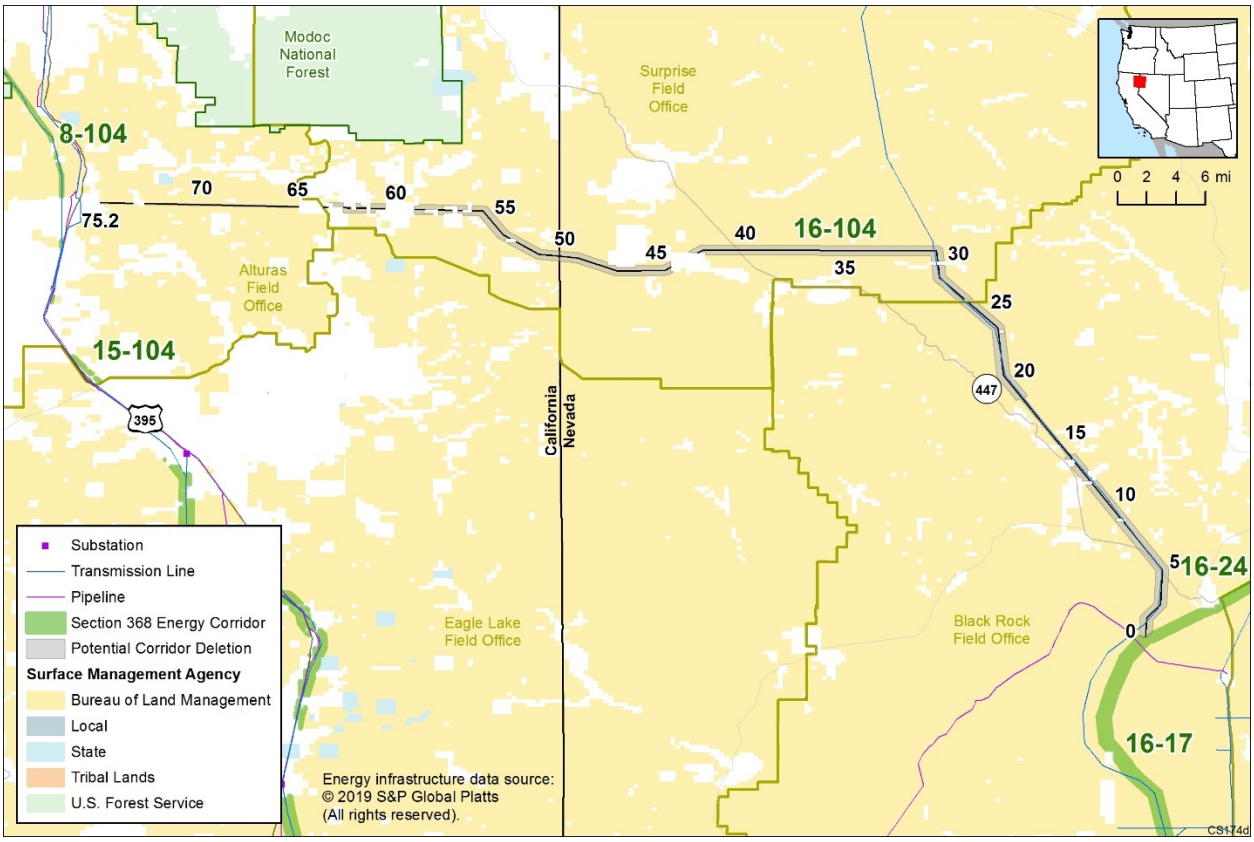

Figure 3.5-16c. Corridor 16-104 Potential Deletion

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 16-104 which is available on the West-wide Energy Corridor Information Center project website at http://www.corridoreis.anl.gov.

Corridor 17-18 Pyramid to Yerington Corridor

Agency Jurisdictions

Bureau of Land Management
Humboldt River Field Office
Sierra Front Field Office
Stillwater Field Office

Nevada Counties

Churchill County
Lyon County
Washoe County

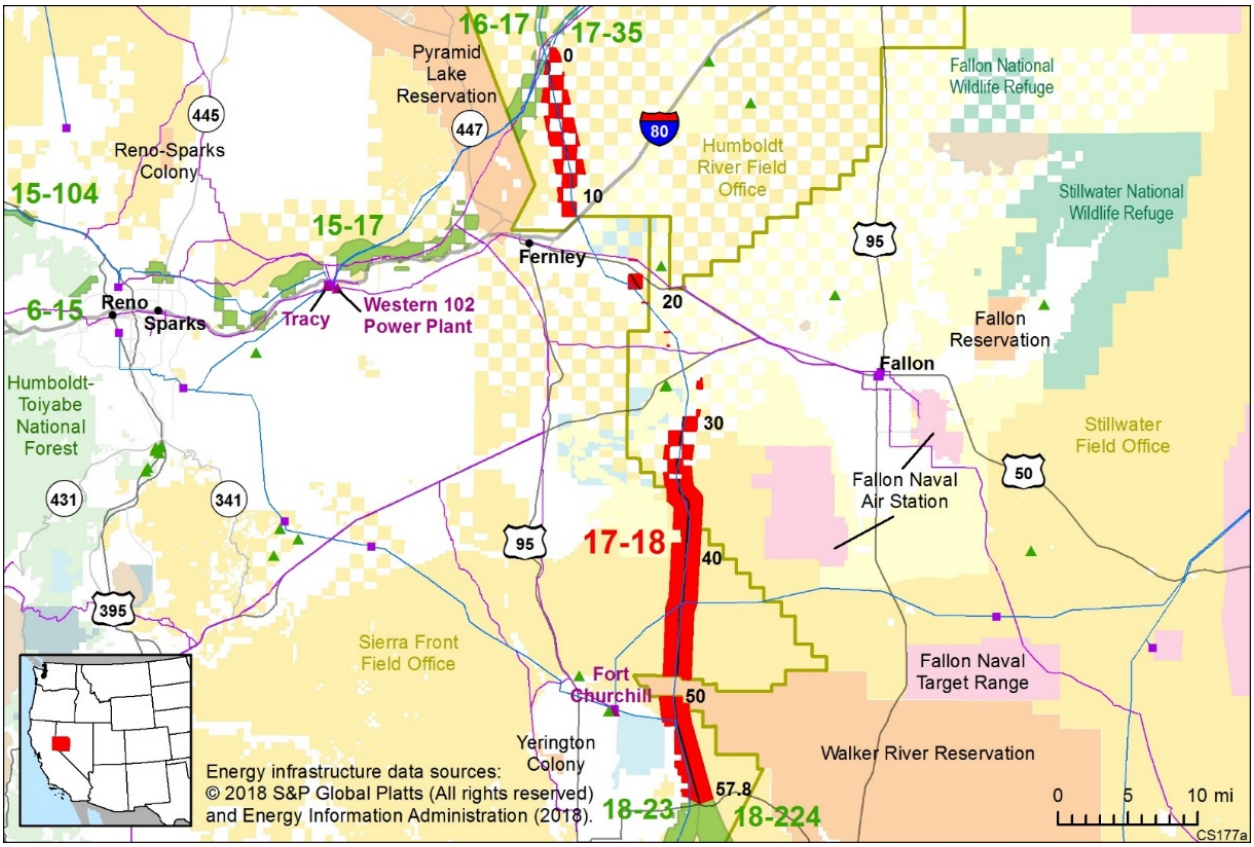

Figure 3.5-17. Corridor 17-18 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Carson City Consolidated RMP (2001)
Winnemucca District Planning Area RMP (2015)
NVCA GRSG ARMPA (2019)
ROD and LUPA for the NVCA GRSG Bi-State DPS in the Carson City District and Tonopah Field Office (2016)

Corridor width: 10,560 ft.
Designated use: multi-modal for electric transmission and pipelines.

Potential Corridor Modifications Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment to better follow existing infrastructure and allow maximum future build-out capacity (see Chapter 3, Section 3.2).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy and technical standards for improved management (see Chapter 3, Section 3.3).
- Implement minor adjustments to avoid jurisdictional concerns.

    From MP 43 to MP 51, shift the corridor to the west along the existing 230-kV transmission line to avoid the Walker River Reservation.

At the time of the review, the existing corridor location with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a link to other Section 368 energy corridors (Corridor 16-17 to the north and Corridors 18-23 and 18-224 to the south), creating a continuous corridor network across BLM-administered lands to the north into California and Oregon and to the south into Las Vegas, Nevada. There is an existing geothermal plant at Wabuska, which may see expansion in the future. The corridor is occupied by a LADWP transmission line, so future energy needs in southern California and Nevada could be served by this corridor. The potential minor revision would minimize impacts on the Walker River Reservation to the greatest extent possible while maintaining a preferred route for potential future energy development collocated with existing infrastructure (i.e., 1,000-kV transmission line).

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Chapter 3, Section 3.4. For Corridor 17-18, specific issues that would be addressed through potential IOP revisions or additions include:

- The Pony Express NHT and the Four Trails Feasibility Study Trail intersect the corridor. Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.
- MTR-VR, Slow-speed Route, and SUA intersect the corridor. Adherence to the 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.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 17-18 which is available on the West-wide Energy Corridor Information Center project website at http://www.corridoreis.anl.gov.

Corridor 17-35 Pyramid Lake to US 93 Corridor

Agency Jurisdictions

Bureau of Land Management
Humboldt Field Office

Nevada Counties

Churchill County
Humboldt County
Pershing County
Washoe County

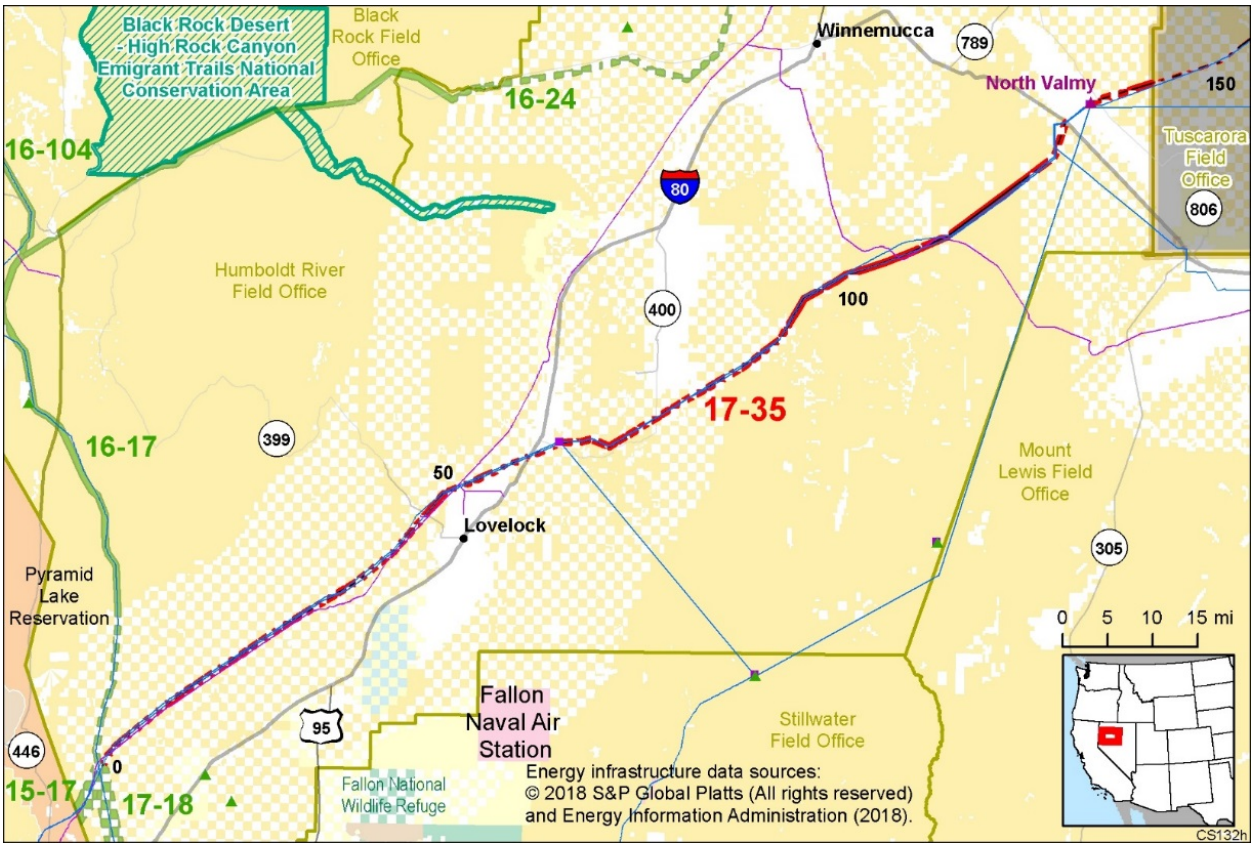

Figure 3.5-18a. Corridor 17-35 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Winnemucca District Planning Area RMP (2015)
NVCA GRSG ARMPA (2019)

Corridor width: 3,500 ft.
Designated use: multi-modal for electric transmission and pipelines.

Potential Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment to better follow existing infrastructure and allow maximum future build-out capacity (see Chapter 3, Section 3.2).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy and technical standards for improved management (see Chapter 3, Section 3.3).
- Add a corridor braid at MP 136 west to collocate with the existing 230-kV transmission line until it joins with MP 195 in Region 3 to minimize impacts on PHMA in Region 3 (Figure 3.5-18c).
- Implement minor adjustments to avoid sensitive areas.

    Consider potential adjustments to the corridor to avoid terrain concerns.

At the time of the review, the existing corridor location with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a link to other Section 368 energy corridors (Corridor 16-17 to the west and Corridors 35-43 and 43-111 to the east), creating a pathway for electrical and pipeline transmission within northeastern Nevada. The corridor was identified as a corridor of concern in the Settlement Agreement for access to coal and impacts on GRSG habitat. The corridor crosses GHMA and PHMA, ROW avoidance areas that may not be compatible with the corridor's purpose as a preferred location for infrastructure. However, the corridor is collocated with two existing transmission lines and the potential corridor braid provides a secondary route that minimizes impacts on PHMA in Region 3. The Region 3 portion of the corridor was evaluated in the Regions 2 and 3 regional review and is not included in this review.

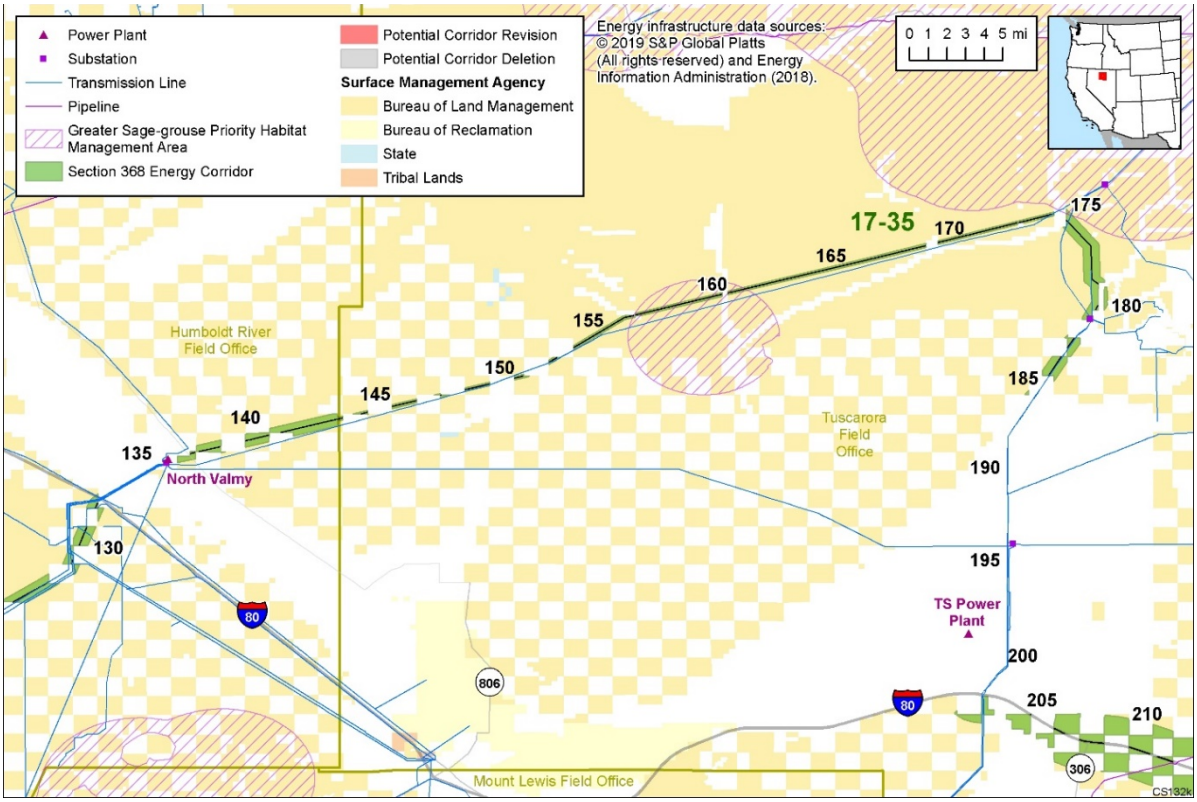

Figure 3.5-18b. Corridor 17-35, as designated

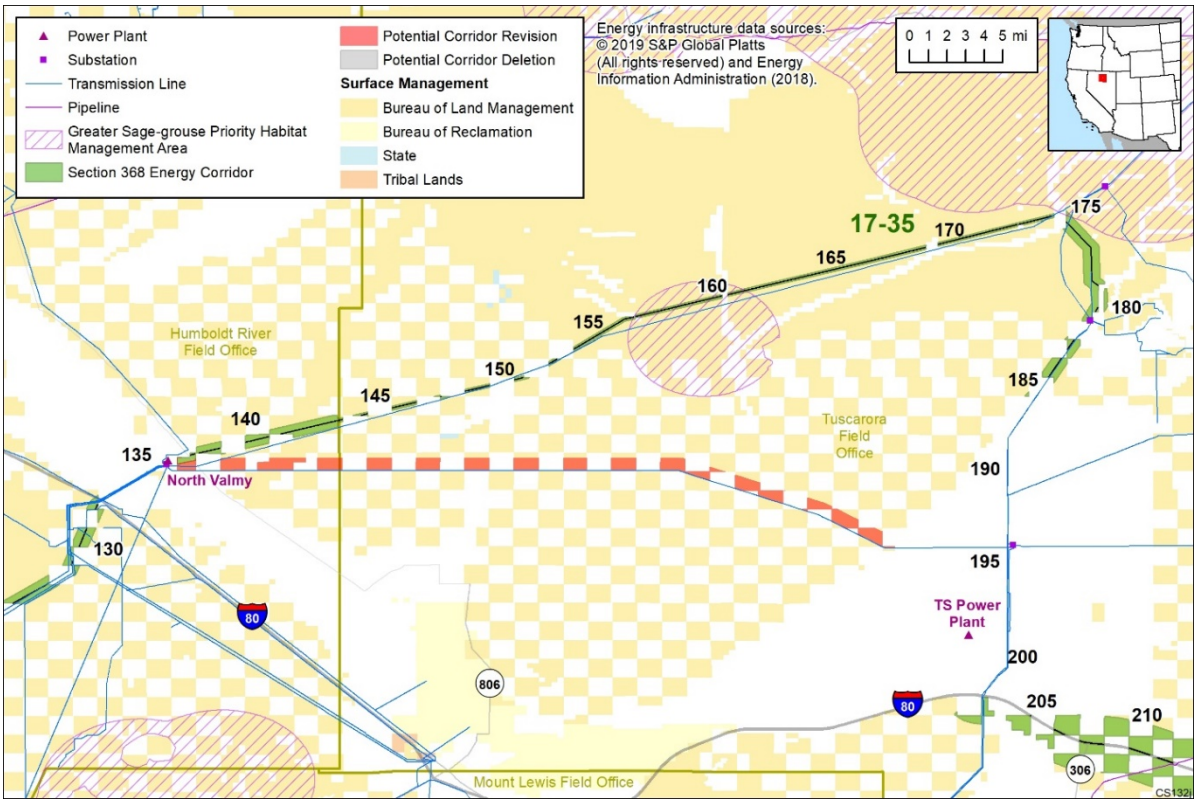

Figure 3.5-18c. Potential Revision to Corridor 17-35

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Chapter 3, Section 3.4. For Corridor 17-35, specific issues that would be addressed through potential IOP revisions or additions include:

- The California NHT and the Four Trails Feasibility Study Trail intersect the corridor. Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.
- MTR-VR, IR, and Slow-speed Route intersect the corridor. Adherence to the 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.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 17-35 which is available on the West-wide Energy Corridor Information Center project website at http://www.corridoreis.anl.gov.

Corridor 18-23 Yerington to Ridgecrest Corridor

Agency Jurisdictions

Bureau of Land Management
Bishop Field Office
Ridgecrest Field Office
Sierra Front Field Office
Stillwater Field Office

Forest Service
Humboldt-Toiyabe National Forest
Inyo National Forest

California Counties

Inyo County
Mono County

Nevada Counties

Lyon County
Mineral County

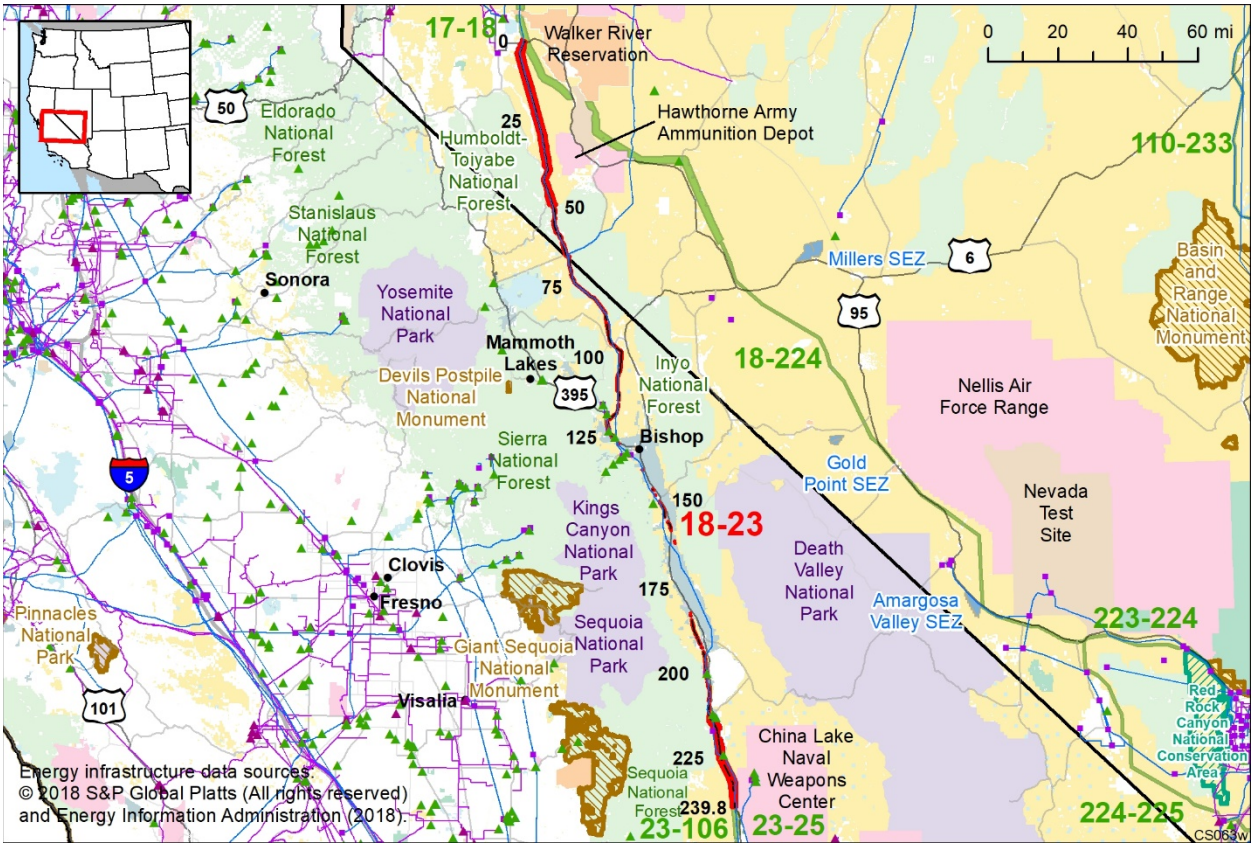

Figure 3.5-19a. Corridor 18-23 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Bishop RMP (1993)
CA Desert Conservation Plan (1999), as modified by the Northern & Eastern Mojave RMP (2002), and the DRECP (2016).
Carson City Field Office Consolidated RMP (2001).

Inyo National Forest LMP (1988)
Toiyabe National Forest LMP (1986)
NVCA GRSG ARMPA (2019)
ROD and LUPA for the NVCA GRSG Bi-State DPS in the Carson City District and Tonopah Field Office (2016)

Corridor width: 1,320 ft in Bishop Field Office (except variable widths from MP 110 to MP 116) and Inyo Field Office; 10,560 ft in Ridgecrest, Sierra, and Stillwater Field Offices; and variable widths in Humboldt-Toiyabe National Forest.

Designated use: multi-modal for electric transmission and pipelines.

Potential Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment to better follow existing infrastructure and allow maximum future build-out capacity (see Chapter 3, Section 3.2).

  Shift the corridor where it deviates from the existing infrastructure to follow the 1,000-kV DC line (MP 86 to MP 216).

  From MP 110 to MP 116, consider widening the corridor to 1,320 ft.

- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy and technical standards for improved management (see Chapter 3, Section 3.3).

- From MP 38 to MP 212, limit future development to within existing ROW footprint.

The corridor is located in an area of high biological, recreational, visual and cultural value. The corridor crosses habitat for the Bi-state population of GRSG and the corridor in narrowed in places to avoid WSAs on either side of the corridor. Stakeholders suggested deleting the corridor or provided suggestions for potential revisions. However, most of the corridor follows an existing 1,000-kV DC transmission line that serves as a crucial north-south energy transmission pathway, bringing hydropower from Oregon into areas of high demand in Los Angeles, California. The potential corridor revision would re-align the corridor along the DC transmission line where it deviates from the existing line in order to preserve the energy pathway and to minimize impacts by collocating corridors with existing infrastructure. The potential revision along the DC transmission line would also avoid the Alabama Hills NSA which was designated in the John D. Dingell, Jr. Conservation, Management, and Recreation Act (March 12, 2019) (Figure 3.5-19f, g). Restricting development to the existing ROW footprint in an environmentally sensitive area would limit future impacts while maintaining corridor utility. Widening the corridor between MP 110 and MP 116 may be necessary to meet reliability standards should the 115-kV transmission line be upgraded into a 230-kV in the future. A 230-kV transmission line could increase the capacity and provide maximum flexibility for renewable energy transmission. For the orderly administration of public lands, the corridor should be placed centered on the DC transmission line even where it overlaps GIS polygons for a WSA. The review recognizes congressional designation of the WSAs, but also a potentially contiguous pathway for future upgraded energy transmission. If the WSA were to be designated as a Wilderness Area, it would best be designated with the boundaries that facilitate these energy transmission and surface transportation needs.

In addition to the revisions identified above, the following concerns were identified during the stakeholder workshops and should be considered during any land use planning revisions that would affect the corridor:

- Bi-state population of GRSG (MP 33 to MP 103). The best (but fragmented) habitat near Bodie Hills/Mono Lake is located very near the corridor. Other concerns related to GRSG include:

  lek locations

  impact of height of transmission lines on perching by GRSG predators (need BMPs for height, anti-perching)

  potentially restrict development to underground only

  limited private property in Mono County; if the GRSG is listed as an ESA species, future development on private land in the county would be even more limited

  Additional lines would harm GRSG population

  State of Nevada will require mitigation for bi-state population

- Concerns about wildlife (Bighorn Sheep).
- Concerns about lands with wilderness characteristics.
- Cultural resources/petroglyphs and tribal concerns.
- Concerns about proximity to Alabama Hills NSA-recreation and visual impacts.
- Concern about proximity to roadless areas.
- The east side of Owens Lake contains tortoise and Mohave ground squirrel habitat.
- Consider corridor location in relation to renewable energy low conflict zones.
- Consider other existing infrastructure in the area for energy corridors.
- Renewable energy in Nevada is critical to serve California demand, but there is no good transmission connection between north of Las Vegas to California.
- There are existing substations in the Bishop area – need to get transmission to and from Bishop.
- Economic impacts need to be considered.

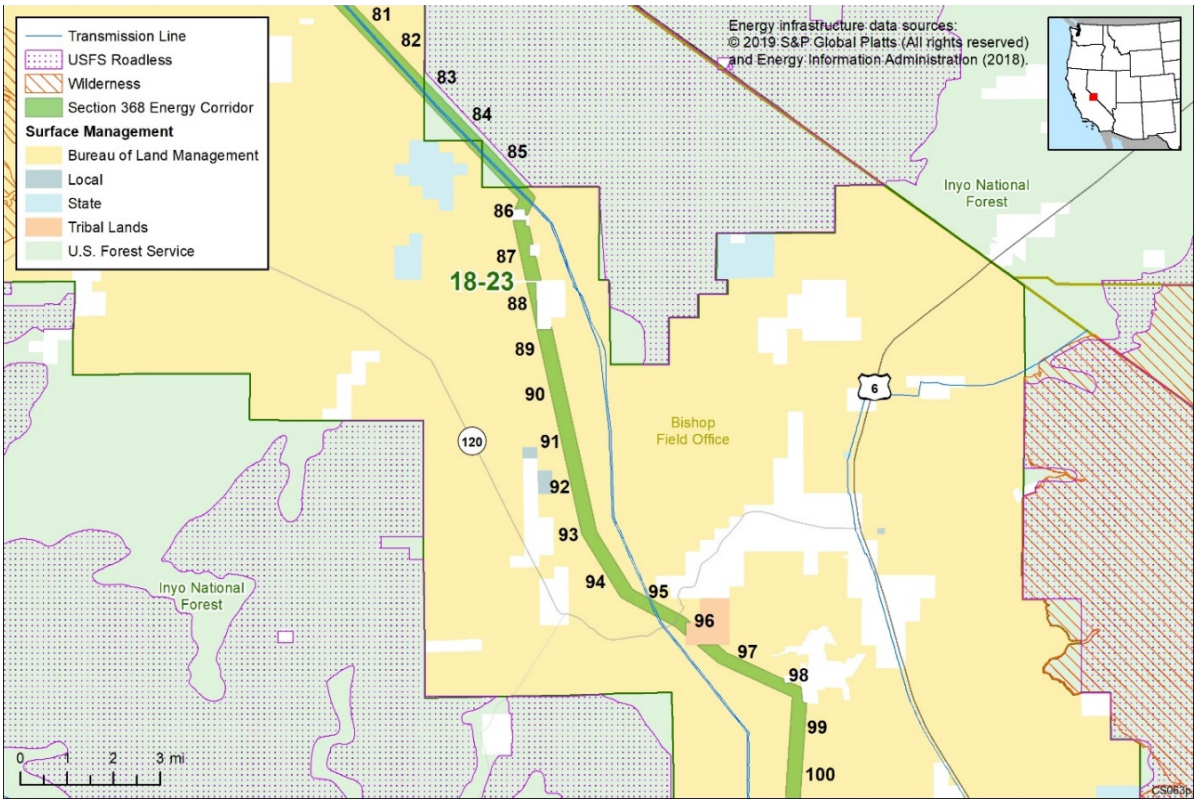

Figure 3.5-19b. Corridor 18-23 (MP 86 to MP 100), as designated

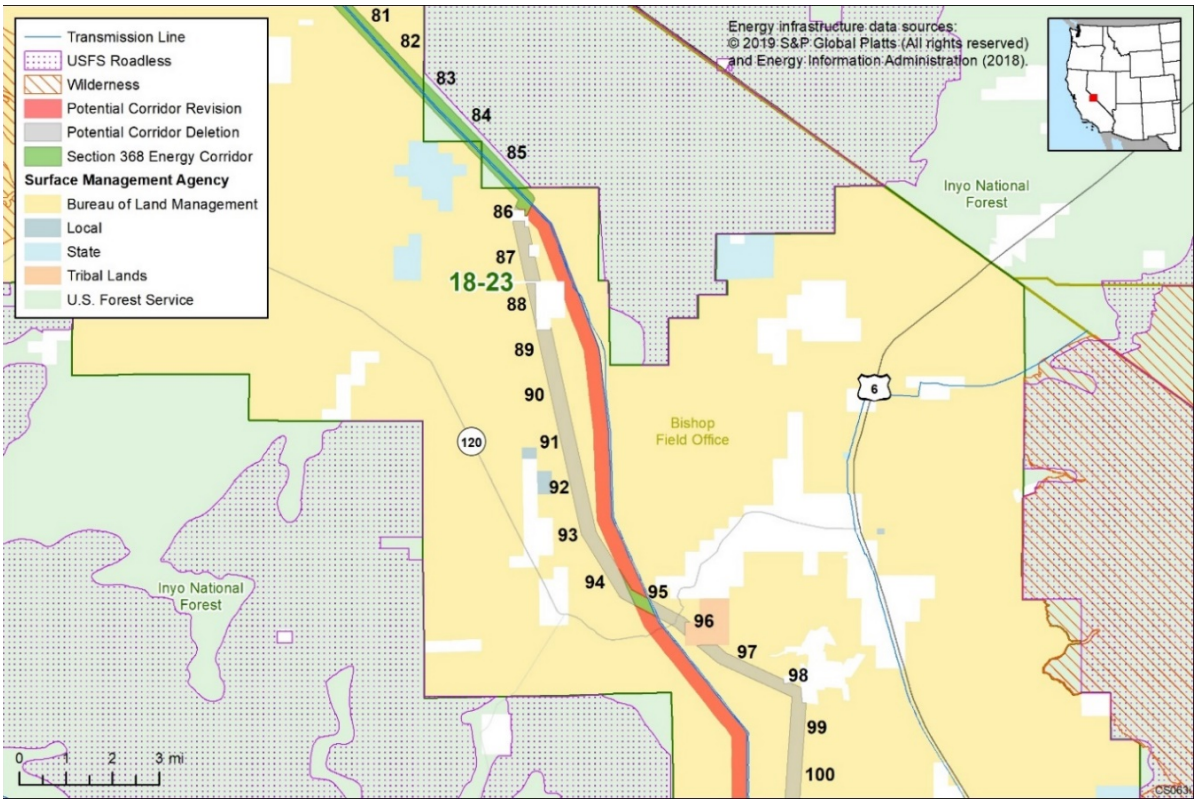

Figure 3.5-19c. Potential Revision to Corridor 18-23 (MP 86 to MP 100)

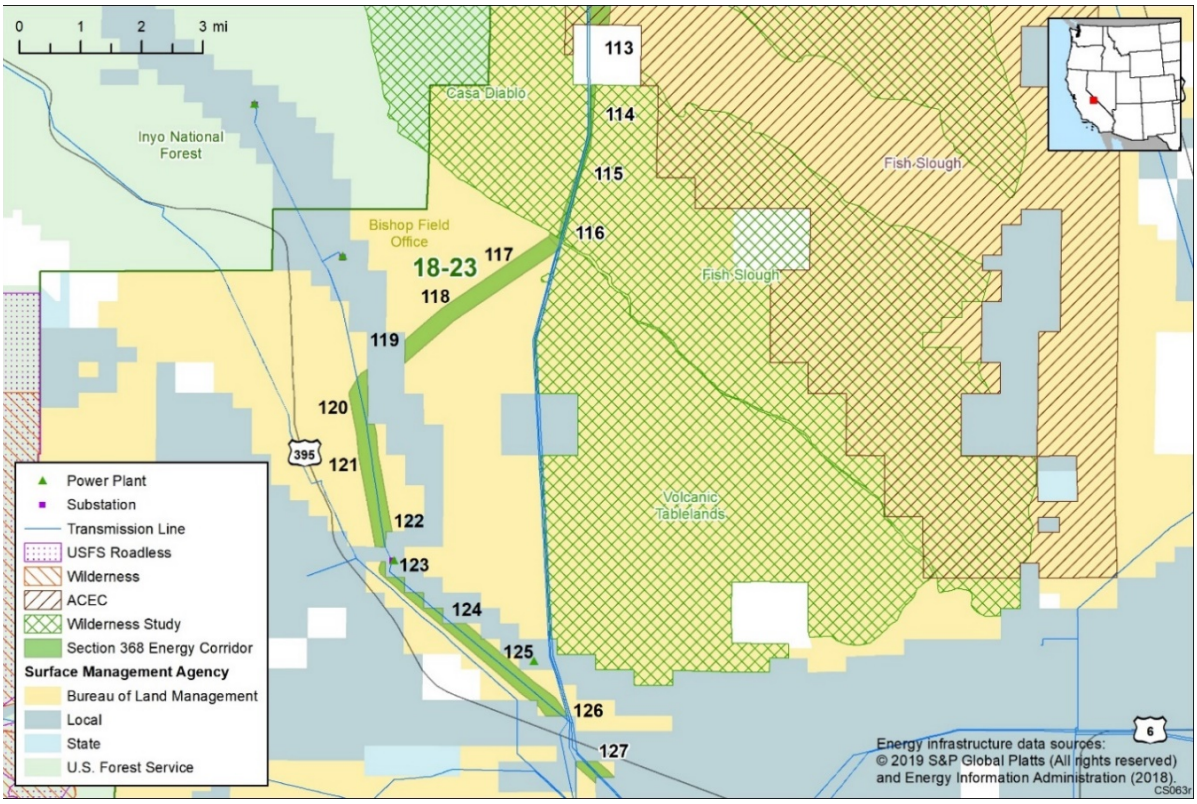

Figure 3.5-19d. Corridor 18-23 (MP 113 to MP 127), as designated

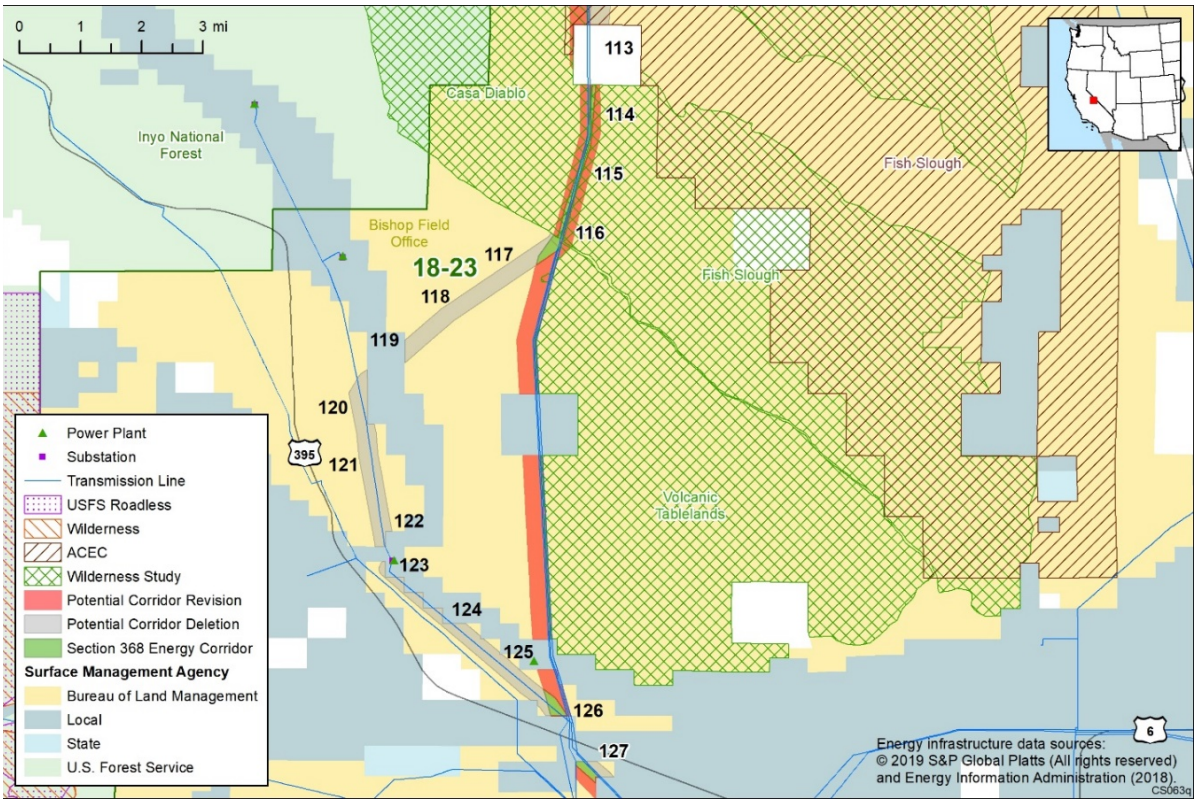

Figure 3.5-19e. Potential Revision to Corridor 18-23 (MP 113 to MP 127)

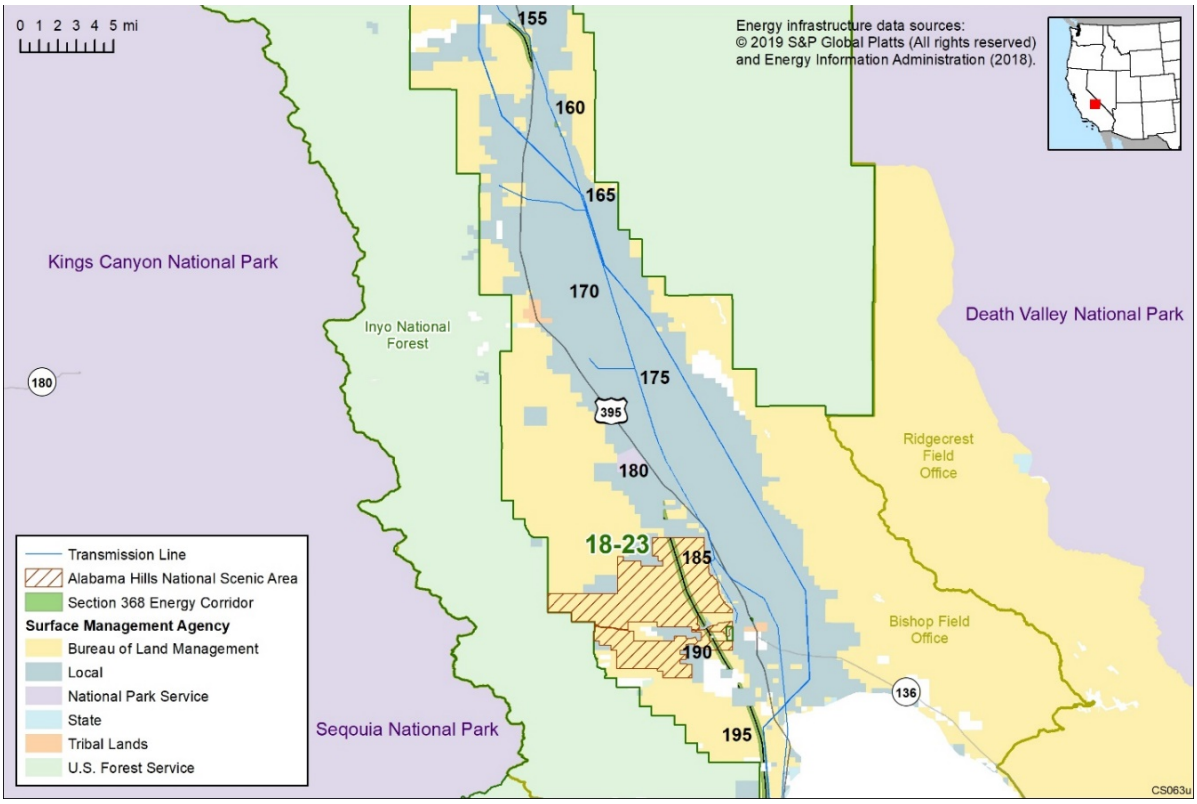

Figure 3.5-19f. Corridor 18-23 (MP 155 to MP 195), as designated

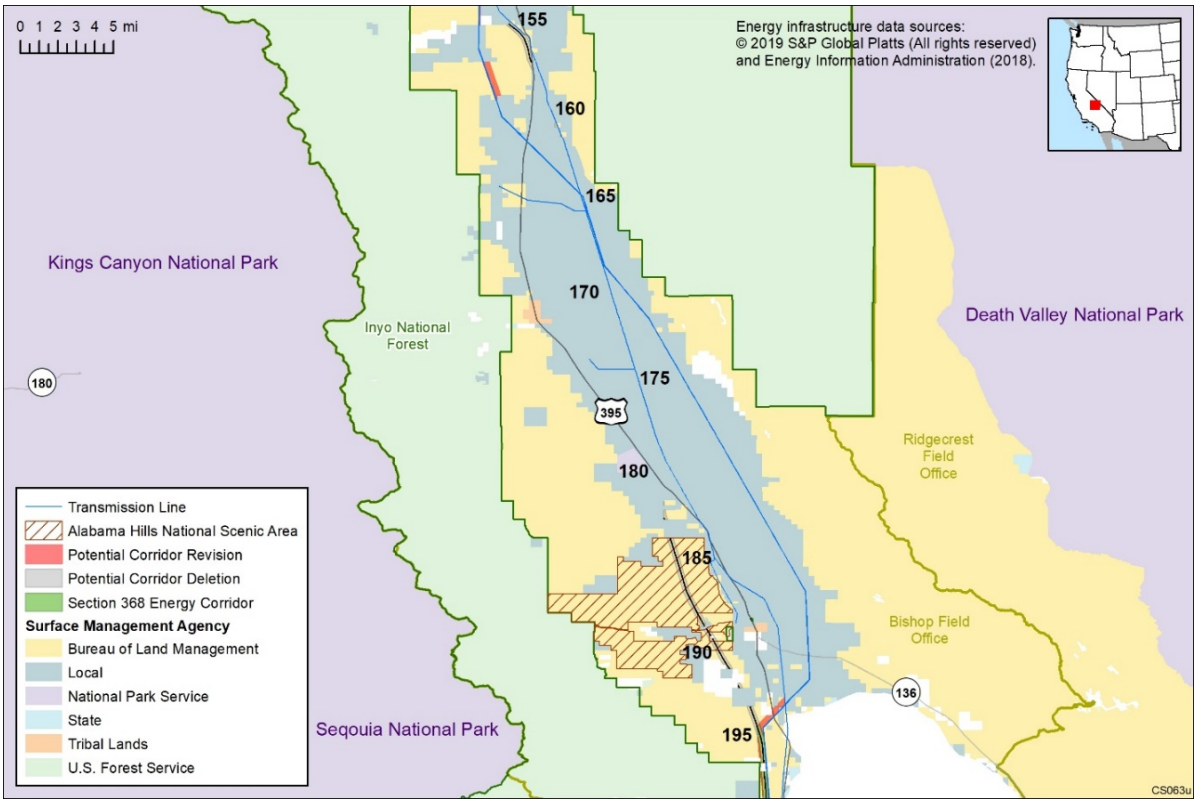

Figure 3.5-19g. Potential Revision to Corridor 18-23 (MP 155 to MP 195)

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Chapter 3, Section 3.4. For Corridor 18-23, specific issues that would be addressed through potential IOP revisions or additions include:

- The Four Trails Feasibility Study Trail and the corridor intersect. Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.
- The corridor is adjacent to the Mt. Hicks, Larking Lake, Long Valley, Excelsior, Deep Wells, and South Sierra Roadless Areas. Agencies could consider a coordination IOP related to Roadless Areas to help minimize conflicts with the Roadless Rule.
- Desert Tortoise and other wildlife species connectivity areas and habitat have been identified within the corridor. Agencies could consider an IOP that minimizes impacts on habitat connectivity.
- Agencies could consider an IOP to provide guidance on the review process for applications within corridors with incomplete inventories. The potential IOP would assist with avoiding, minimizing, and/or mitigating impacts on lands with wilderness characteristics.
- MTR-IR and Slow-speed Route intersect the corridor. Adherence to the 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.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 18-23 which is available on the West-wide Energy Corridor Information Center project website at http://www.corridoreis.anl.gov.

Corridor 18-224 Carson City to Las Vegas Corridor

Agency Jurisdictions

Bureau of Land Management
Pahrump Field Office
Sierra Front Field Office
Stillwater Field Office
Tonopah Field Office

Nevada Counties

Esmeralda County
Lyon County
Mineral County
Nye County

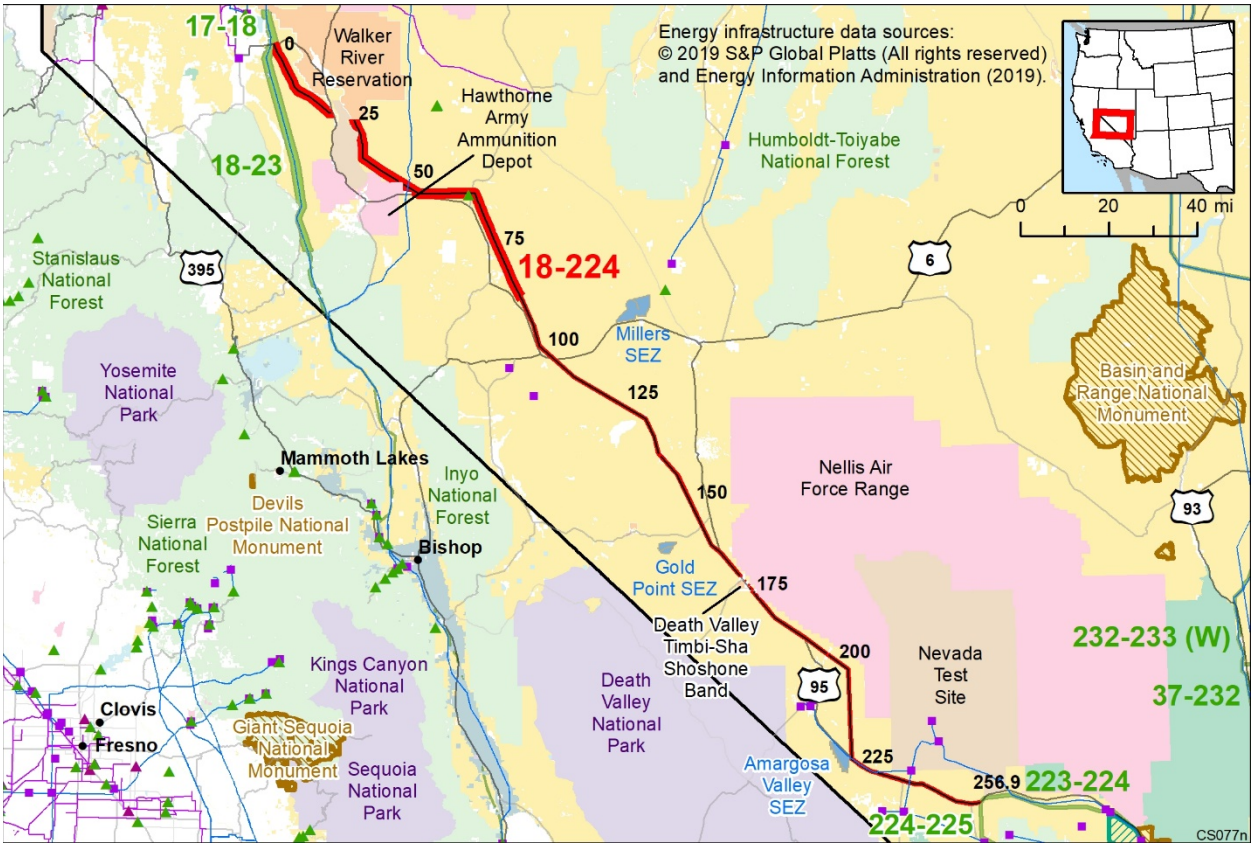

Figure 3.5-20a. Corridor 18-224 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Carson City Field Office Consolidated RMP (2001)
Las Vegas RMP (1998)
Tonopah RMP (1997)
NVCA GRSG ARMPA (BLM 2019)

Corridor width: 3,500 ft in Tonopah and Pahrump Field Offices, remainder 10,560 ft.
Designated use: multi-modal for electric transmission and pipelines.

Potential Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment to better follow existing infrastructure and allow maximum future build-out capacity (see Chapter 3, Section 3.2).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy and technical standards for improved management (see Chapter 3, Section 3.3).
- Implement minor adjustments to avoid environmentally sensitive areas and jurisdictional concerns.

  Consider shifts in the corridor or a change in the VRM class where it crosses VRM Class II areas.

  From MP 46 to MP 48, shift the corridor northeast so that existing infrastructure would be the southern boundary instead of the centerline to eliminate a pinch point along the Hawthorne Army Ammunition Depot.

  During land use planning, the Agencies should engage with local government to determine if corridor should be shifted to avoid Amargosa Valley, Nevada (MP 237 to MP 239).

  Consider potential adjustments to the corridor to avoid terrain and soil concerns.
- From MP 163 to MP 225, shift the corridor about 1 to 5 mi west and join the existing transmission line south of Beatty into Region 1 to avoid Nevada Test and Training Range expansion.

At the time of the review, the existing corridor location with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a link to other Section 368 energy corridors (Corridor 17-28 to the north and Corridors 223-224 and 224-225 to the south), creating an interstate pathway for electrical and pipeline transmission from Carson City to the Nevada Test and Training Range as well as to Las Vegas, Nevada. The potential revisions would avoid a pinch point along the Hawthorne Army Ammunition Depot, the Nevada Test and Training Range expansion, tribal lands, and the town of Beatty. The revision would also avoid Desert Tortoise connectivity habitat if carefully sited. The potential revision should maintain adequate distance from Death Valley National Park and follow a route that minimizes terrain issues.

In addition to the revisions identified above, the following concerns were identified during the stakeholder workshops and should be considered during any land use planning revisions that would affect the corridor:

- The Agencies should engage with tribes to address the corridor gap across tribal lands (Walker River Reservation and Timbi-Sha Shoshone Reservation).
- Highway 11 and the potential for collocation with utilities and highways.
- Potential encroachment issues where the Nevada Test and Training Range is expanding to the highway.
- There are two SEZs in the area (Millers SEZ is about 19 miles east of MP 95 and Gold Point SEZ is about 7 miles west of MP 162), as well as geothermal energy potential, but there is a lack of transmission to get renewable energy to load centers.
- Environmental concerns include potential impacts on GRSG, Desert Tortoise, Amargosa Toad, and Oasis Valley Speckled Dace.

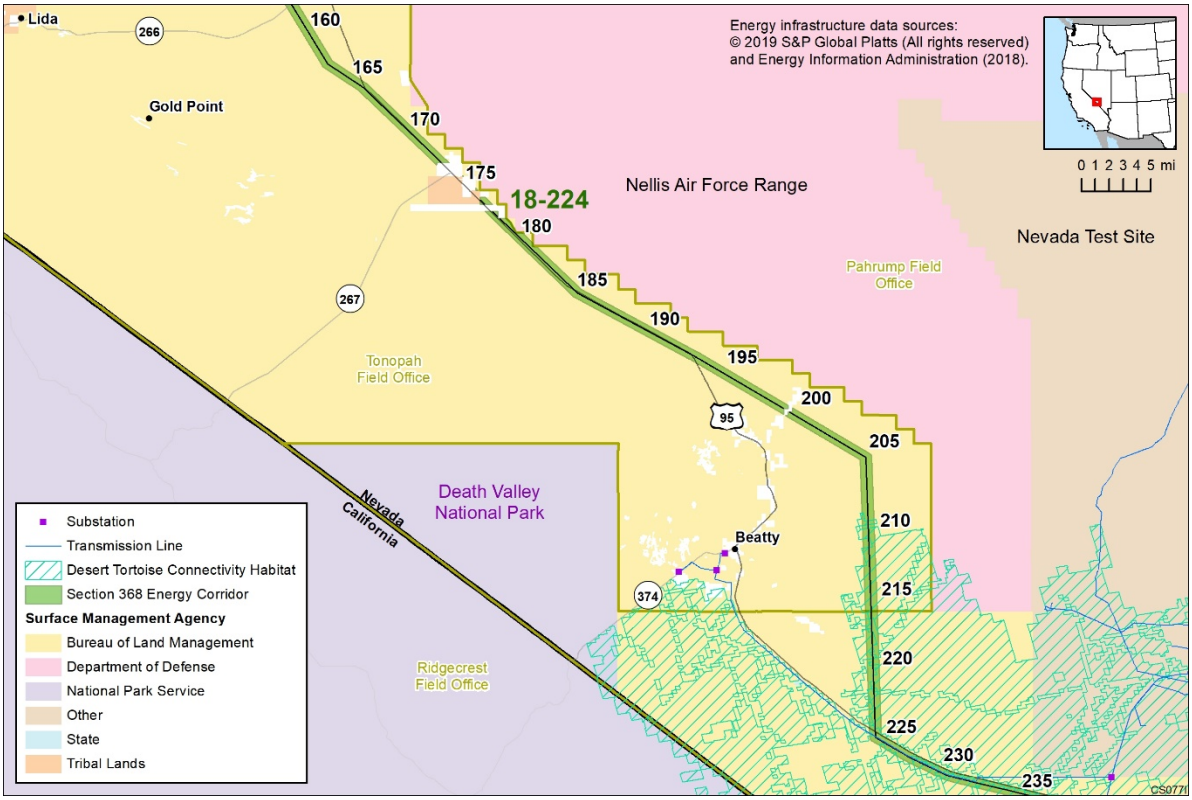

Figure 3.5-20b. Corridor 18-224, as designated

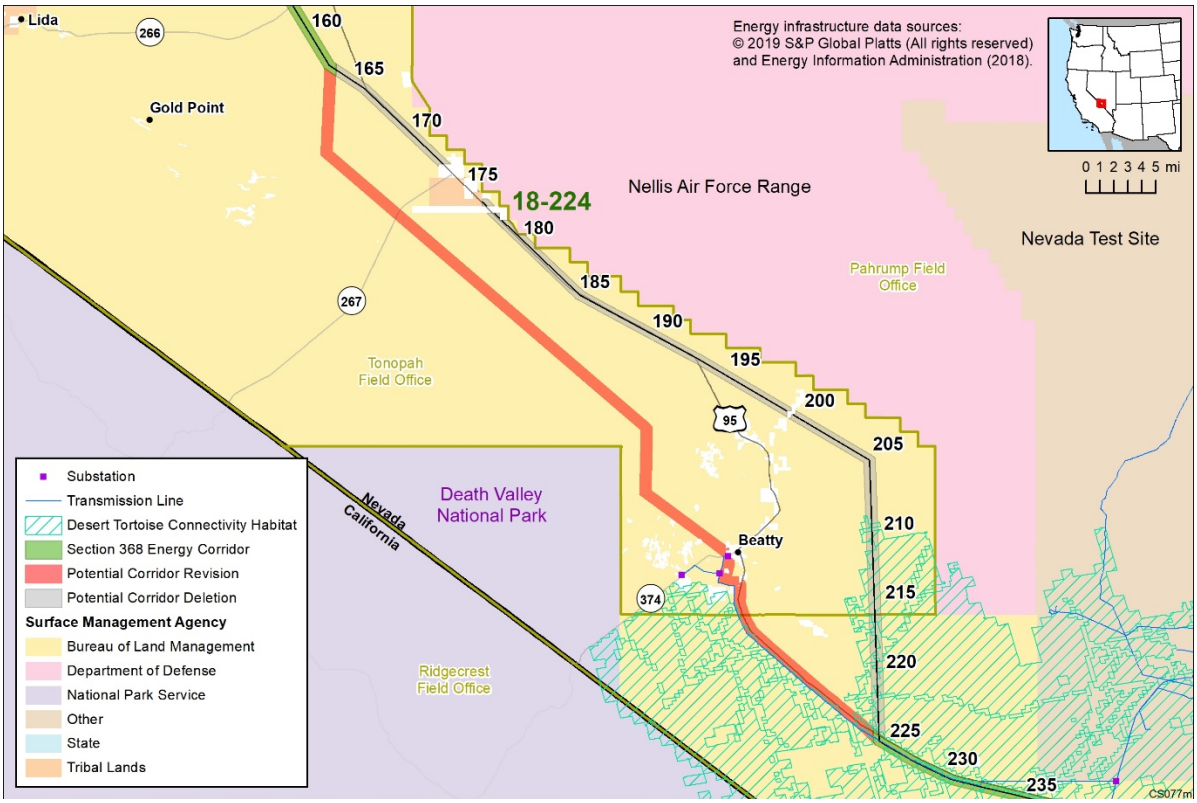

Figure 3.5-20c. Potential Revision to Corridor 18-224

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Chapter 3, Section 3.4. For Corridor 18-224, specific issues that would be addressed through potential IOP revisions or additions include:

- Agencies could consider an IOP to provide guidance on the review process for applications within corridors with incomplete inventories such as lands with wilderness characteristics. The potential IOP would assist with avoiding, minimizing, and/or mitigating impacts on lands with wilderness characteristics.
- Desert Tortoise connectivity areas and habitat have been identified near the corridor. Agencies could consider an IOP that minimizes impacts on habitat connectivity.
- MTR-IR, VR, and Slow-speed Route and SUA intersect the corridor. Adherence to the 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.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 18-224 which is available on the West-wide Energy Corridor Information Center project website at http://www.corridoreis.anl.gov.

Corridor 24-228 Ion Highway to Boise Corridor

Agency Jurisdictions

Bureau of Land Management
Jordan Field Office
Malheur Field Office
Owyhee Field Office

Idaho County

Owyhee County

Oregon County

Malheur County

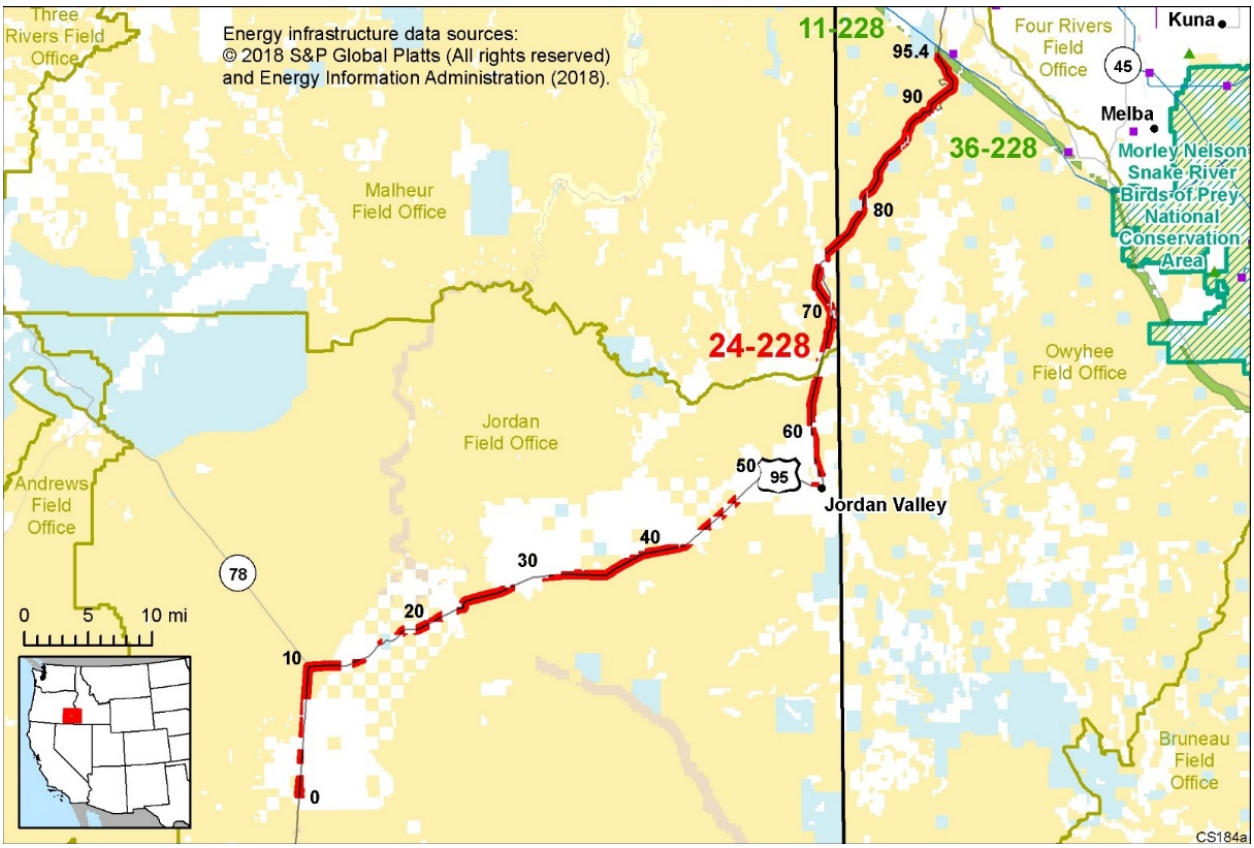

Figure 3.5-21. Corridor 24-228 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Owyhee RMP (1999)
Southeastern Oregon RMP (2002)
IDMT GRSG RMPA (2019)

Corridor width: 3,500 ft.
Designated use: multi-modal for electric transmission and pipelines.

Potential Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment to better follow existing infrastructure and allow maximum future build-out capacity (see Chapter 3, Section 3.2).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy and technical standards for improved management (see Chapter 3, Section 3.3).
- Implement minor adjustments to avoid environmentally sensitive areas.

  From MP 7 to MP 76, small shifts could be made to avoid lands with wilderness characteristics while maintaining route along Highway 95.

  From MP 82 to MP 85, shift the corridor to the edge of the highway or the transmission line to avoid the Blackstock SRMA while maintaining the corridor width on federal lands.

  From MP 90 to MP 95, shift the corridor west of the Squaw Creek RNA ACEC to avoid both the ACEC and the Squaw Creek Addition SRMA and the Owyhee Front SRMA while maintaining the corridor width on federal lands.
- Extend Corridor 16-24 from its northern end (MP 195) to connect with Corridor 24-228. This potential corridor extension would overlap the Boden Hills WSA and the Alvord Desert WSA; however, this pathway is along a major shipping route on Highway 95 and an airport runway is located adjacent to the WSA as well.

At the time of the review, the existing corridor location with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a pathway for energy transport from Oregon to Boise, Idaho, following Highway 95. The corridor crosses GHMA and PHMA, ROW avoidance areas that may not be compatible with the corridor's purpose as a preferred location for infrastructure. However, the corridor is collocated with I-95. The potential minor revisions would minimize impacts on SRMAs and the Squaw Creek RNA ACEC to the greatest extent possible while reducing overlap with specially designated areas. Although the potential corridor extension is a potential revision for Corridor 16-24, it is discussed here since it connects to Corridor 24-228 and would facilitate necessary connectivity parallel to the north-south highway for future energy infrastructure. For the orderly administration of public lands, the corridor should be placed parallel to the highway even though it overlaps GIS polygons for two WSAs. The review recognizes congressional designation of the WSAs, but also a contiguous pathway for the existing highway transportation and potentially for energy transmission. If the WSAs were to be designated as Wilderness Areas, they would best be designated with boundaries that facilitate these energy and transportation needs.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Chapter 3, Section 3.4. For Corridor 24-228, specific issues that would be addressed through potential IOP revisions or additions include:

- Lands with undetermined status for wilderness characteristics intersect and are adjacent to the corridor. Agencies could consider an IOP to provide guidance on the review process for applications within corridors with incomplete inventories. The potential IOP would assist with avoiding, minimizing, and/or mitigating impacts on lands with wilderness characteristics.
- Wildlife species connectivity and habitat have been identified within the corridor. The Agencies could consider an IOP that minimizes impacts on habitat connectivity.
- MTR-IR, VR, and SUA intersect the corridor. Adherence to the 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.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 24-228 which is available on the West-wide Energy Corridor Information Center project website at http://www.corridoreis.anl.gov.

Corridor 29-36 Mountain Home Corridor

Agency Jurisdictions

Bureau of Land Management
Four Rivers Field Office
Jarbidge Field Office

Idaho Counties

Ada County
Elmore County

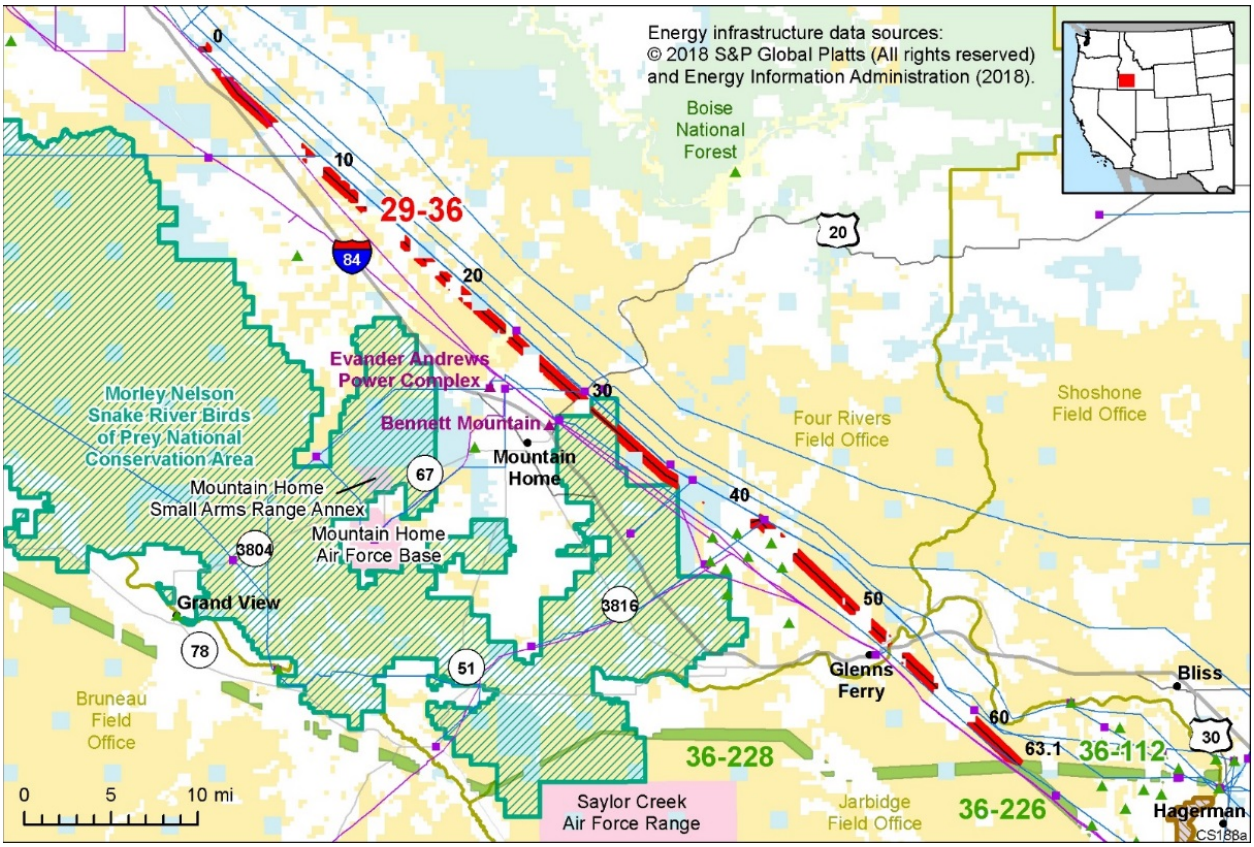

Figure 3.5-22. Corridor 29-36 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Jarbidge RMP (2015)
Kuna MFP (1983)
Snake River Birds of Prey NCA RMP and ROD (2008)
IDMT GRSG ARMPA (2019)

Corridor width: 1,000 ft from MP 31 to MP 33, remainder 3,500 ft.
Designated use: multi-modal for electric transmission and pipelines.

Potential Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment to better follow existing infrastructure and allow maximum future build-out capacity (see Chapter 3, Section 3.2).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy and technical standards for improved management (see Chapter 3, Section 3.3).
- Implement minor adjustments to avoid environmentally sensitive areas.

  From MP 10 to MP 12, shift the corridor northeast to better align with existing infrastructure and avoid the Slickspot Peppergrass critical habitat.

  From MP 46 to MP 50, shift the corridor to the northeast to better align with existing infrastructure and avoid a portion of the Four Trails Feasibility Study Trail and VRM Class I area.

At the time of the review, the existing corridor location with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a link to other Section 368 energy corridors (Corridor 36-112 to the east and Corridor 36-226 to the south) and creating an interstate pathway for electrical and pipeline transmission between Nevada and Idaho. The potential minor revisions would minimize impacts on special status species, the Four Trails Feasibility Study Trail, and visual resources while maintaining a preferred route for potential future energy development collocated with existing infrastructure (i.e., 500-kV transmission line). The potential for additional projects may be limited because of the density of existing and planned infrastructure within and adjacent to the corridor, however, the potential corridor revision for Corridor 36-112 along the recently authorized Gateway West route would connect to Corridor 29-36 at MP 45 and could provide an alternate southwest route for future energy infrastructure.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Chapter 3, Section 3.4. For Corridor 29-36, specific issues that would be addressed through potential IOP revisions or additions include:

- Oregon NHT and the Four Trails Feasibility Study Trail intersect the corridor. Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 29-36 which is available on the West-wide Energy Corridor Information Center project website at http://www.corridoreis.anl.gov.

Corridor 36-112 West Twin Falls Corridor

Agency Jurisdictions

Bureau of Land Management
Jarbidge Field Office
Shoshone Field Office

Idaho Counties

Elmore County
Gooding County
Jerome County
Twin Falls County

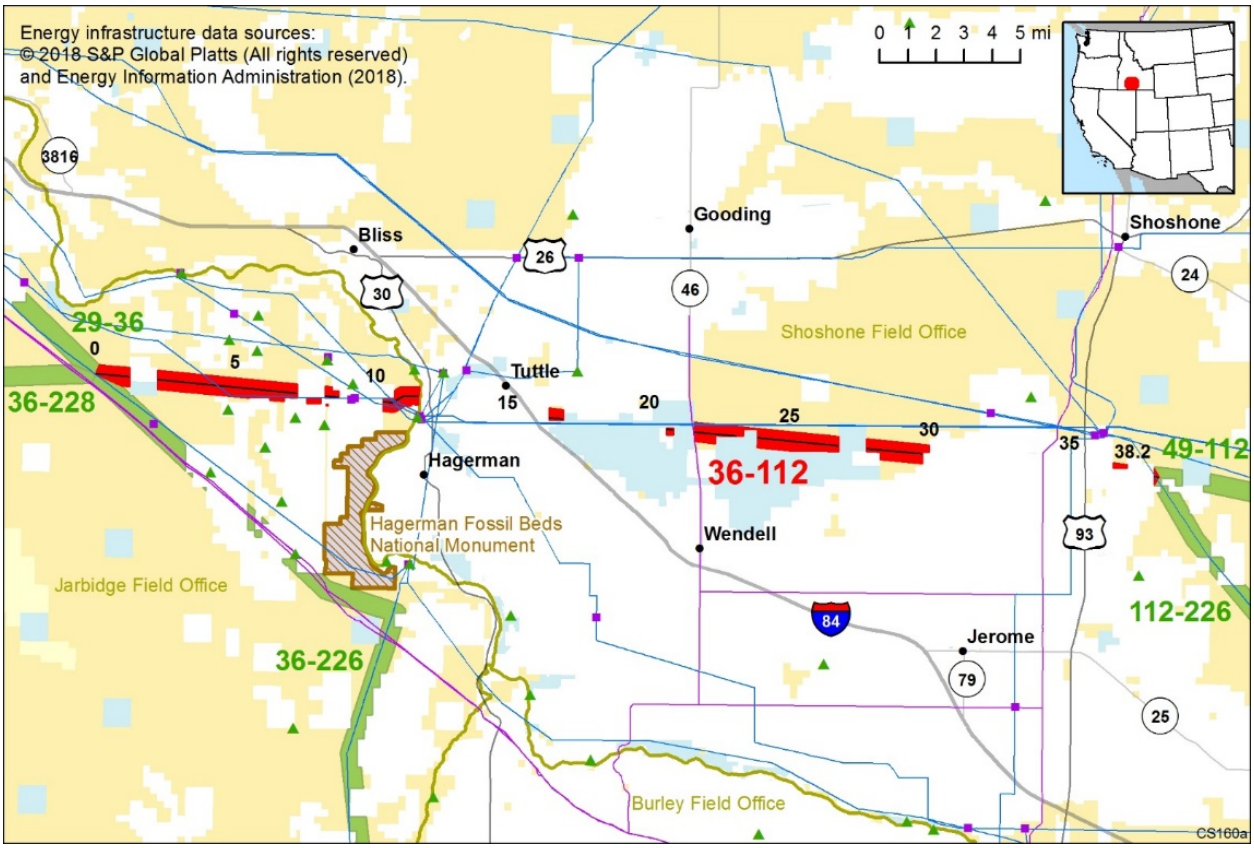

Figure 3.5-23a. Corridor 36-112 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Jarbidge RMP (2015)
Monument RMP (1986)
IDMT GRSG ARMPA (2019)

Corridor width: 3,500 ft.
Designated use: multi-modal for electric transmission and pipelines.

Potential Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment to better follow existing infrastructure and allow maximum future build-out capacity (see Chapter 3, Section 3.2).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy and technical standards for improved management (see Chapter 3, Section 3.3).
- Re-route the corridor along the Gateway West approved route (and existing infrastructure) beginning at MP 46 of Corridor 29-36 connecting to Corridor 36-112 at the end of the corridor (MP 38) (Figure 35-23c). Routing the corridor along Gateway West would avoid the Oregon NHT, Snake River WSR, and non-federal lands (including prime farmland) but it would increase the area of intersection with VRM Class II and GRSG GHMA.

At the time of the review, the existing corridor location with the above changes is considered to be the best balance in meeting the siting principles. The potential revision would minimize impacts on the Oregon NHT, Snake River WSR, and non-federal lands to the greatest extent possible while maintaining a preferred route for potential future energy development collocated with the recently authorized Gateway West Transmission Project. The potential revision would promote efficient use of the landscape by providing a link to other Section 368 energy corridors (Corridors 29-36 and 36-228 to the west, Corridor 49-112 to the east, and Corridors 36-226 and 112-226 to the south), creating a pathway for electrical and pipeline transmission in southern Idaho.

In addition to the revisions identified above, the following concerns were identified during the stakeholder workshops and should be considered during any land use planning revisions that would affect the corridor:

- Concern regarding impacts from proliferation of access roads; early planning is needed to avoid spiral networks. The existing IOP regarding access roads could be improved.

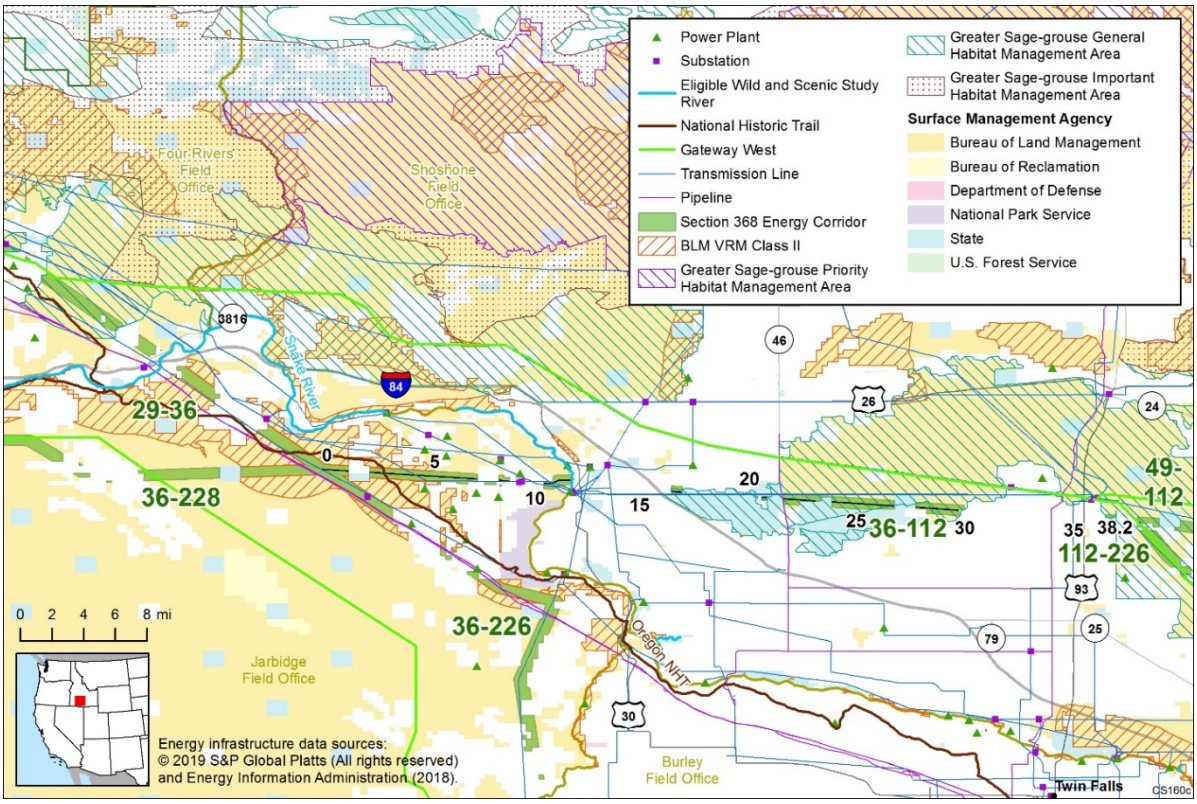

Figure 3.5-23b. Corridor 36-112 as designated

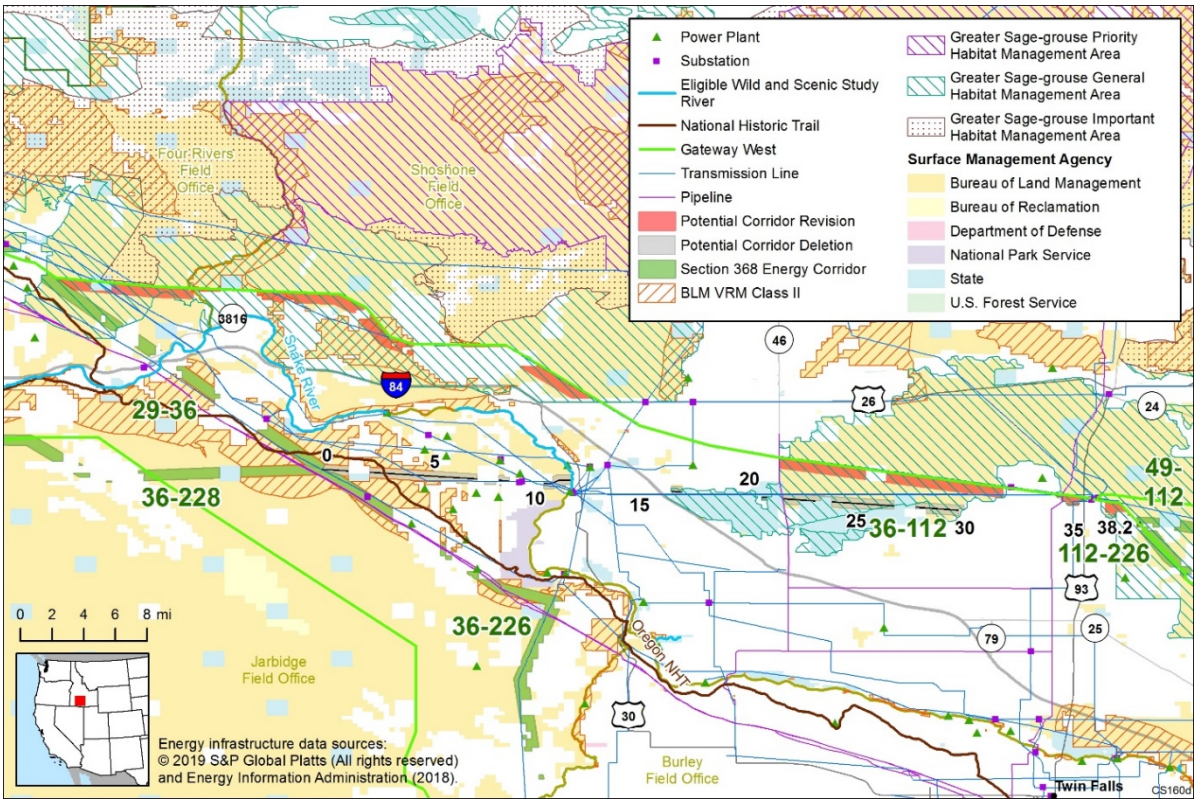

Figure 3.5-23c. Potential Revision to Corridor 36-112

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Chapter 3, Section 3.4. For Corridor 36-112, specific issues that would be addressed through potential IOP revisions or additions include:

- The Oregon NHT and the corridor intersect. Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 36-112 which is available on the West-wide Energy Corridor Information Center project website at http://www.corridoreis.anl.gov.

Corridor 36-226 West Twin Falls Corridor

Agency Jurisdictions

Bureau of Land Management
Burley Field Office
Jarbidge Field Office

Idaho Counties

Elmore County
Twin Falls County

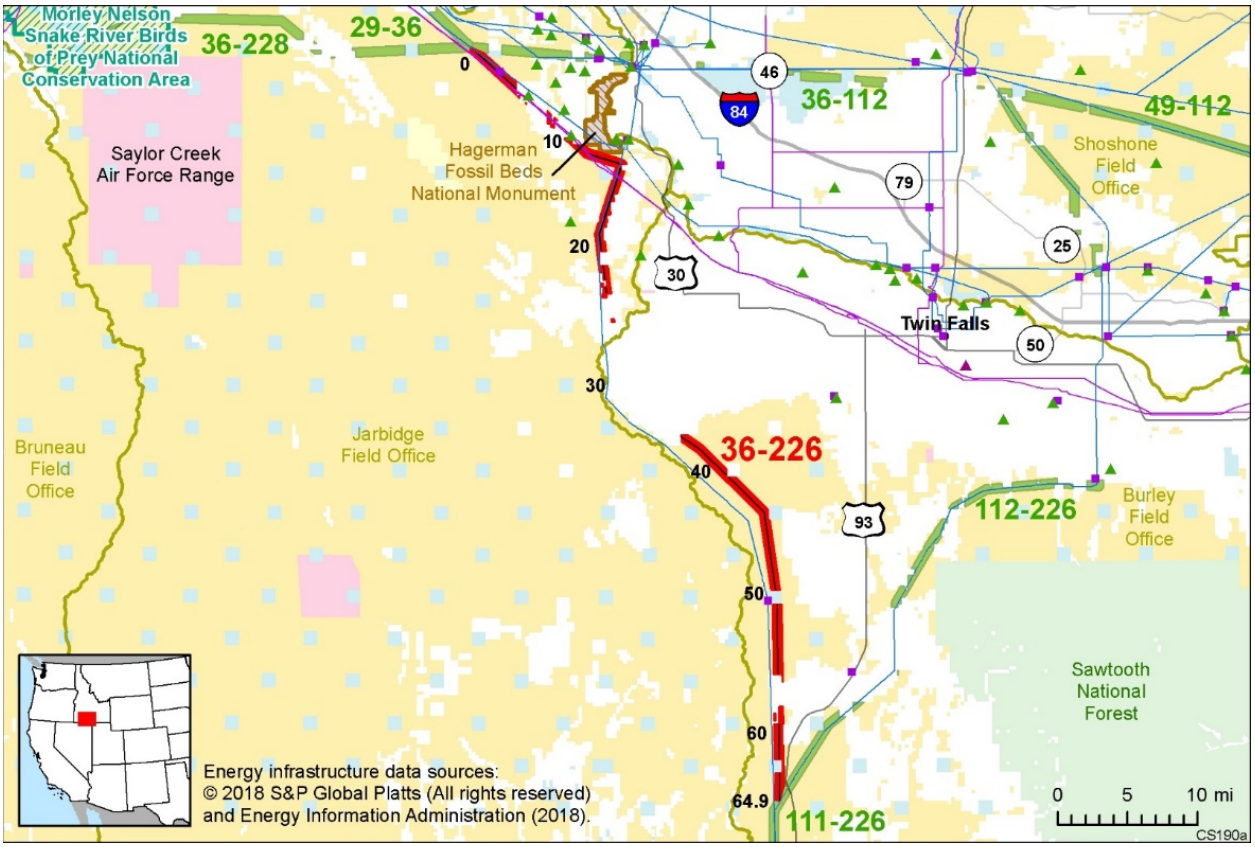

Figure 3.5-24a. Corridor 36-226 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Jarbidge RMP (2015)
Twin Falls MFP (1982)
IDMT GRSG ARMPA (2019).

Corridor width: 3,500 ft.
Designated use: multi-modal for electric transmission and pipelines.

Potential Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment to better follow existing infrastructure and allow maximum future build-out capacity (see Chapter 3, Section 3.2).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy and technical standards for improved management (see Chapter 3, Section 3.3).
- Shift the corridor along the recently authorized Gateway West route (beginning at MP 8 of Corridor 36-228 and connecting to Corridor 36-226 at MP 42) (Figure 3.5-24c). Between MP 40 and MP 64.9, shift corridor slightly to the west to have the existing 116-kV transmission line as its western boundary (Figure 3.5-24c).
- Add a secondary route or corridor braid along Gateway West connecting Corridor 36-226 (MP 42) to Corridor 112-226 (MP 38) (Figure 3.5-24c).

At the time of the review, the existing corridor location with the above changes is considered to be the best balance in meeting the siting principles. The recently approved 500-kV Gateway West transmission project is located approximately 7 miles west of, and parallel to, the corridor for most of its length. The potential revision would collocate with the recently authorized Gateway West Transmission Project and avoid sensitive areas, including the Oregon NHT, Fossil Beds National Monument, and non-federal lands (including prime farmland) to the greatest extent possible. The potential revision would also create a preferred route for potential future energy development by connecting multiple Section 368 energy corridors, creating an interstate pathway for electrical and pipeline transmission between Nevada and Idaho. There has been interest in wind energy that could support the corridor.

In addition to the revisions identified above, the following concerns were identified during the stakeholder workshops and should be considered during any land use planning revisions that would affect the corridor:

- Separation requirements for transmission lines could result in larger visual impacts/visual intrusion.
- Non-native vegetation and noxious weeds, noise impacts, habitat destruction and wildlife impacts, cultural concerns, and lands with wilderness characteristics.

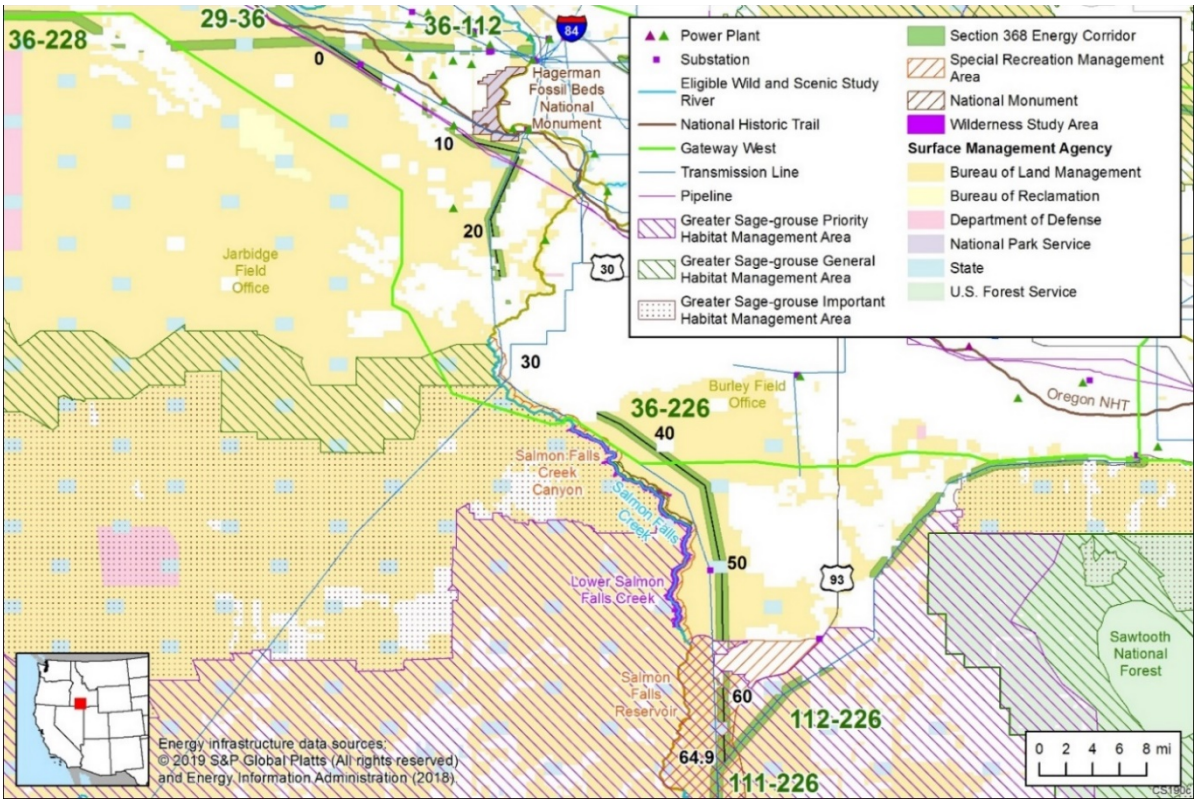

Figure 3.5-24b. Corridor 36-226, as designated

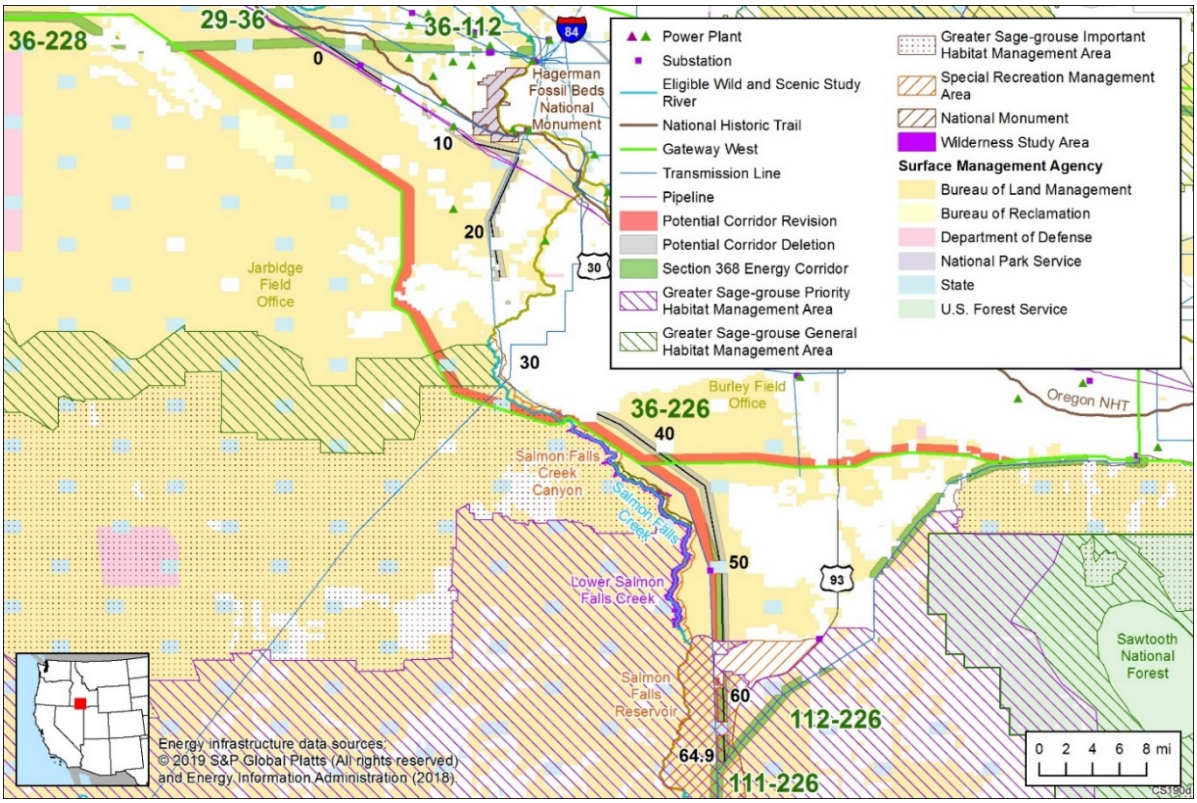

Figure 3.5-24c. Potential Revision to Corridor 36-226

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Chapter 3, Section 3.4. For Corridor 36-226, specific issues that would be addressed through potential IOP revisions or additions include:

- The Oregon NHT is parallel to, but does not intersect, the corridor. Agencies could consider new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 36-226 which is available on the West-wide Energy Corridor Information Center project website at http://www.corridoreis.anl.gov.

Corridor 36-228 Twin Falls to Boise Corridor

Agency Jurisdictions

Bureau of Land Management
Bruneau Field Office
Four Rivers Field Office
Jarbidge Field Office
Owyhee Field Office

Idaho Counties

Elmore County
Owyhee County

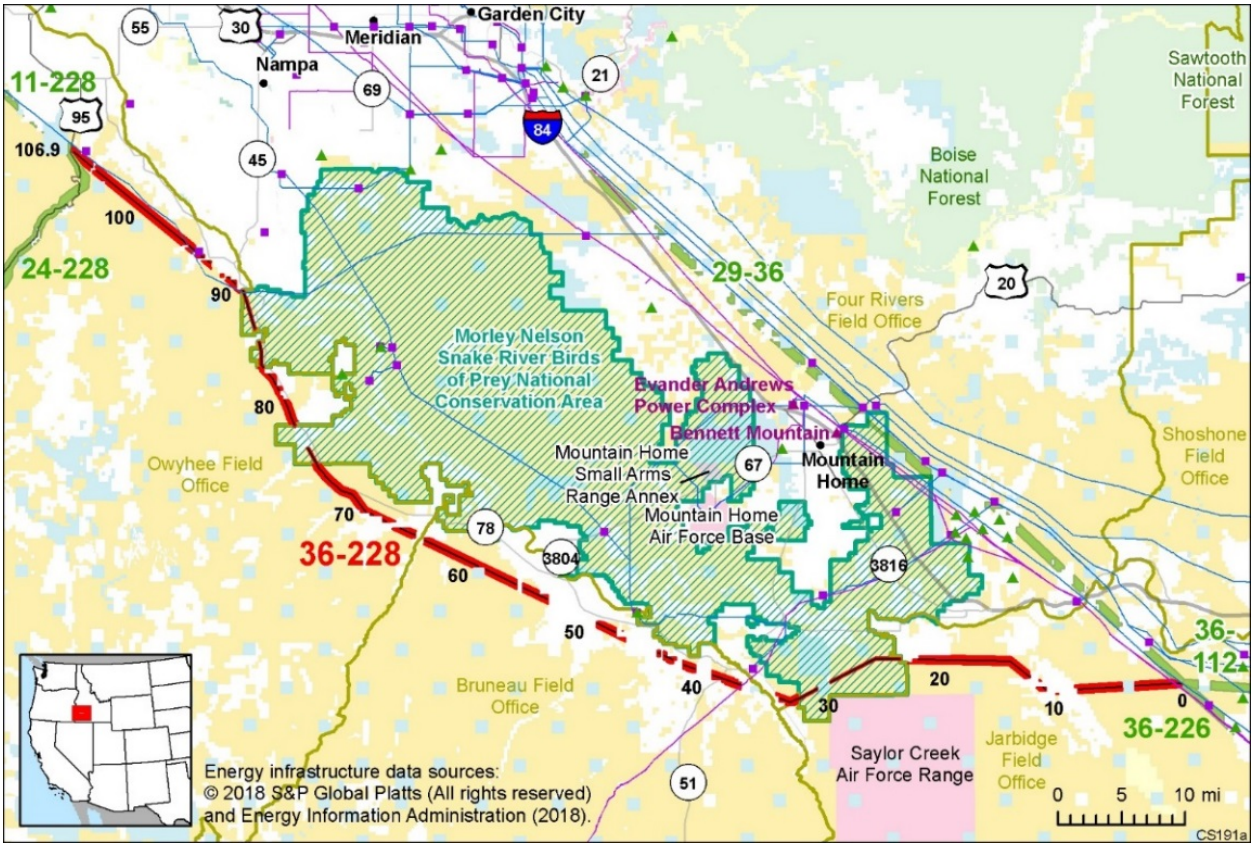

Figure 3.5-25a. Corridor 36-228 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Bruneau MFP (1983)
Jarbidge RMP (2015)
Kuna MFP (1983)
Owyhee RMP (1999)
Snake River Birds of Prey NCA RMP and ROD (2008)
IDMT GRSG ARMPA (2019)

Corridor width: 1,000 ft in Four Rivers Field Office, remainder 3,500 ft.
Designated use: multi-modal for electric transmission and pipelines.

Potential Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment to better follow existing infrastructure and allow maximum future build-out capacity (see Chapter 3, Section 3.2).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy and technical standards for improved management (see Chapter 3, Section 3.3).
- Re-route the corridor to avoid private lands in Owyhee County where there is no existing infrastructure and there is strong local opposition to future development within the corridor (Figure 3.5-25c).

    Re-align the corridor along the recently authorized Gateway West route (beginning at MP 89 connecting to Corridor 29-36 at MP 12) where it crosses the Morley Nelson Snake River Birds of Prey NCA.

    Re-align corridor along BLM land south of current corridor location (possibly along Gateway West alternative 9E) from MP 32 to MP 95.

At the time of the review, the existing corridor location with the above changes is considered to be the best balance in meeting the siting principles. The potential revision through the NCA would be dependent on the whether or not it is compatible with the purposes of the NCA, emphasizing habitat protection with economic development. The NCA Management Plan restricts major utility developments to the two Section 368 energy corridors (Corridors 36-228 and 29-36). Owyhee County opposes the current location of Corridor 36-228 because it crosses private land used for agriculture and grazing where there is currently no infrastructure. Gateway West did not route its transmission line through the corridor because of strong local government opposition and the corridor is unlikely to be developed in the future. The potential revision through the NCA creates a preferred route for potential future energy development by connecting multiple Section 368 energy corridors between energy hubs and collocating with the recently authorized Gateway West Transmission Project, a major energy pathway.

The potential corridor revision along the Gateway West Alternative 9E would avoid private lands in Owyhee County and would avoid crossing the Morley Nelson Snake River Birds of Prey NCA. The potential revision would not follow existing infrastructure (potentially increasing future impacts), but it would create a preferred route for potential future energy development by connecting multiple Section 368 energy corridors.

Either potential corridor revision would promote efficient use of the landscape by providing a link to other Section 368 energy corridors (Corridors 11-228 and 24-228 to the west and Corridors 29-36, 36-226, and 36-112 to the east), creating a continuous east-west interstate corridor network across BLM- and USFS-administered lands from Oregon across Idaho. The potential corridor revisions would avoid private land to the greatest extent possible. There is interest in solar energy development in the area and the corridor could facilitate the transmission of solar energy.

In addition to the revisions identified above, the following concerns were identified during the stakeholder workshops and should be considered during any land use planning revisions that would affect the corridor:

- Developing infrastructure on private land would preclude future use of the land for agriculture and grazing.

- Corridor 29-36 is not redundant with Corridor 36-228. Corridor 29-36 contains a lot of infrastructure; therefore, future capacity might be limited.
- There is interest in solar energy development in the area.
- Consider routing corridor straight west from alternate southern route to connect to Corridor 24-228. This would eliminate some additional crossing of the NCA (MP 75 to 77; MP 83 to 84), but would cross more private land, and undisturbed area (roads, etc.)

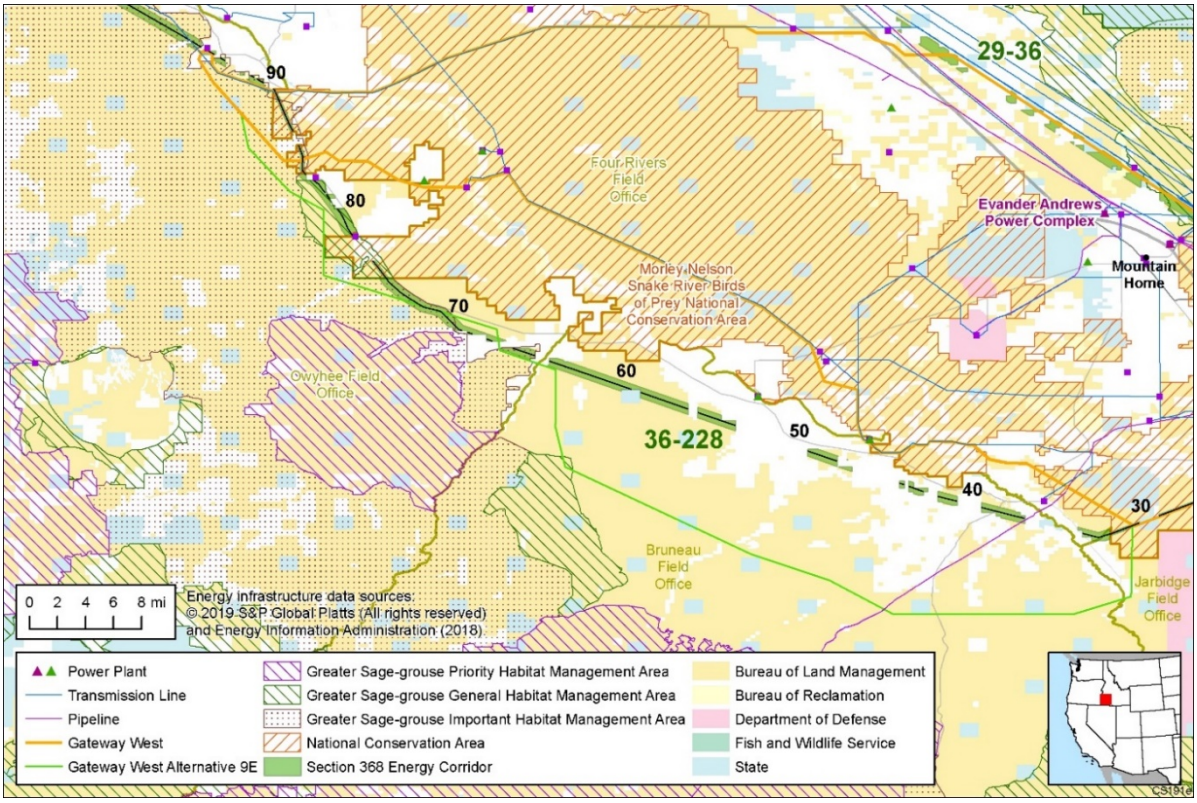

Figure 3.5-25b. Corridor 36-228, as designated

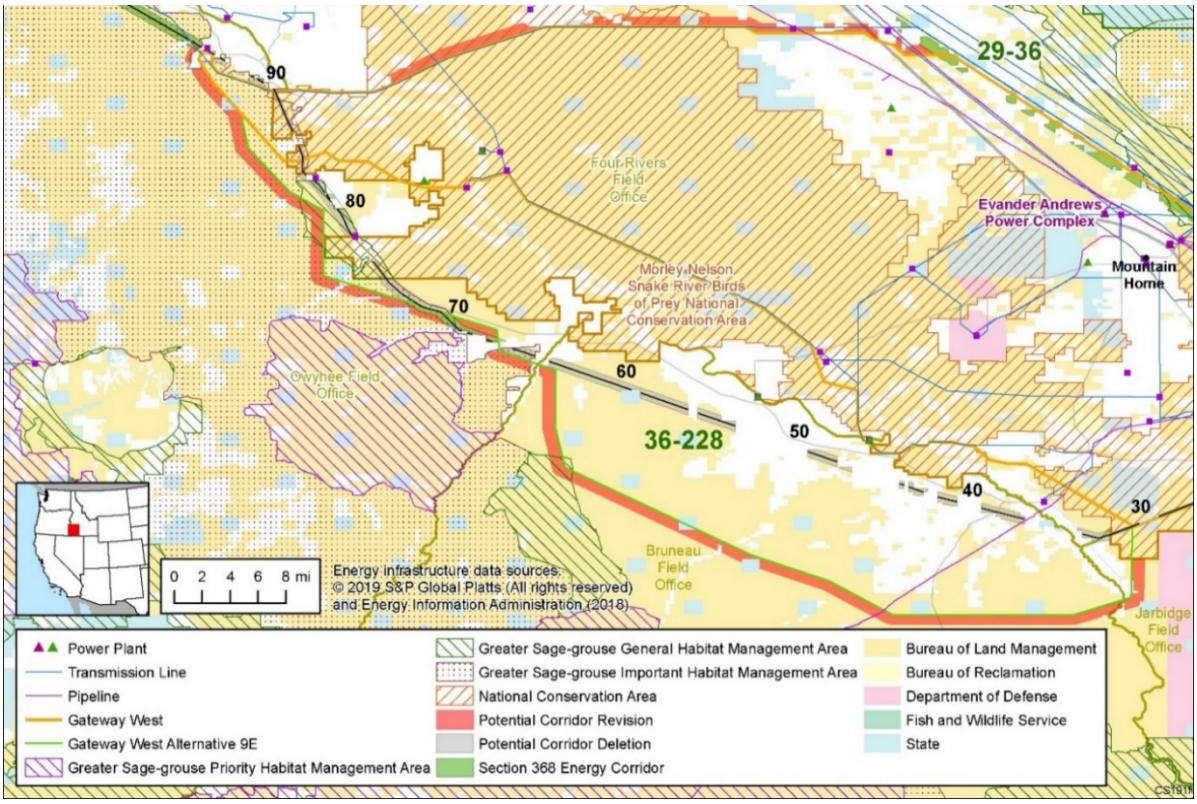

Figure 3.5-25c. Potential Revision to Corridor 36-228

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Chapter 3, Section 3.4. For Corridor 36-228, specific issues that would be addressed through potential IOP revisions or additions include:

- The Oregon NHT is parallel to, but does not intersect, the corridor. Agencies could consider new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.
- SUA and the corridor intersect. Adherence to the 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.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 36-228 which is available on the West-wide Energy Corridor Information Center project website at http://www.corridoreis.anl.gov.

Corridor 49-112 Burley Corridor

Agency Jurisdictions

Bureau of Land Management
Burley Field Office
Shoshone Field Office

Idaho Counties

Blaine County
Jerome County
Lincoln County
Minidoka County
Power County

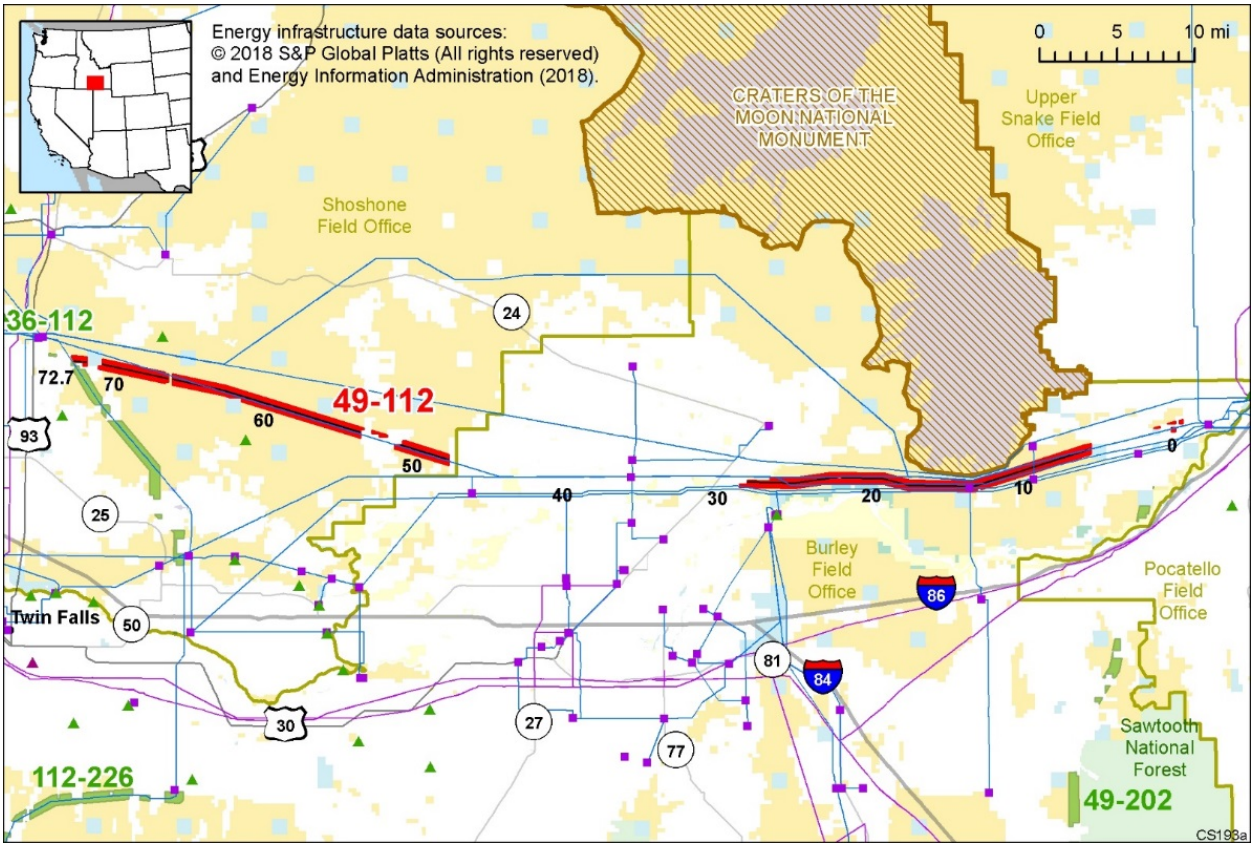

Figure 3.5-26a. Corridor 49-112 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Monument RMP (1986)
IDMT GRSG ARMPA (2019)

Corridor width: 3,500 ft.
Designated use: multi-modal for electric transmission and pipelines.

Potential Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment to better follow existing infrastructure and allow maximum future build-out capacity (see Chapter 3, Section 3.2).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy and technical standards for improved management (see Chapter 3, Section 3.3).
- At MP 13, route the corridor along the authorized Gateway West route, connecting to the potential revision for Corridor 36-112, to better collocate with existing and planned infrastructure (see Figure 3.5-26c). Both routes intersect with large areas of GRSG GHMA.

At the time of the review, the existing corridor location with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a link to other Section 368 energy corridors (Corridor 36-112 to the west and Corridor 112-226 to the south), creating an interstate pathway for electrical and pipeline transmission east-west between Idaho and Oregon and south into Utah. There has been interest in wind, geothermal, and solar energy that could support the corridor. The potential corridor revision would maximize utility by collocating with planned infrastructure, increasing the capacity within the corridor and avoiding non-federal lands to the greatest extent possible.

In addition to the revisions identified above, the following concerns were identified during the stakeholder workshops and should be considered during any land use planning revisions that would affect the corridor:

- There was concern that the potential revision to follow authorized Gateway West route could result in higher impacts on GRSG, if the potential new route provides more new perching opportunities for raptors near the Craters of the Moon National Monument. Impacts on GRSG should be minimized by use of anti-perching devices on transmission lines.

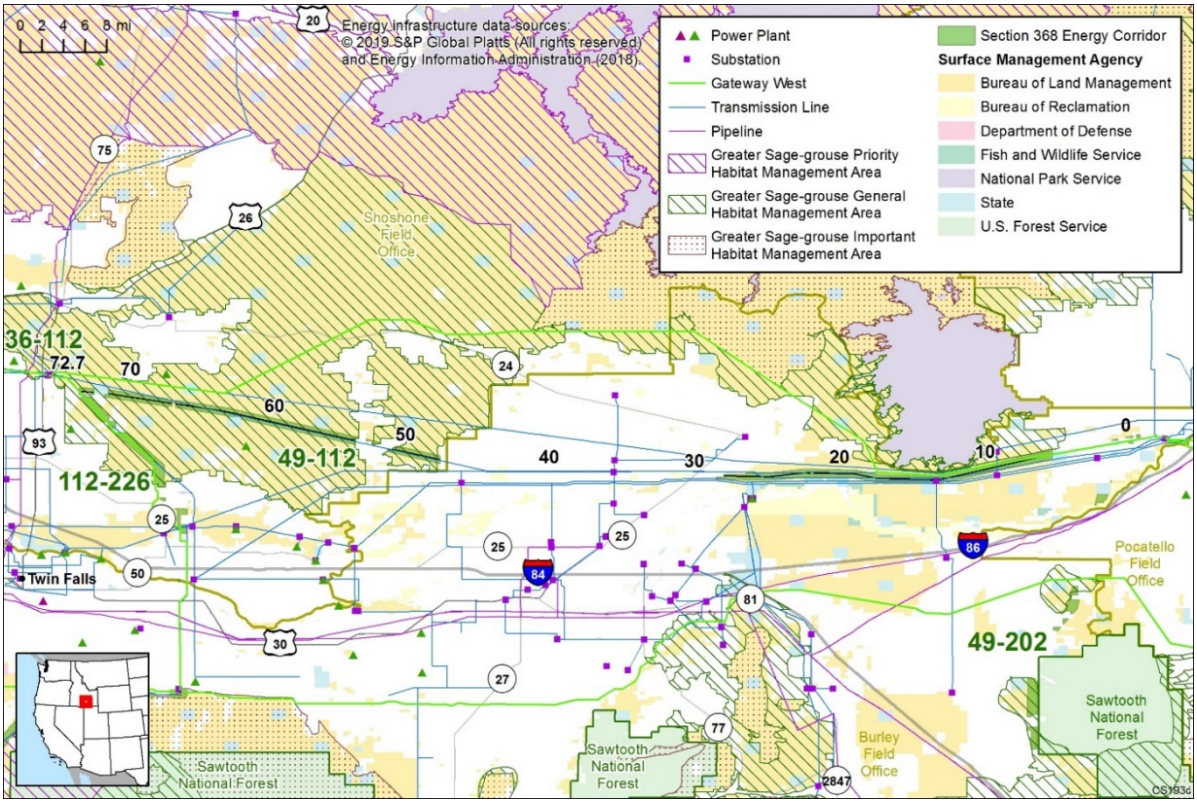

Figure 3.5-26b. Corridor 49-112, as designated

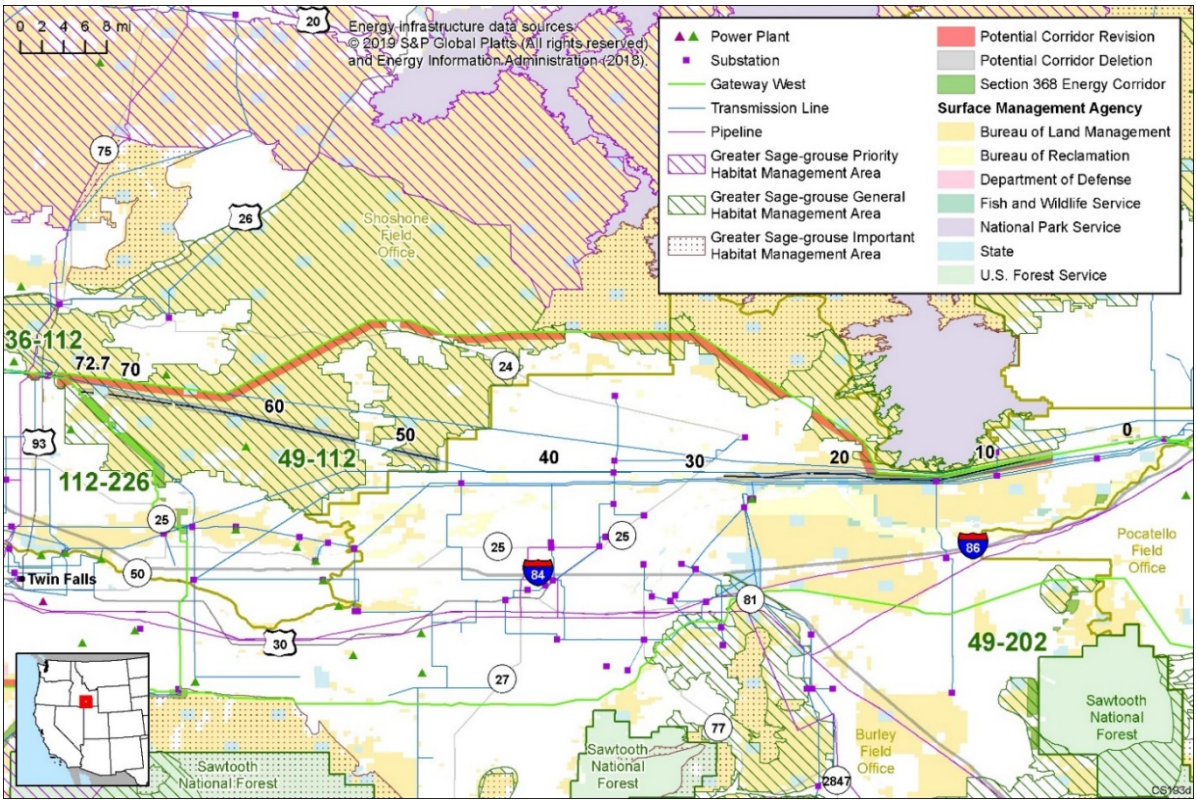

Figure 3.5-26c. Potential Revision to Corridor 49-112

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Chapter 3, Section 3.4. For Corridor 49-112, specific issues that would be addressed through potential IOP revisions or additions include:

- MTR-VR and IR intersect the corridor. Adherence to the 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.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 49-112 which is available on the West-wide Energy Corridor Information Center project website at http://www.corridoreis.anl.gov.

Corridor 49-202 American Falls to Snowville Corridor

Agency Jurisdictions

Bureau of Land Management
Burley Field Office
Pocatello Field Office

Idaho Counties

Cassia County
Oneida County
Power County

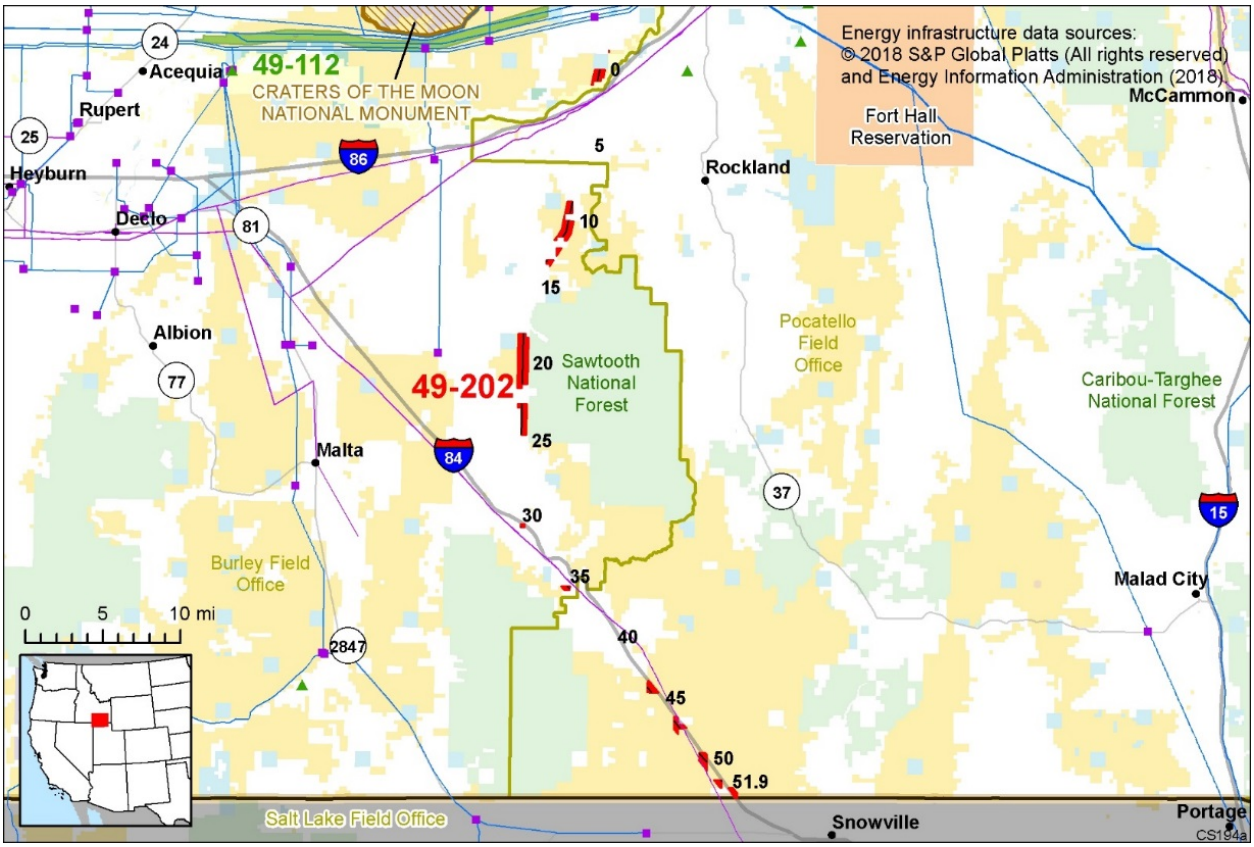

Figure 3.5-27. Corridor 49-202 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Cassia MFP (1985)
Monument RMP (1986)
Pocatello RMP (2012)
IDMT GRSG ARMPA (2019)

Corridor width: 3,500 ft.
Designated use: multi-modal for electric transmission and pipelines.

Potential Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment to better follow existing infrastructure and allow maximum future build-out capacity (see Chapter 3, Section 3.2).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy and technical standards for improved management (see Chapter 3, Section 3.3).
- Implement minor adjustments to avoid environmentally sensitive areas.

  From MP 0 to MP 1, shift the corridor west to federal lands outside of the Cedar Fields SRMA.

At the time of the review, the existing corridor location with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a pathway for energy transport from southern Idaho into Utah. The potential minor revision would minimize impacts on the SRMA to the greatest extent possible while maintaining a preferred route for potential future energy development.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Chapter 3, Section 3.4. For Corridor 49-202, specific issues that would be addressed through potential IOP revisions or additions include:

- Although the Oregon and California NHTs are located between designated corridor segments, the Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 49-202 which is available on the West-wide Energy Corridor Information Center project website at http://www.corridoreis.anl.gov.

Corridor 50-51 Dillon to Divide Corridor

Agency Jurisdictions

Bureau of Land Management
Butte Field Office
Dillon Field Office

Montana Counties

Beaverhead County
Madison County
Silver Bow County

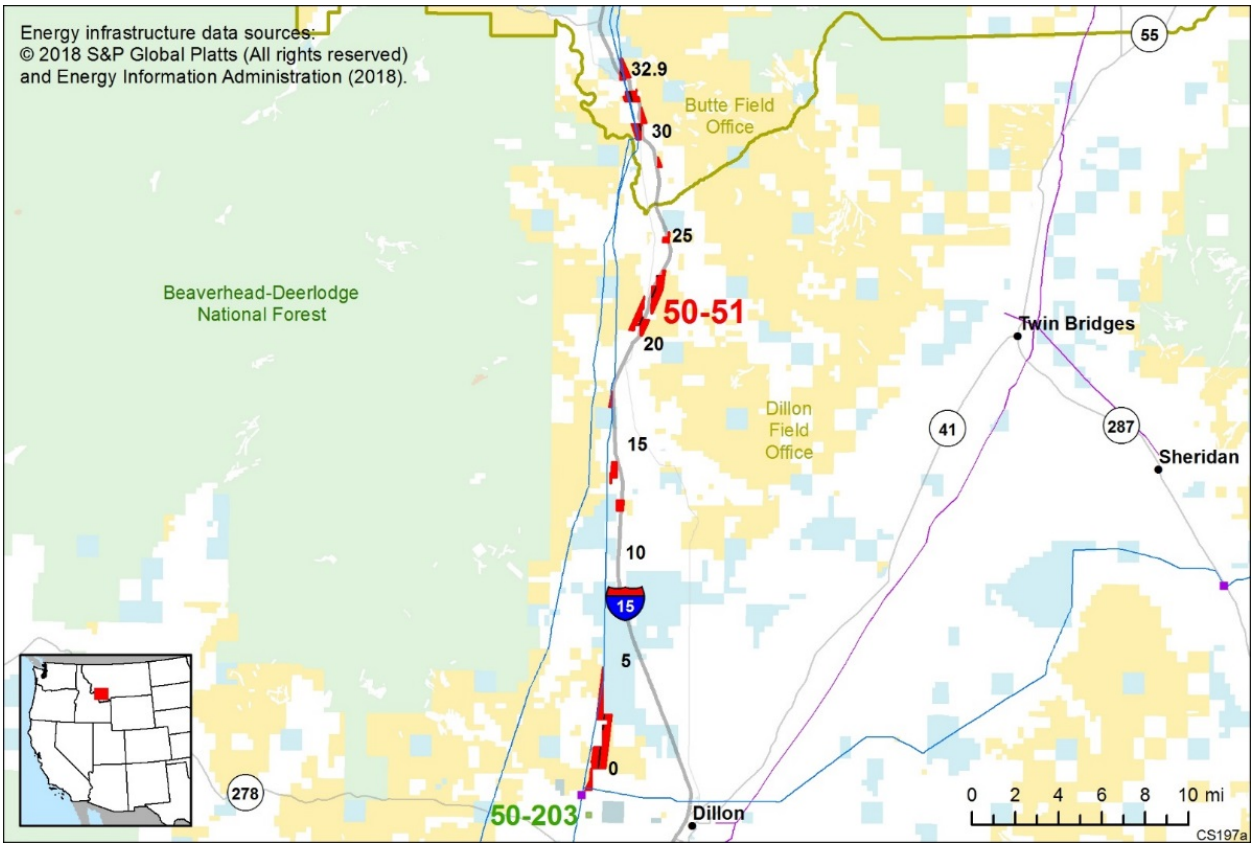

Figure 3.5-28a. Corridor 50-51 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Butte ROD and RMP (2009)
Dillon RMP (2006)
IDMT GRSG ARMPA (2019)

Corridor width: 3,500 ft.
Designated use: multi-modal for electric transmission and pipelines.

Potential Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment to better follow existing infrastructure and allow maximum future build-out capacity (see Chapter 3, Section 3.2).

  From MP 12 to MP 33, shift corridor outside of the highway corridor to the existing 230-kV transmission line to the west.

- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy and technical standards for improved management (see Chapter 3, Section 3.3).

At the time of the review, the existing corridor location with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a link to other Section 368 energy corridors (Corridor 50-203), creating an interstate pathway for electrical and pipeline transmission between Montana and Idaho. The potential minor revision, while moving the corridor partially into GRSG GHMA, would better avoid non-federal lands as well as the highway and would provide a preferred route for potential future energy development collocated with existing infrastructure.

In addition to the revisions identified above, the following concerns were identified during the stakeholder workshops and should be considered during any land use planning revisions that would affect the corridor:

- Concern that subsidence/landslide issues may limit any further development.
- Concern about GRSG habitat.
- The proposed Mountain States Intertie transmission line was planned within the corridor but not built or approved.
- Additional concerns included negative electromagnetic effects, adverse recreational and visual resource impacts, fire hazards, interference with adjacent farming, and decrease in property values.
- Concern that siting energy projects on private land results in a major loss of agricultural land as wells as impacts on property values, agricultural productivity, local businesses, ranching, fishing, guiding, tourism, farming, geology camps, recreation, hunting, spread of noxious weeds, permanently converting agricultural lands to non-agricultural use, and impacts on irrigation systems and irrigated crop lands.

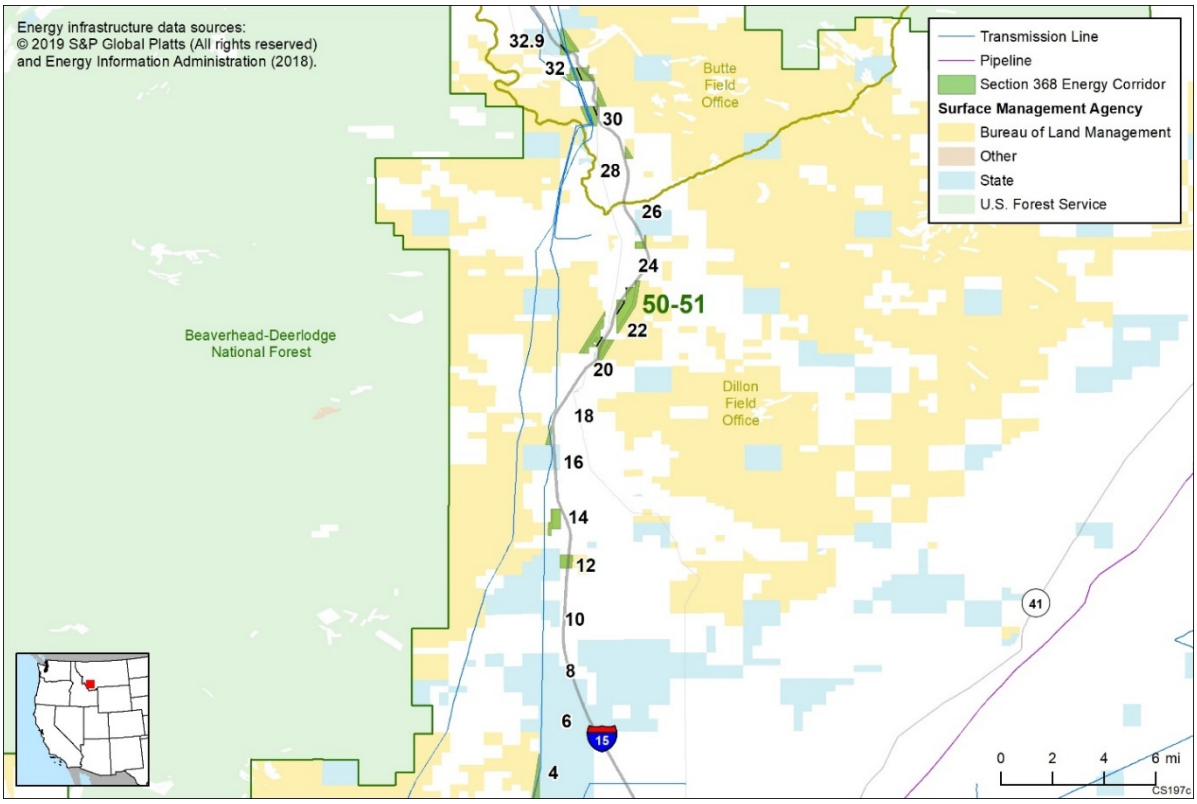

Figure 3.5-28b. Corridor 50-51, as designated

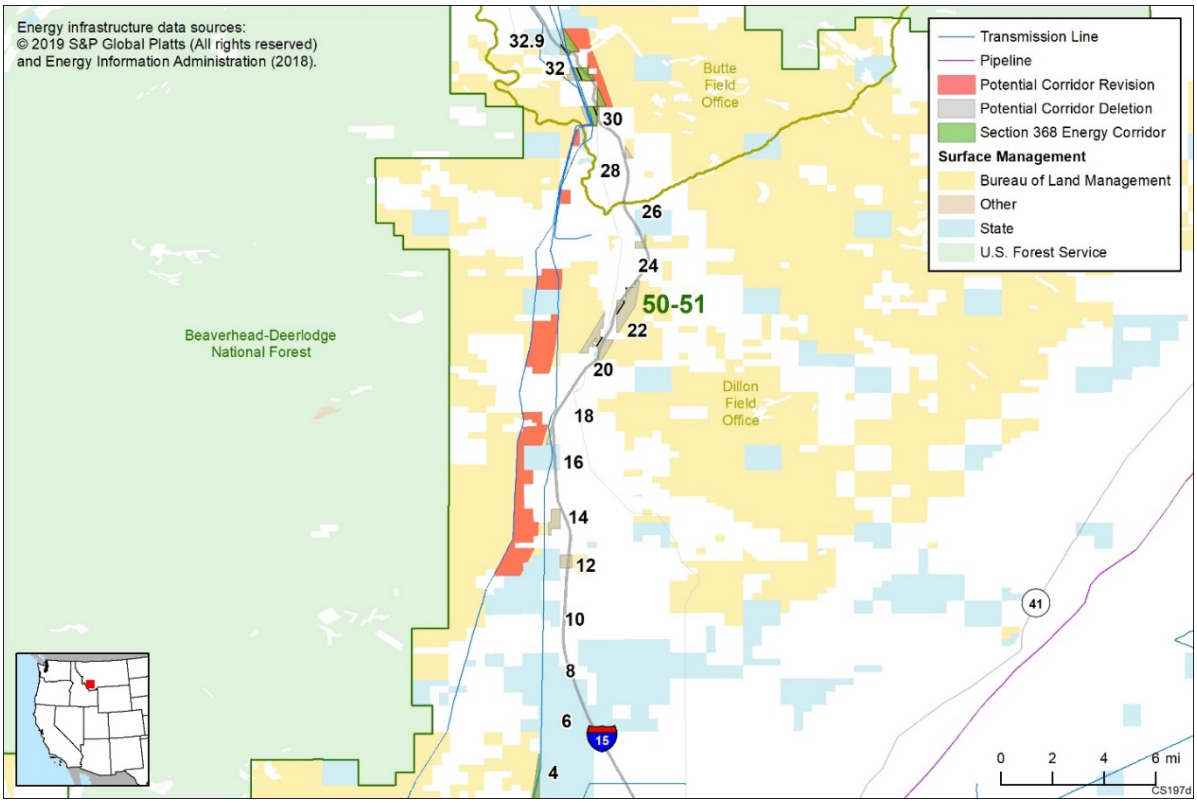

Figure 3.5-28c. Potential Revision to Corridor 50-51

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Chapter 3, Section 3.4. For Corridor 50-51, specific issues that would be addressed through potential IOP revisions or additions include:

- Wildlife species connectivity and habitat have been identified within the corridor. The Agencies could consider an IOP that minimizes impacts on habitat connectivity.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 50-51 which is available on the West-wide Energy Corridor Information Center project website at http://www.corridoreis.anl.gov.

Corridor 50-203 Dillon to Idaho Falls Corridor

Agency Jurisdictions

Bureau of Land Management
Dillon Field Office
Upper Snake Field Office

Forest Service
Caribou-Targhee National Forest

Idaho Counties

Bingham County
Bonneville County
Clark County
Jefferson County

Montana County

Beaverhead County

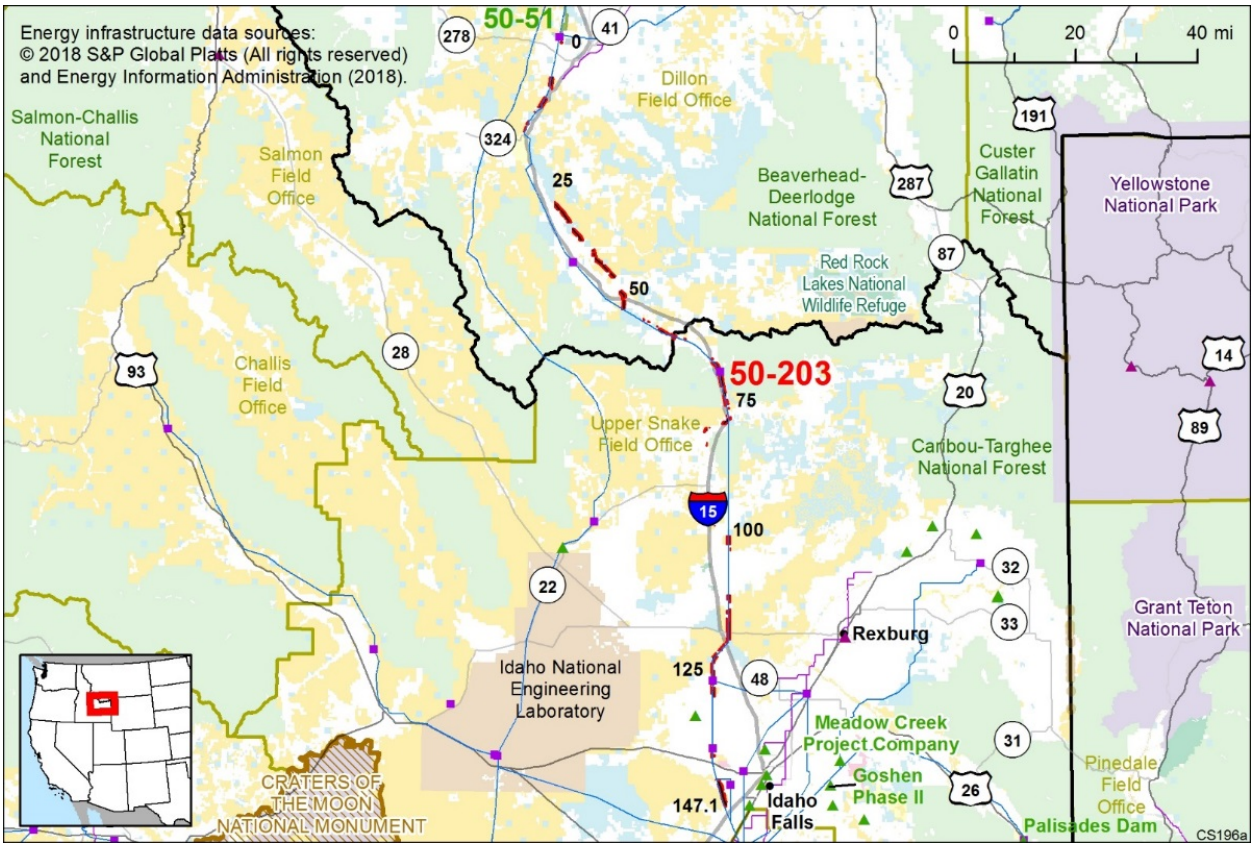

Figure 3.5-29. Corridor 50-203 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Dillon RMP (2006)
Medicine Lodge RMP (1985)
Targhee National Forest Revised Forest Plan (1997)
IDMT GRSG ARMPA (2019)

GRSG ROD for Idaho and Southwest Montana, Nevada, Utah; Attachment A – GRSG Idaho and Southwest Montana Plan Amendment (2015)

Corridor width: 3,500 ft.
Designated use: multi-modal for electric transmission and pipelines.

Potential Corridor Modifications Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment to better follow existing infrastructure and allow maximum future build-out capacity (see Chapter 3, Section 3.2).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy and technical standards for improved management (see Chapter 3, Section 3.3).
- Implement minor adjustments to avoid environmentally sensitive areas.

    From MP 10 to MP 11, shift the corridor slightly to the west so that I-15 or the existing transmission line is the eastern edge of the corridor; this would avoid the Lewis and Clark NHT and WSR Study River segment of the Beaverhead River while maintaining the corridor width on federal lands. However, the terrain along this route could make future siting of facilities difficult.

    Change the VRM and VQO designations where corridor crosses VRM Class II areas and VQO Partial Retention designation areas (MP 60 to MP 77, MP 104, MP 129, MP 138 to MP 139, and MP 143 to MP 147).

    There are multiple GRSG leks within two miles of the corridor; the corridor may have to be shifted to avoid these areas. However, GRSG habitat areas are prevalent on both sides of the corridor and cannot be avoided.

    From MP 118 to MP 123, shift the corridor slightly northwest so that the existing transmission line is the eastern border of the corridor to reduce jurisdictional gaps and avoid the Market Lake Wildlife Management Area while maintaining corridor width on federal land.

At the time of the review, the existing corridor location with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a link to other Section 368 energy corridors and creating a continuous corridor network from Idaho into Montana across BLM- and USFS-administered lands. The potential minor revisions would minimize impacts on the Lewis and Clark NHT, a WSR segment, and the Market Lake Wildlife Management Area to the greatest extent possible while maintaining a preferred route for potential future energy development collocated with existing infrastructure.

In addition to the revisions identified above, the following concerns were identified during the stakeholder workshops and should be considered during any land use planning revisions that would affect the corridor:

- Concern that siting energy projects on private land results in a major loss of agricultural land and interference with adjacent farming as wells as impacts on property values, agricultural productivity, local businesses, ranching, fishing, guiding, tourism, farming, geology camps, recreation, hunting, spread of noxious weeds, permanently converting agricultural lands to non-agricultural use, impacts on irrigation systems and irrigated crop lands, negative electromagnetic effects, adverse visual resource impacts, and fire hazards.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Chapter 3, Section 3.4. For Corridor 50-203, specific issues that would be addressed through potential IOP revisions or additions include:

- The Lewis and Clark NHT and the Continental Divide NST intersect the corridor. Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.
- Wildlife species connectivity and habitat have been identified within the corridor. The Agencies could consider an IOP that minimizes impacts on habitat connectivity.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 50-203 which is available on the West-wide Energy Corridor Information Center project website at http://www.corridoreis.anl.gov.

Corridor 51-204 Butte to Helena Corridor

Agency Jurisdictions

Bureau of Land Management
Butte Field Office

Forest Service
Beaverhead-Deerlodge National Forest

Montana County

Jefferson County

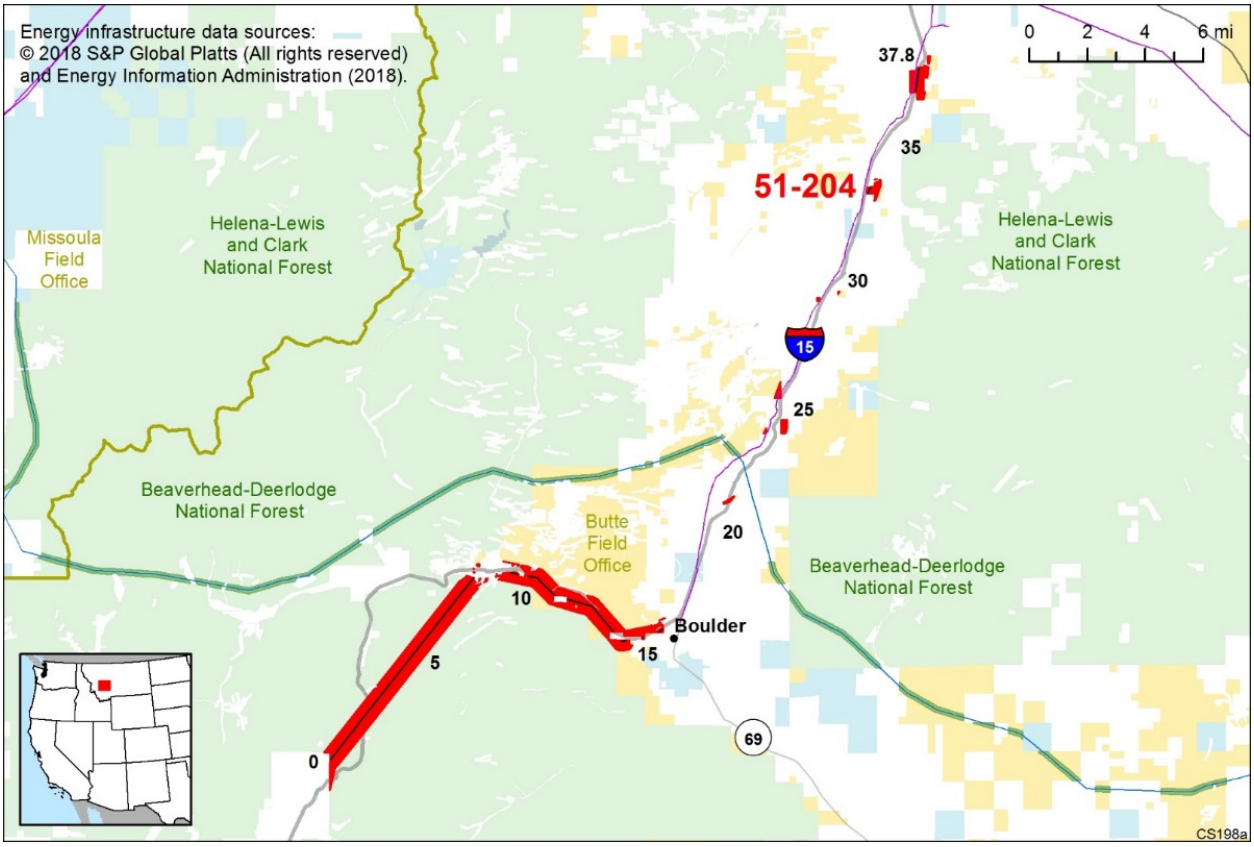

Figure 3.5-30a. Corridor 51-204 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Butte RMP (2009)
Beaverhead-Deerlodge National Forest LMP (2009)
IDMT GRSG ARMPA (2019)
GRSG ROD for Idaho and Southwest Montana, Nevada, Utah (2015)

Corridor width: 3,500 ft.
Designated use: multi-modal for electric transmission and pipelines.

Potential Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment to better follow existing infrastructure and allow maximum future build-out capacity (see Chapter 3, Section 3.2).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy and technical standards for improved management (see Chapter 3, Section 3.3).
- At MP 9, follow existing 100-kV transmission lines north intersecting Corridor 229-254 at MP 266, and following Corridor 229-254 until it joins with Corridor 51-204 at MP 22 to avoid the town of Boulder (see Figure 3-5-30b). This could also be considered as a secondary route (corridor braid) in addition to the current location.
- Delete the corridor from MP 9 to MP 38 because there is very little federal land, and the corridor intersects with the Elkhorn Mountains ACEC.

At the time of the review, the existing corridor location with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a link to other Section 368 energy corridors (Corridor 229-254), creating a pathway for electrical and pipeline transmission in Montana. There is limited federal land, but the potential revisions would avoid the town of Boulder and an ACEC while maintaining a preferred route for potential future energy development collocated with existing infrastructure (i.e., 100-kV transmission lines). The Agencies should engage with local government during the land use planning process when considering potential revisions.

In addition to the revisions identified above, the following concerns were identified during the stakeholder workshops and should be considered during any land use planning revisions that would affect the corridor:

- Concern that siting energy projects on private land results in a major loss of agricultural land and interference with adjacent farming as well as impacts on property values, agricultural productivity, local businesses, ranching, fishing, guiding, tourism, farming, geology camps, recreation, hunting, spread of noxious weeds, permanently converting agricultural lands to non-agricultural use, impacts on irrigation systems and irrigated crop lands, negative electromagnetic effects, adverse visual resource impacts, and fire hazards.

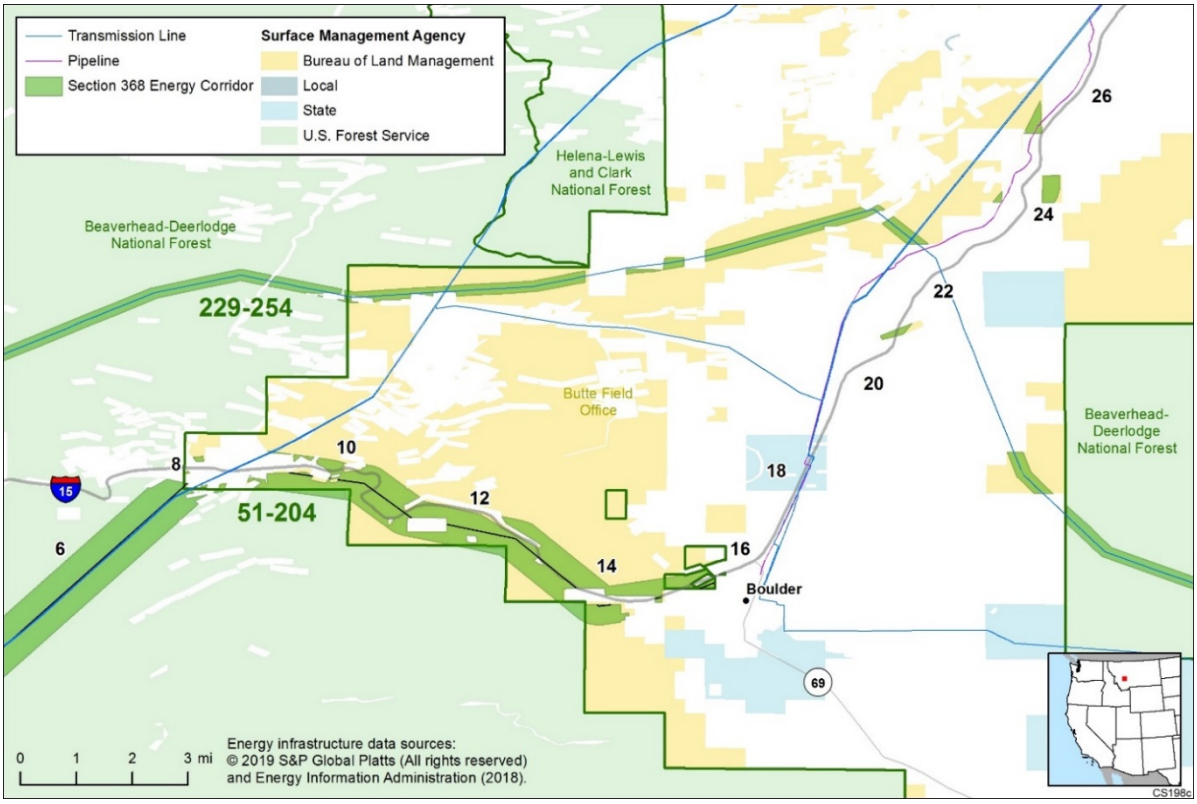

Figure 3.5-30b. Corridor 51-204, as designated

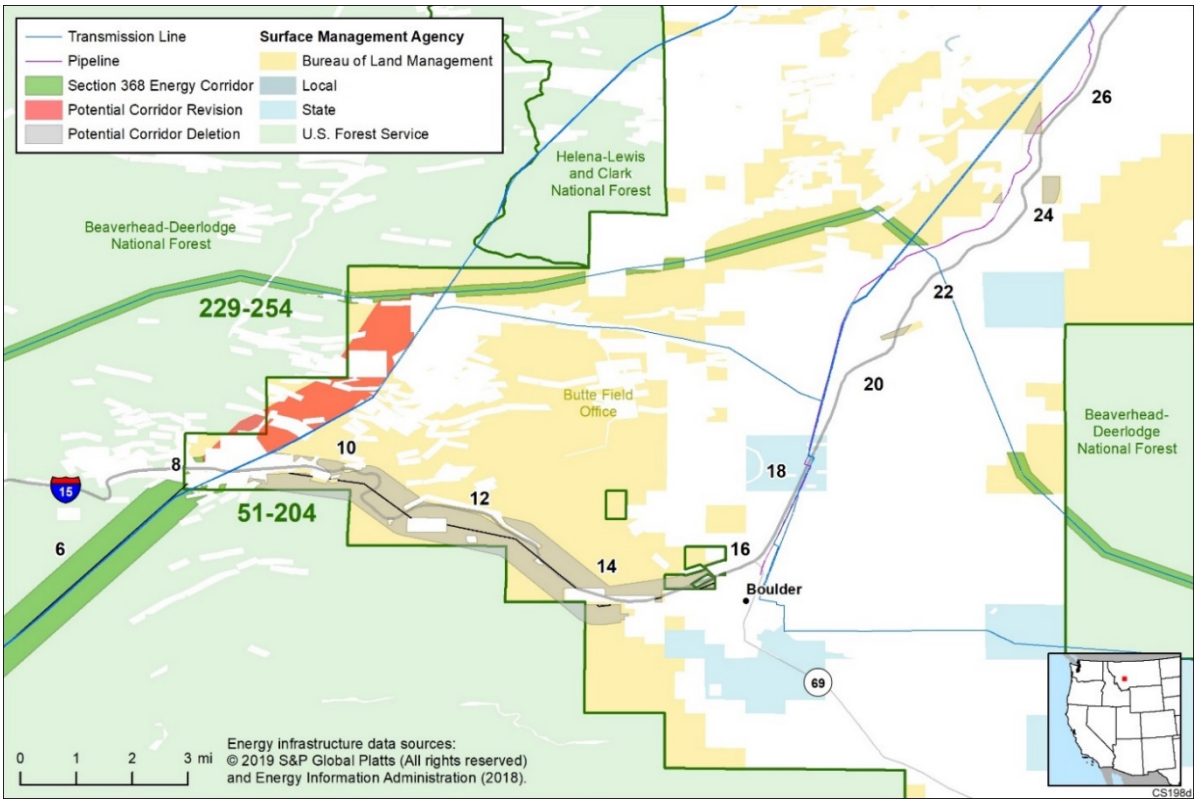

Figure 3.5-30c. Potential Revision to Corridor 51-204

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Chapter 3, Section 3.4. For Corridor 51-204, specific issues that would be addressed through potential IOP revisions or additions include:

- The Agencies could consider an IOP for habitat connectivity so that transmission projects within Section 368 energy corridors are sited and designed in a manner that minimizes impacts on habitat connectivity.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 51-204 which is available on the West-wide Energy Corridor Information Center project website at http://www.corridoreis.anl.gov.

Corridor 51-205 Interstate 90 Corridor

Agency Jurisdictions

Bureau of Land Management
Butte Field Office

Forest Service
Beaverhead-Deerlodge National Forest

Montana Counties

Jefferson County
Silver Bow County

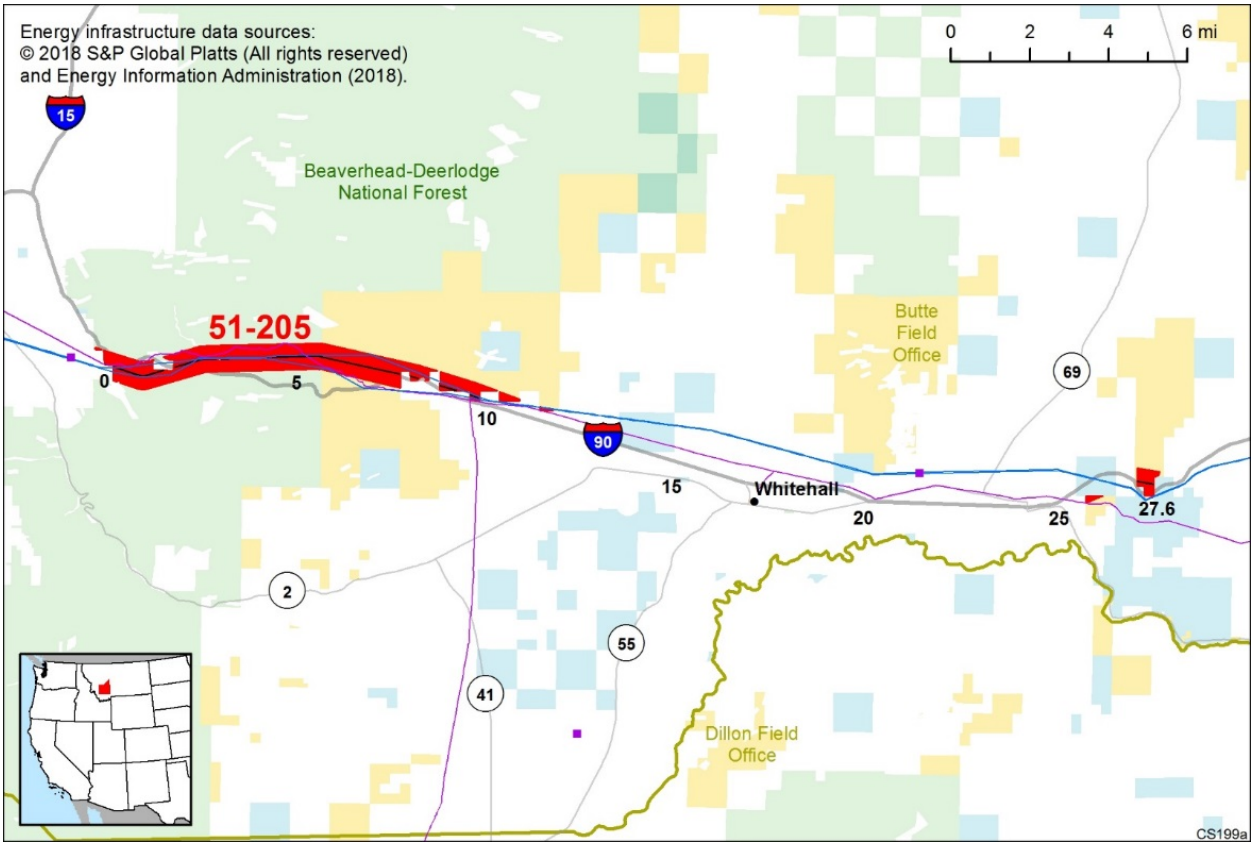

Figure 3.5-31. Corridor 51-205 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Butte RMP (2009)
Beaverhead-Deerlodge National Forest LMP (2009)
IDMT GRSG ARMPA (2019)

Corridor width: 3,500 ft.
Designated use: multi-modal for electric transmission and pipelines.

Potential Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment to better follow existing infrastructure and allow maximum future build-out capacity (see Chapter 3, Section 3.2).

  Shift the corridor north between MP 2 and MP 12 so the existing 230-kV transmission line is the southern corridor boundary, to avoid I-90 and better collocate with existing infrastructure.

- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy and technical standards for improved management (see Chapter 3, Section 3.3).
- Consider deleting corridor from MP 12 to MP 28 because there is very little federal land.

At the time of the review, the existing corridor location with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by creating an interstate pathway for electrical and pipeline transmission across Montana. The potential minor revisions would better avoid private lands and the interstate while maintaining a preferred route for potential future energy development better collocated with existing infrastructure.

In addition to the revisions identified above, the following concerns were identified during the stakeholder workshops and should be considered during any land use planning revisions that would affect the corridor:

- Corridor is fragmented with subdivisions and private land holdings. The proposed Mountain States Intertie transmission project considered this corridor and but did not go forward.
- Consider the coal strip mine north of the corridor around MP 22.
- Engage with local government for potential corridor revisions.
- Consider the nearby airstrip; consider airfields and their relationships to these corridors.
- Locate the corridor away from I-90.
- Concern that siting energy projects on private land results in a major loss of agricultural land and interference with adjacent farming as well as impacts on property values, agricultural productivity, local businesses, ranching, fishing, guiding, tourism, farming, geology camps, recreation, hunting, spread of noxious weeds, permanently converting agricultural lands to non-agricultural use, and impacts on irrigation systems and irrigated crop lands, negative electromagnetic effects, adverse visual resource impacts, and fire hazards.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Chapter 3, Section 3.4. For Corridor 51-205, specific issues that would be addressed through potential IOP revisions or additions include:

- The Continental Divide NST and the corridor intersect. Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 51-205 which is available on the West-wide Energy Corridor Information Center project website at http://www.corridoreis.anl.gov.

Corridor 55-240 Evanston to Granger Corridor

Agency Jurisdictions

Bureau of Land Management
Kemmerer Field Office

Wyoming Counties

Sweetwater County
Uinta County

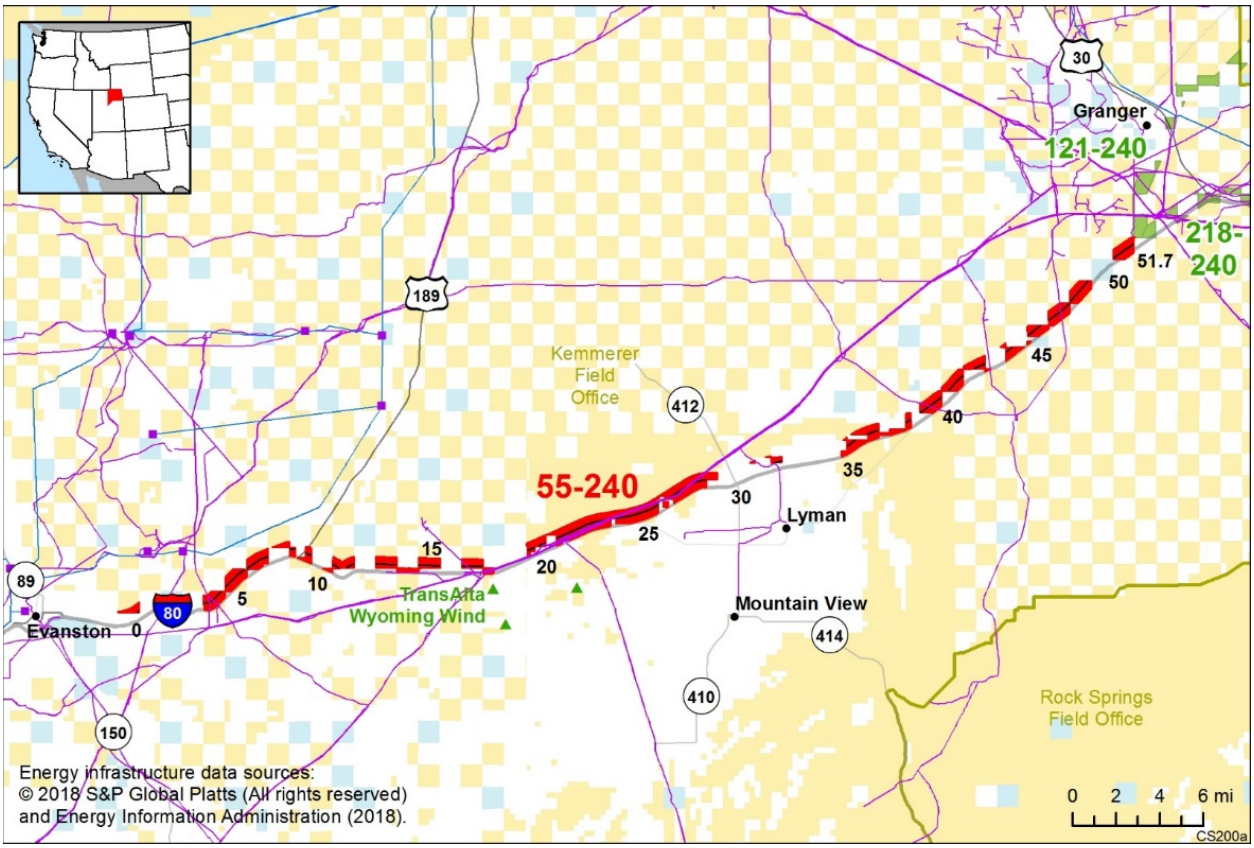

Figure 3.5-32. Corridor 55-240 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Kemmerer RMP (2010)
Wyoming GRSG ARMPA (2019)

Corridor width: 3,500 ft.
Designated use: multi-modal for electric transmission and pipelines.

Potential Corridor Modifications Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment to better follow existing infrastructure and allow maximum future build-out capacity (see Chapter 3, Section 3.2).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy and technical standards for improved management (see Chapter 3, Section 3.3).
- Implement minor adjustments to avoid environmentally sensitive areas.

    From MP 35 to MP 39, shift the corridor north to avoid California NHT/Oregon NHT/Mormon Pioneer NHT/Pony Express NHT/Four Trails Feasibility Study Trail.

At the time of the review, the existing corridor location with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a link to multiple Section 368 energy corridors to the east, providing a continuous corridor network across southern Wyoming to Cheyenne across BLM-administered lands.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Chapter 3, Section 3.4. For Corridor 55-240, specific issues that would be addressed through potential IOP revisions or additions include:

- The California, Oregon, Mormon Pioneer, and Pony Express NHTs and the Four Trails Feasibility Study Trail intersect the corridor. Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 55-240 which is available on the West-wide Energy Corridor Information Center project website at http://www.corridoreis.anl.gov.

Corridor 73-129 West Wamsutter Corridor

Agency Jurisdictions

Bureau of Land Management
Rawlins Field Office

Wyoming County

Sweetwater County

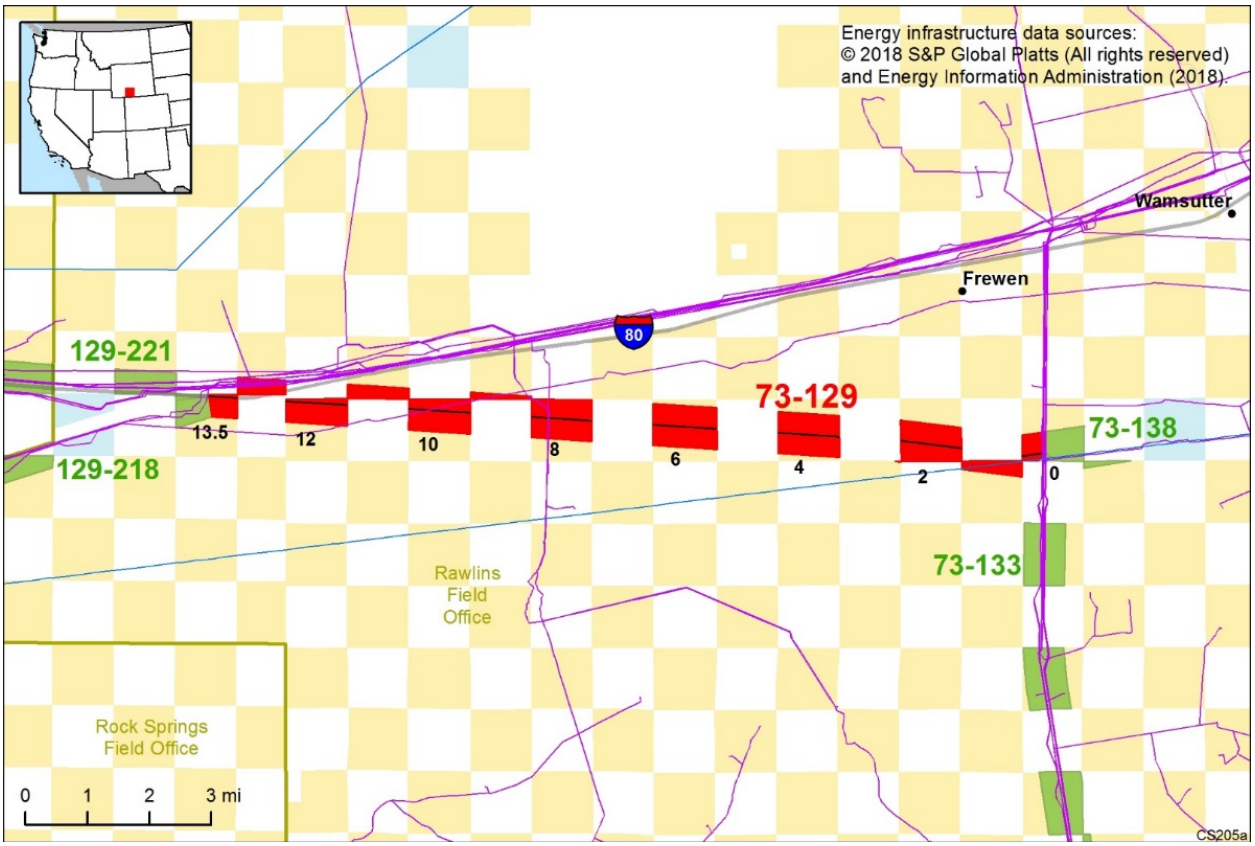

Figure 3.5-33a. Corridor 73-129 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Rawlins RMP (2008)
Wyoming GRSG ARMPA (2019)

Corridor width: 3,500 ft.
Designated use: multi-modal for electric transmission and pipelines.

Potential Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment to better follow existing infrastructure and allow maximum future build-out capacity (see Chapter 3, Section 3.2).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy and technical standards for improved management (see Chapter 3, Section 3.3).
- Shift entire corridor along the authorized Gateway West transmission line route (Figure 3.5-33c).

At the time of the review, the existing corridor location with the above changes is considered to be the best balance in meeting the siting principles. This short distance corridor in south central Wyoming provides a crucial link between multiple Section 368 energy corridors. The corridor connects Corridors 129-218 and 129-221 to Corridors 73-133 and 73-138. The potential revision is consistent with other potential corridor revisions along the Gateway West route. It creates a preferred route for potential future energy development collocated with planned infrastructure and provides connectivity to renewable energy generation.

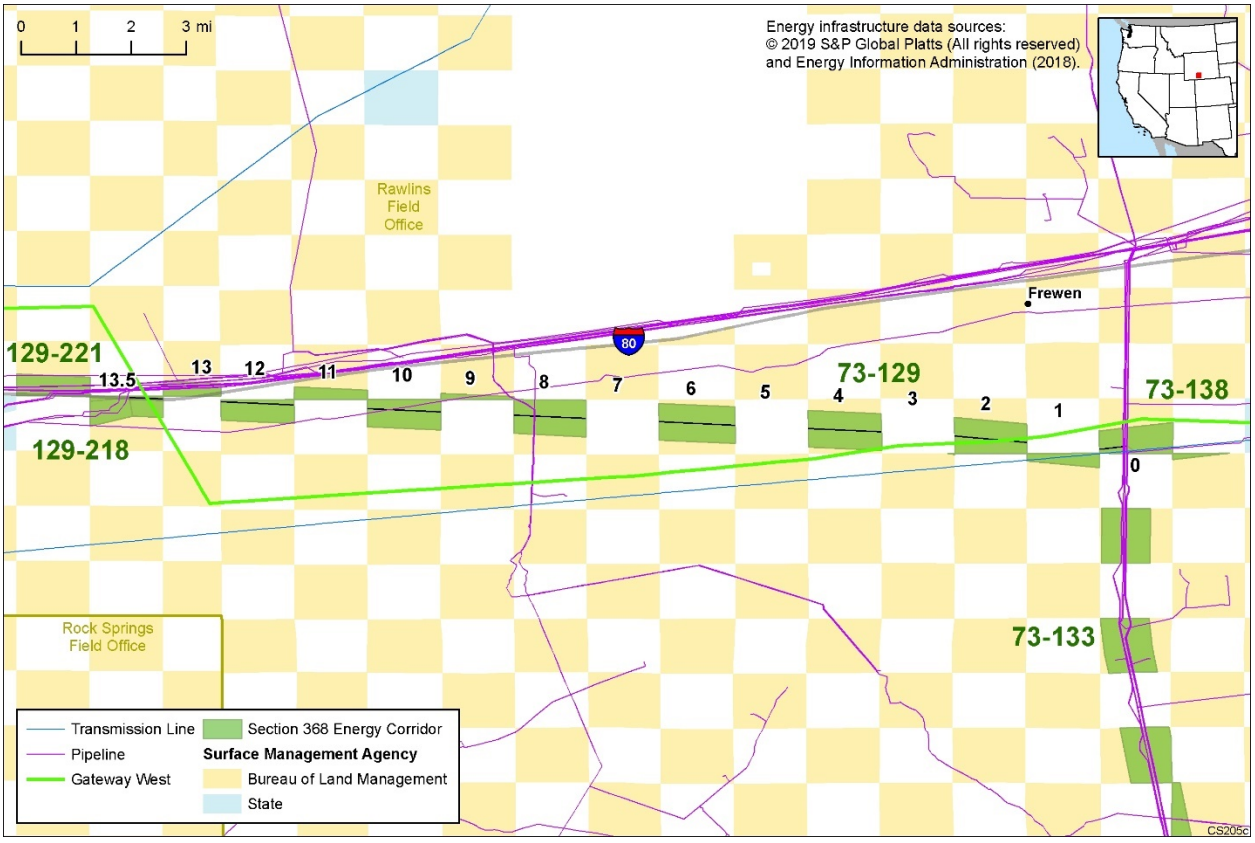

Figure 3.5-33b. Corridor 73-129, as designated

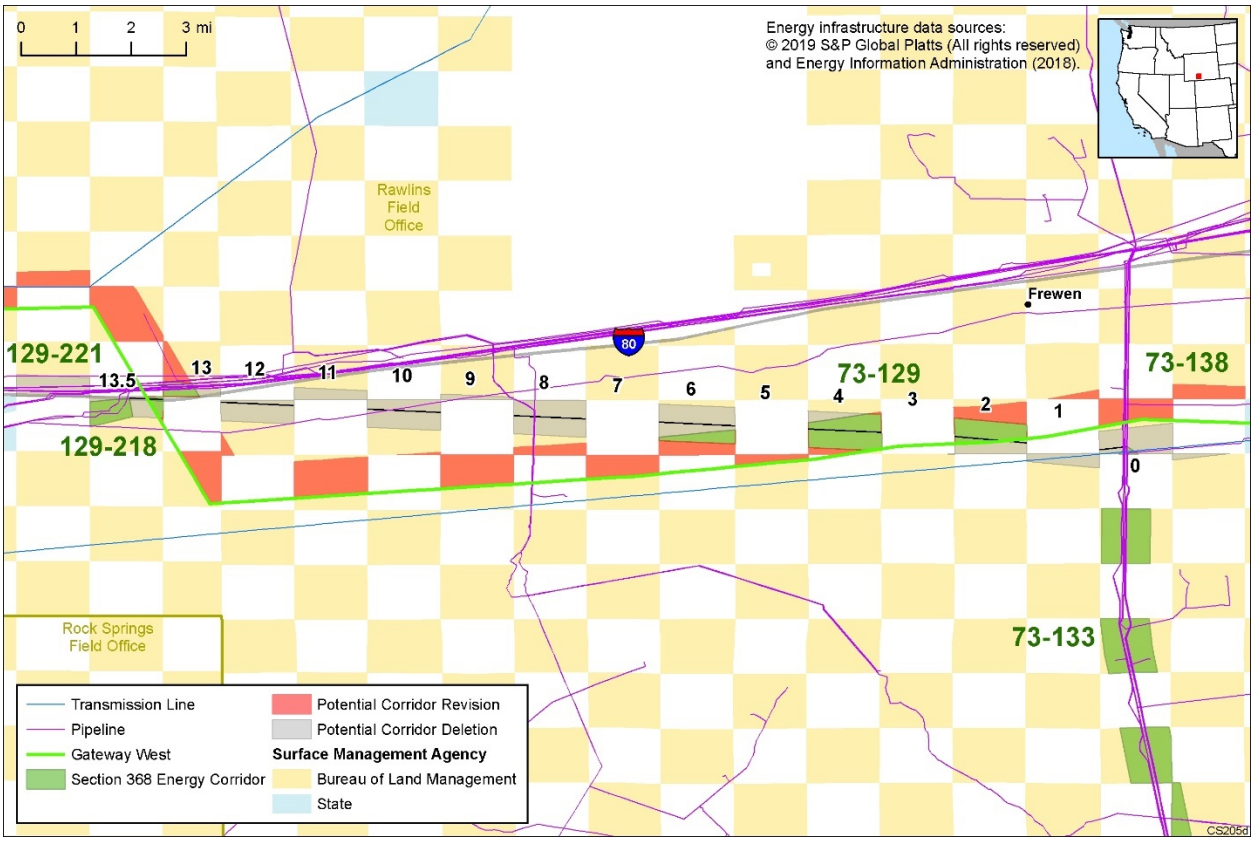

Figure 3.5-33c. Potential Revision to Corridor 73-129

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Chapter 3, Section 3.4. For Corridor 73-129, no potential IOP revisions or additions have been identified.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 72-129 which is available on the West-wide Energy Corridor Information Center project website at http://www.corridoreis.anl.gov.

Corridor 73-133 Wamsutter to Maybell Corridor

Agency Jurisdictions

Bureau of Land Management
Rawlins Field Office

Wyoming County

Sweetwater County

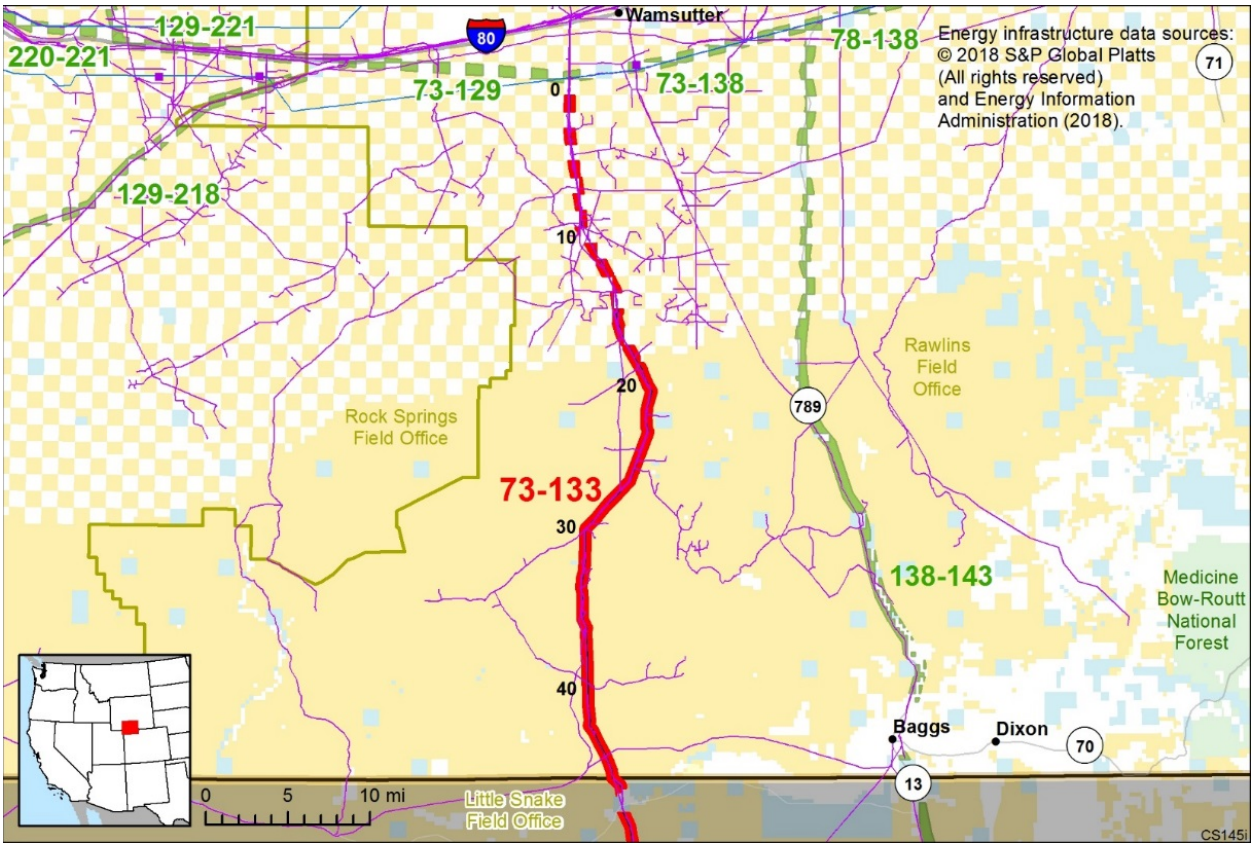

Figure 3.5-34. Corridor 73-133 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Rawlins RMP (2008)
Wyoming GRSG ARMPA (2019)

Corridor width: 3,500 ft.
Designated use: underground only.

Potential Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment to better follow existing infrastructure and allow maximum future build-out capacity (see Chapter 3, Section 3.2).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy and technical standards for improved management (see Chapter 3, Section 3.3).

At the time of the review, the existing corridor location is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by connecting multiple Section 368 energy corridors on both the north and south ends, creating an underground interstate pathway from Wyoming to Colorado. There are two corridors (Corridor 73-133 and Corridor 138-143) that run north-south in this area, providing connectivity between Wyoming and Colorado. Corridor 73-133 is underground only to allow for future pipeline development. The Agencies could consider upgrading the 3,500-ft Wamsutter-Powder Rim locally designated utility corridor along the authorized TransWest Express route (west of Corridor 73-133) to a Section 368 energy corridor. The corridor could be designated as electric-only to allow for future electrical transmission (see *Summary for the Wamsutter-Powder Rim Corridor Addition*).

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Chapter 3, Section 3.4. For Corridor 73-133, specific issues that would be addressed through potential IOP revisions or additions include:

- The Four Trails Feasibility Study Trail and the corridor intersect. Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 73-133 which is available on the West-wide Energy Corridor Information Center project website at http://www.corridoreis.anl.gov.

Corridor 73-138 East Wamsutter Corridor

Agency Jurisdictions

Bureau of Land Management
Rawlins Field Office

Wyoming Counties

Carbon County
Sweetwater County

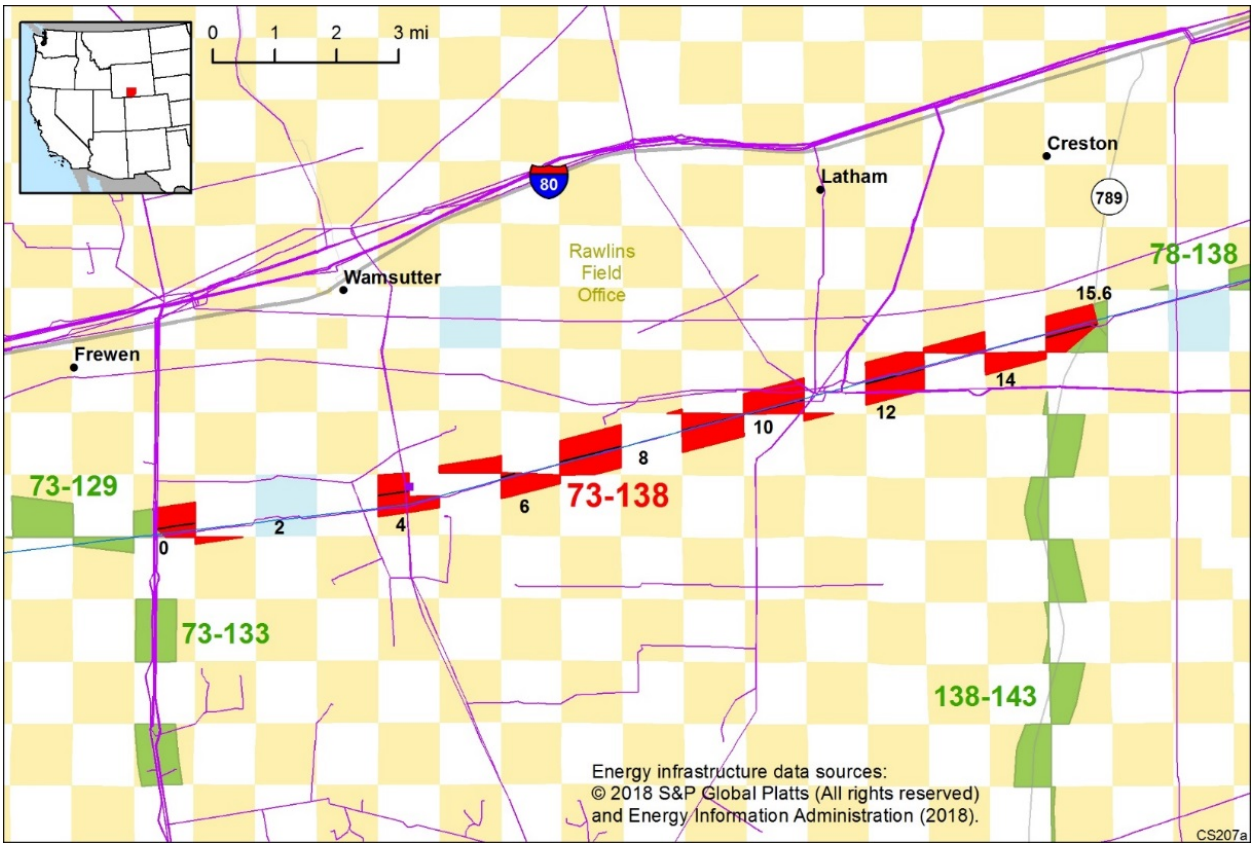

Figure 3.5-35a. Corridor 73-138 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Rawlins RMP (2008)
TransWest Express Transmission Project and Resource Management Plan Amendments ROD (2016)
Wyoming GRSG ARMPA (2019)

Corridor width: 3,500 ft.
Designated use: multi-modal for electric transmission and pipelines.

Potential Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment to better follow existing infrastructure and allow maximum future build-out capacity (see Chapter 3, Section 3.2).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy and technical standards for improved management (see Chapter 3, Section 3.3).
- Shift entire corridor along the authorized Gateway West transmission line route (figure 3.5-35c).

At the time of the review, the existing corridor location with the above changes is considered to be the best balance in meeting the siting principles. This short distance corridor in south central Wyoming provides a crucial link between multiple Section 368 energy corridors (Corridors 78-138 and 138-143 to Corridors 73-133 and 73-129). The potential revision is consistent with other potential corridor revisions along the Gateway West route. It creates a preferred route for potential future energy development collocated with planned infrastructure and provides connectivity to renewable energy generation.

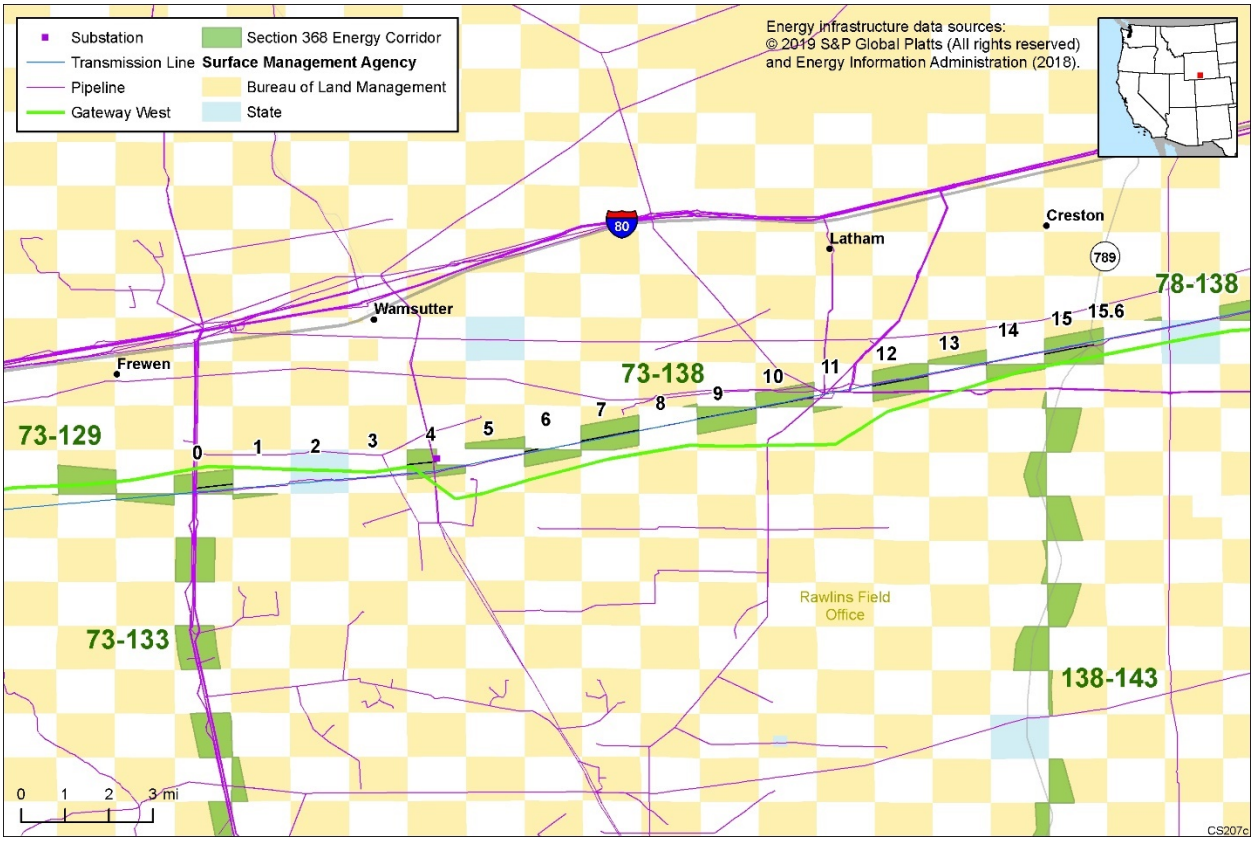

Figure 3.5-35b. Corridor 73-138, as designated

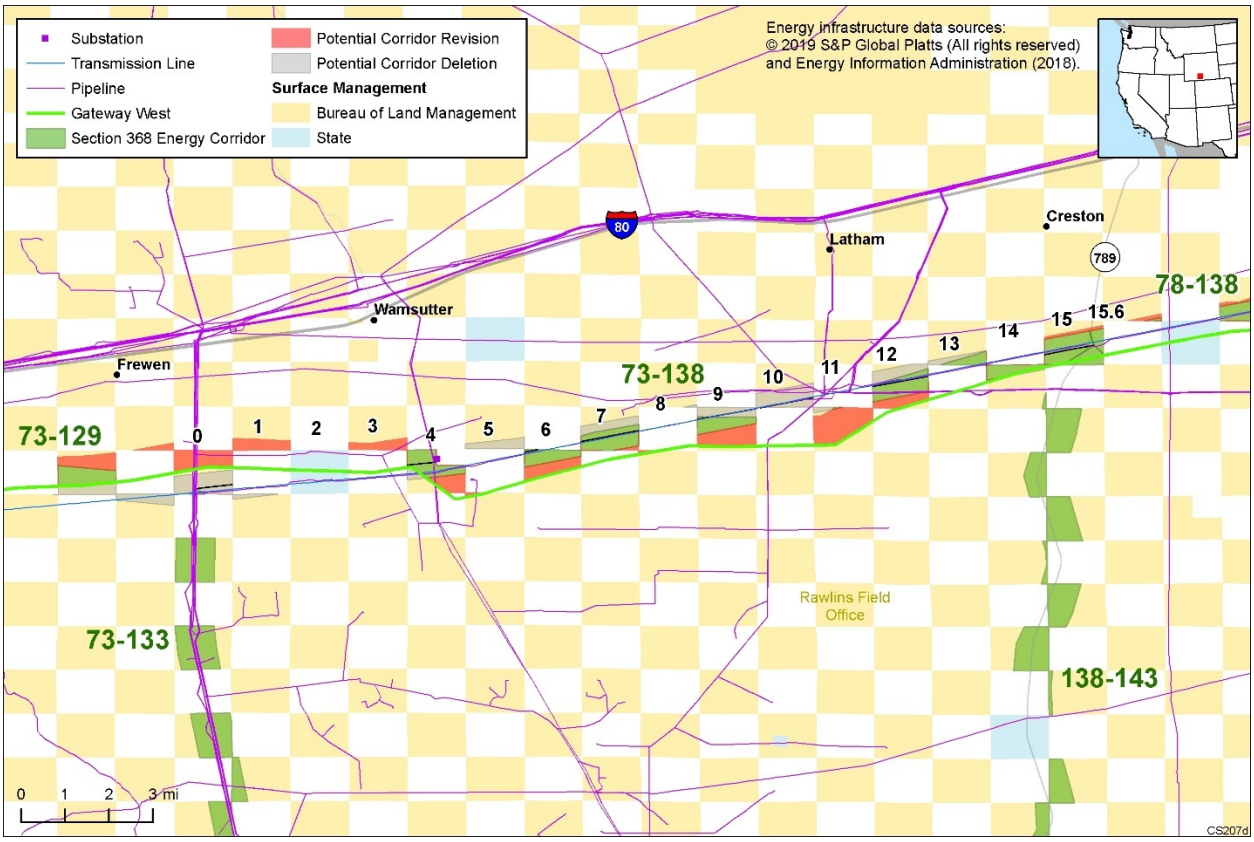

Figure 3.5-35c. Potential Revision to Corridor 73-138

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Chapter 3, Section 3.4. For Corridor 73-138, no potential IOP revisions or additions have been identified.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 73-138 which is available on the West-wide Energy Corridor Information Center project website at http://www.corridoreis.anl.gov.

Corridor 78-85 Laramie Corridor

Agency Jurisdictions

Bureau of Land Management
Rawlins Field Office

Wyoming Counties

Albany County
Carbon County

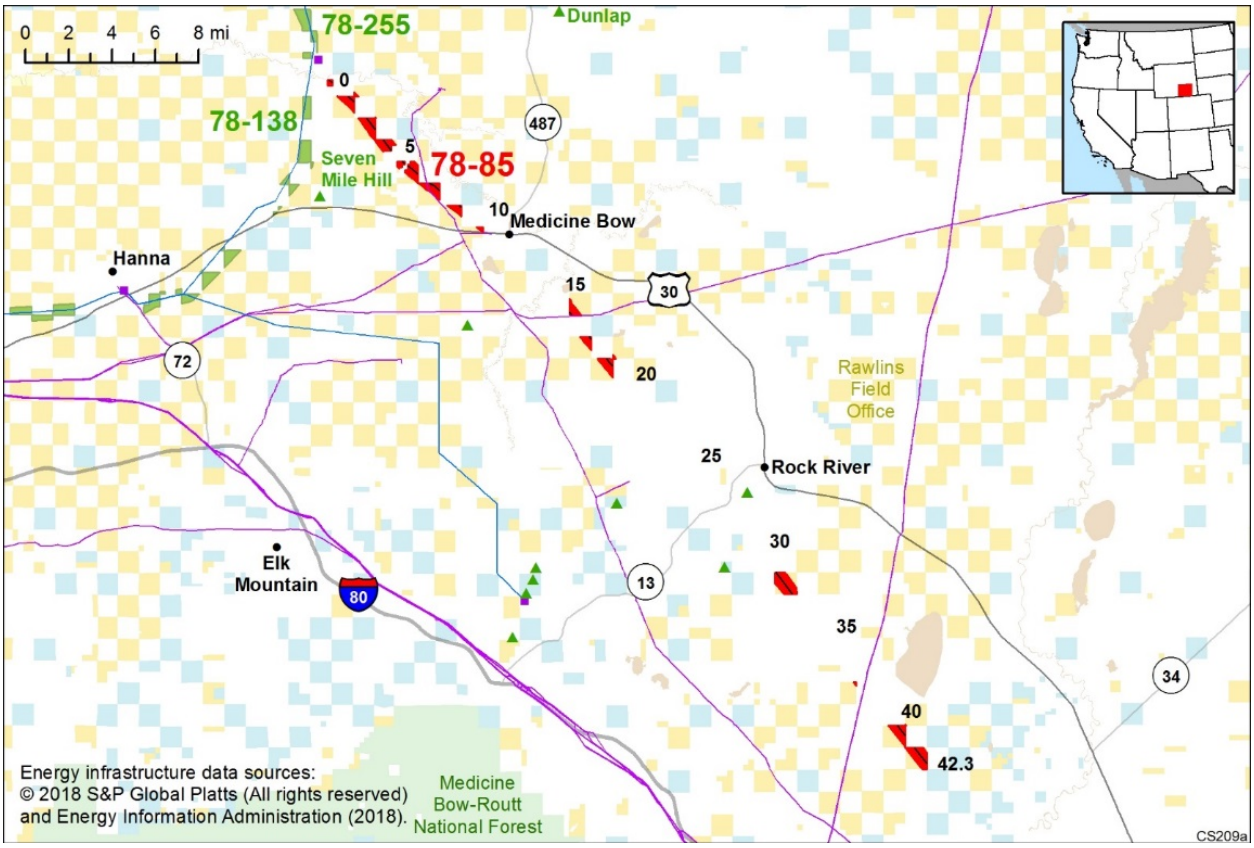

Figure 3.5-36. Corridor 78-85 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Rawlins RMP (2008)
Wyoming GRSG ARMPA (BLM 2019)

Corridor width: 3,500 ft.
Designated use: multi-modal for electric transmission and pipelines.

Potential Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment to better follow existing infrastructure and allow maximum future build-out capacity (see Chapter 3, Section 3.2).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy and technical standards for improved management (see Chapter 3, Section 3.3).

At the time of the review, the existing corridor location with the above changes is considered to be the best balance in meeting the siting principles. The corridor provides a north-south pathway for energy transport in Wyoming. There are limited federal lands, but the corridor connects multiple Section 368 energy corridors to the north, creating a continuous corridor network in southeastern Wyoming across BLM-administered lands collocated with an existing transmission line.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Chapter 3, Section 3.4. For Corridor 78-85, specific issues that would be addressed through potential IOP revisions or additions include:

- MTR-IR and the corridor intersect. Adherence to the 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.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 78-85 which is available on the West-wide Energy Corridor Information Center project website at http://www.corridoreis.anl.gov.

Corridor 78-138 Rawlins Corridor

Agency Jurisdictions

Bureau of Land Management
Rawlins Field Office

Wyoming Counties

Carbon County
Sweetwater County

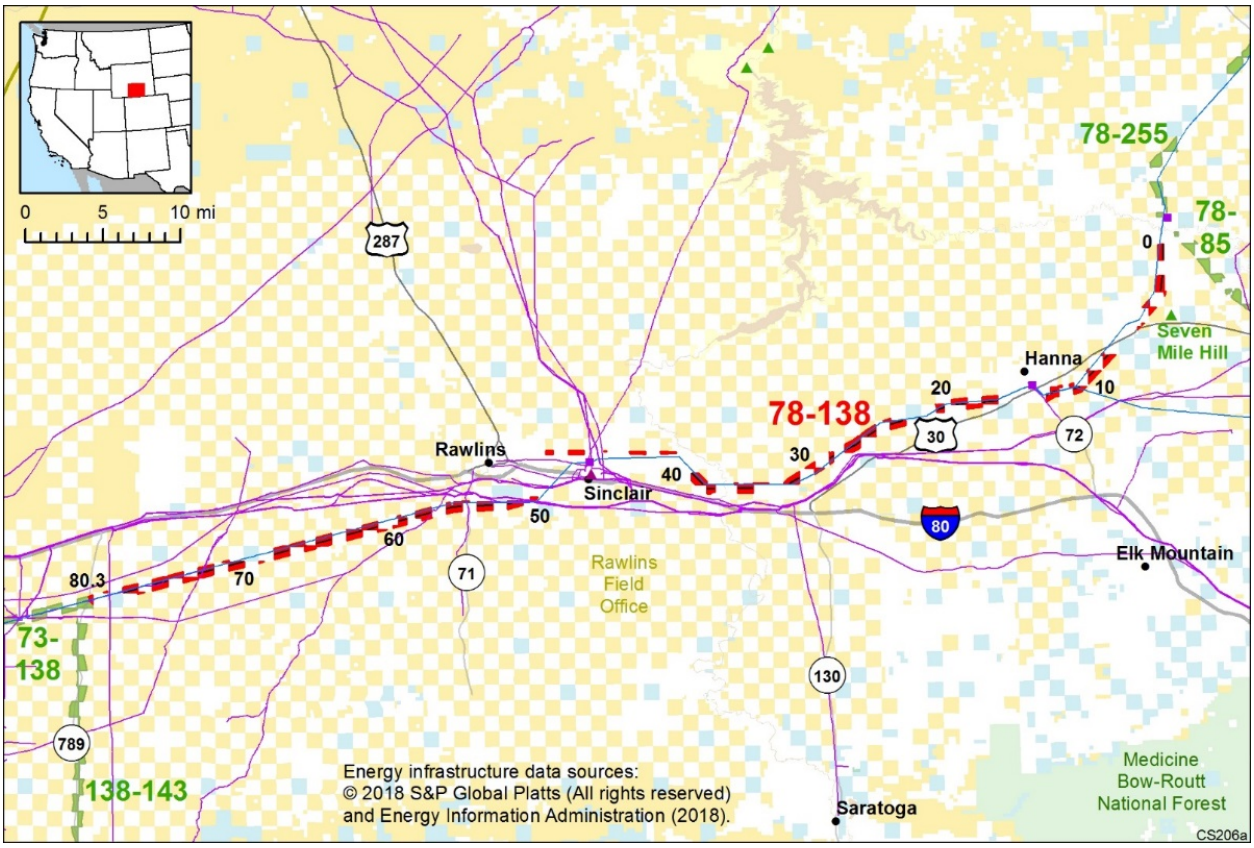

Figure 3.5-37a. Corridor 78-138 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Rawlins RMP (2008)
TransWest Express Transmission Project and RMP Amendments ROD (2016)
WY GRSG ARMPA (2019)

Corridor width: 3,500 ft.
Designated use: multi-modal for electric transmission and pipelines.

Potential Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment to better follow existing infrastructure and allow maximum future build-out capacity (see Chapter 3, Section 3.2).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy and technical standards for improved management (see Chapter 3, Section 3.3).
- Shift entire corridor along the authorized Gateway West transmission line route (figure 3.5-37c).

At the time of the review, the existing corridor location with the above changes is considered to be the best balance in meeting the siting principles. The corridor connects multiple corridors to the east and west, creating a continuous east-west corridor network through southern Wyoming across BLM-administered lands. The potential revision is consistent with other corridor revisions along the Gateway West route. It creates a preferred route for potential future energy development collocated with planned infrastructure and provides connectivity to renewable energy generation. GRSG PHMA (ROW avoidance area) and the corridor intersect and are not compatible with the corridor's purpose as a preferred location for infrastructure. However, the corridor would be collocated with Gateway West in the GRSG PHMA.

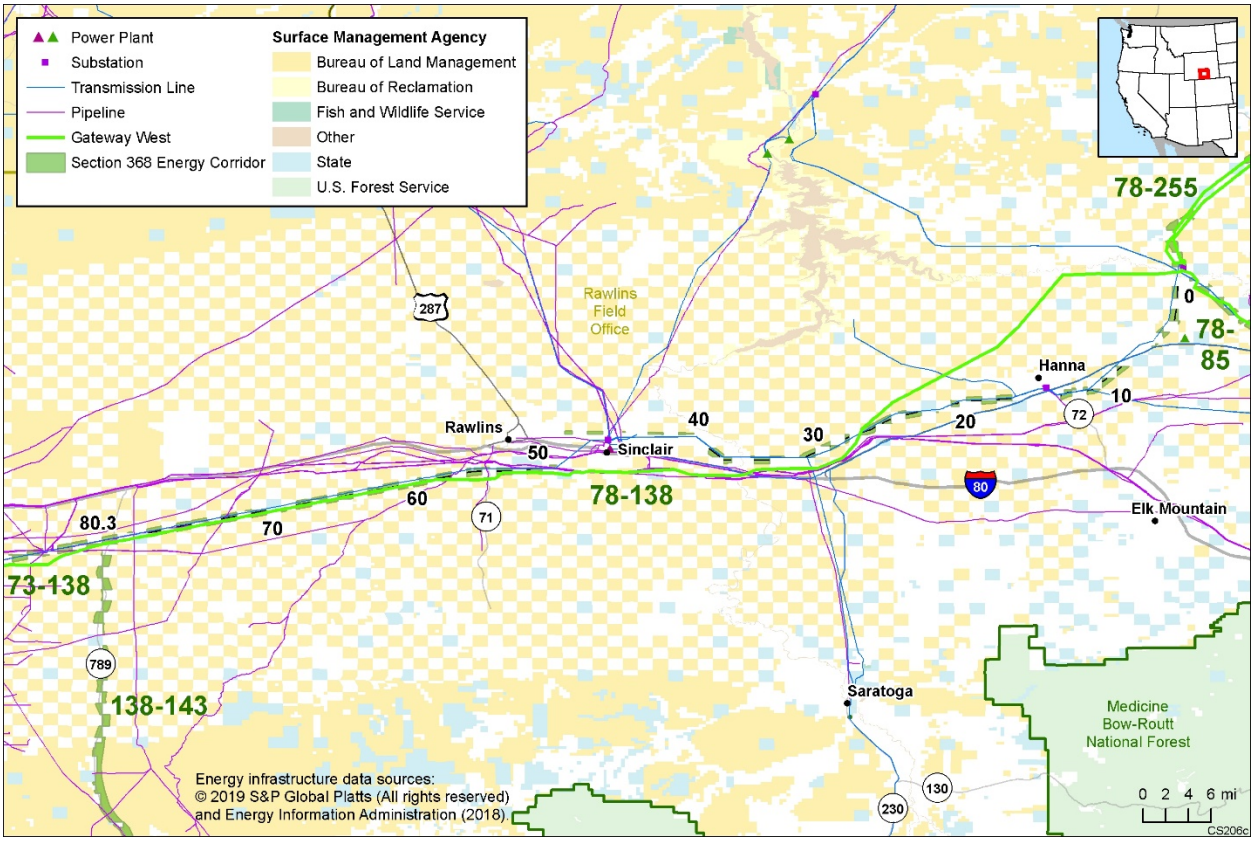

Figure 3.5-37b. Corridor 78-138, as designated

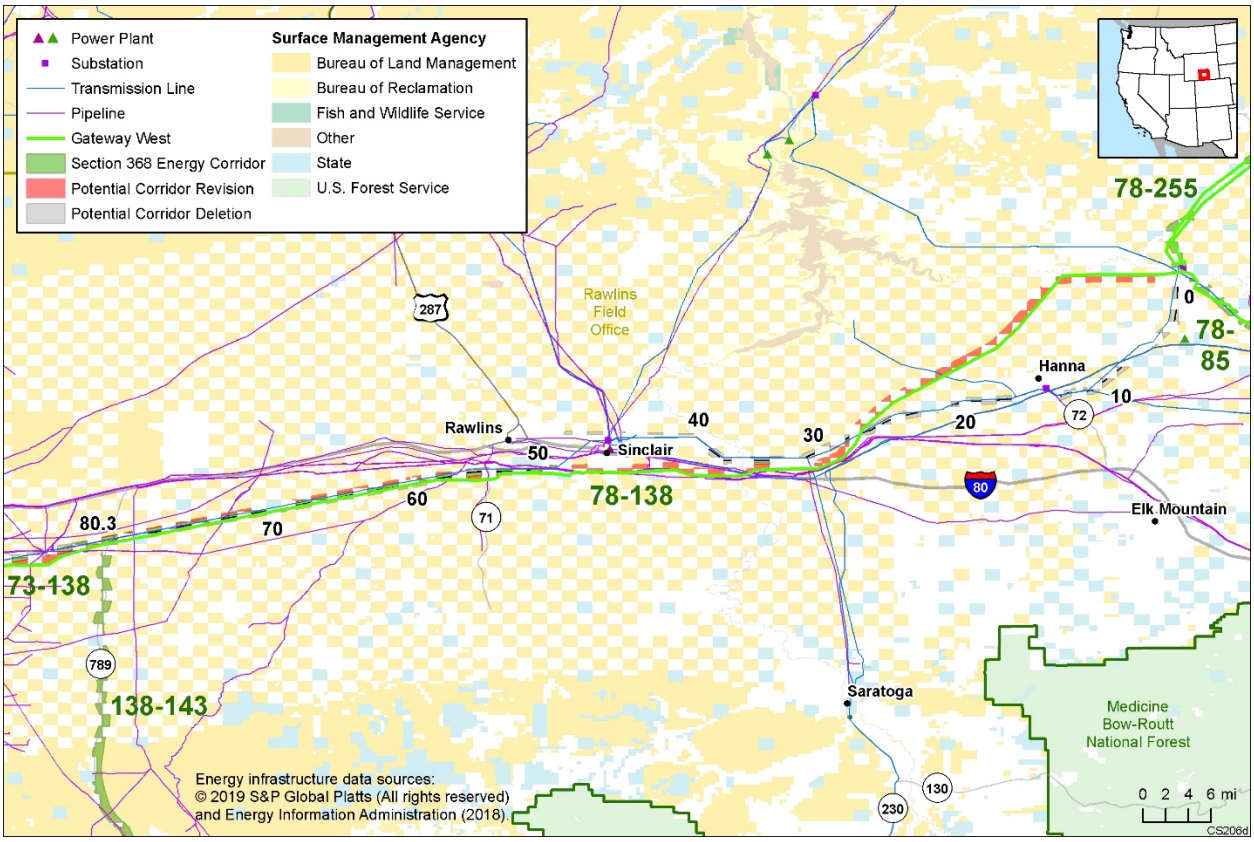

Figure 3.5-37c. Potential Revision to Corridor 78-138

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Chapter 3, Section 3.4. For Corridor 78-138, specific issues that would be addressed through potential IOP revisions or additions include:

- The Four Trails Feasibility Study Trail and the Continental Divide NST SRMA intersect the corridor. Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 78-138 which is available on the West-wide Energy Corridor Information Center project website at http://www.corridoreis.anl.gov.

Corridor 78-255 Shirley Basin Corridor

Agency Jurisdictions

Bureau of Land Management
Casper Field Office
Rawlins Field Office

Forest Service
Medicine Bow-Routt National Forest

Wyoming Counties

Carbon County
Natrona County

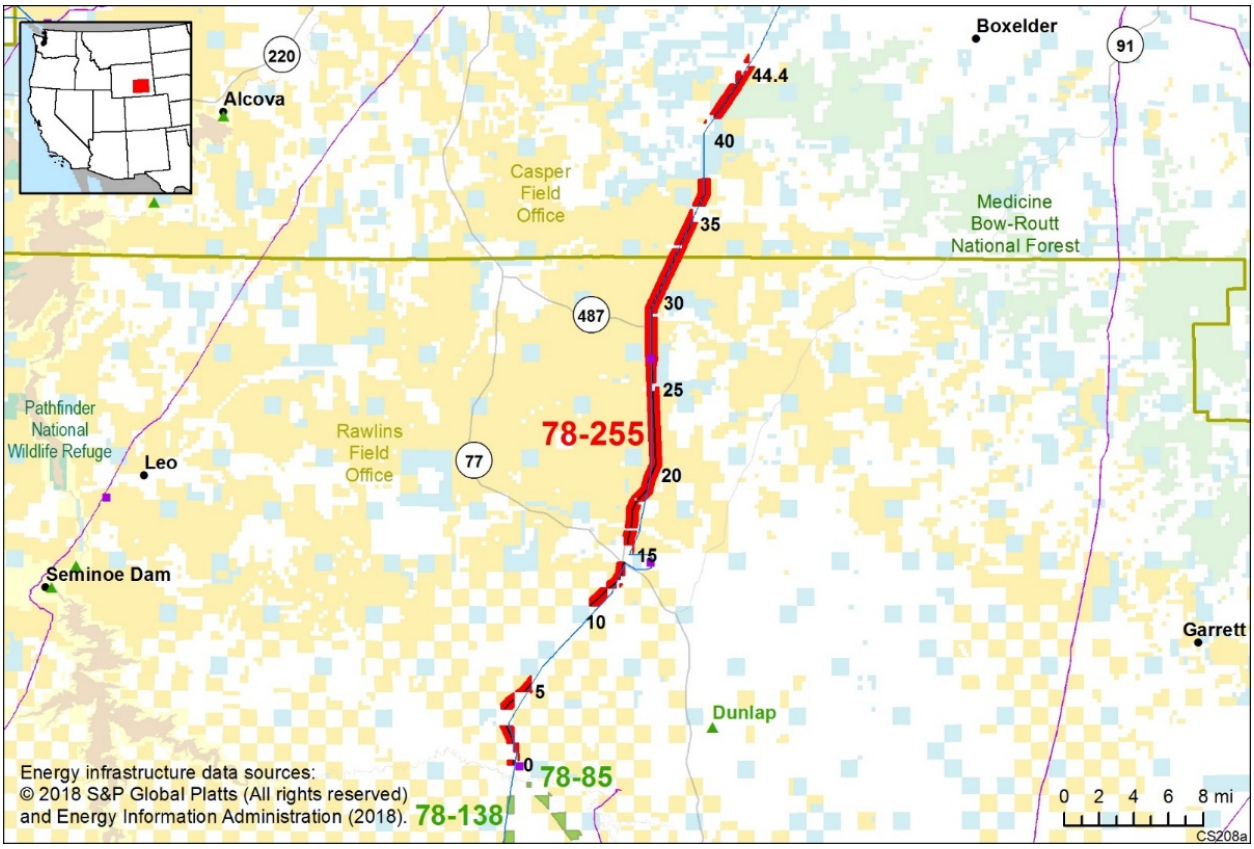

Figure 3.5-38. Corridor 78-255 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Casper RMP (2007)
Rawlins RMP (2008)
Medicine Bow National Forest LMP (2003)
Wyoming GRSG ARMPA (2019)
Forest Service GRSG ROD for Northwest Colorado and Wyoming and LMPAs for the Routt National Forest, Thunder Basin National Grassland, Bridger-Teton National Forest, and Medicine Bow National Forest (2015)

Corridor width: 3,500 ft.
Designated use: multi-modal for electric transmission and pipelines.

Potential Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment to better follow existing infrastructure and allow maximum future build-out capacity (see Chapter 3, Section 3.2).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy and technical standards for improved management (see Chapter 3, Section 3.3).

At the time of the review, the existing corridor location is considered to be the best balance in meeting the siting principles. The corridor provides a north-south pathway for energy transport in southeastern Wyoming and connects to Corridors 78-138 and 78-85 to the south, creating a continuous corridor network that extends to the northeast across BLM- and USFS-administered lands. The corridor provides an important connection to wind energy transmission. The corridor was identified as a corridor of concern in the Settlement Agreement for GRSG core area and habitat. GRSG PHMA (ROW avoidance areas) are not compatible with the corridor's purpose as a preferred location for infrastructure. However, the corridor is collocated with an existing 230-kV transmission line and follows the recently authorized 500-kV Gateway West transmission line for its entire length.

In addition to the revisions identified above, the following concerns were identified during the stakeholder workshops and should be considered during any land use planning revisions that would affect the corridor:

- Need mitigation measures to minimize impacts on GRSG impacts (e.g., raptor perching deterrents on transmission lines).

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Chapter 3, Section 3.4. For Corridor 78-255, specific issues that would be addressed through potential IOP revisions or additions include:

- Lands with wilderness characteristics have been identified within the corridor area. Agencies could consider an IOP to provide guidance on the review process for applications within corridors with incomplete inventories. The potential IOP would assist with avoiding, minimizing, and/or mitigating impacts on lands with wilderness characteristics.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 78-255 which is available on the West-wide Energy Corridor Information Center project website at http://www.corridoreis.anl.gov.

Corridor 79-216 Casper to Billings Corridor

Agency Jurisdictions

Bureau of Land Management
Billings Field Office
Casper Field Office
Cody Field Office
Lander Field Office
Worland Field office

Montana County

Carbon County

Wyoming Counties

Big Horn County
Converse County
Fremont County
Hot Springs County
Natrona County
Washakie County

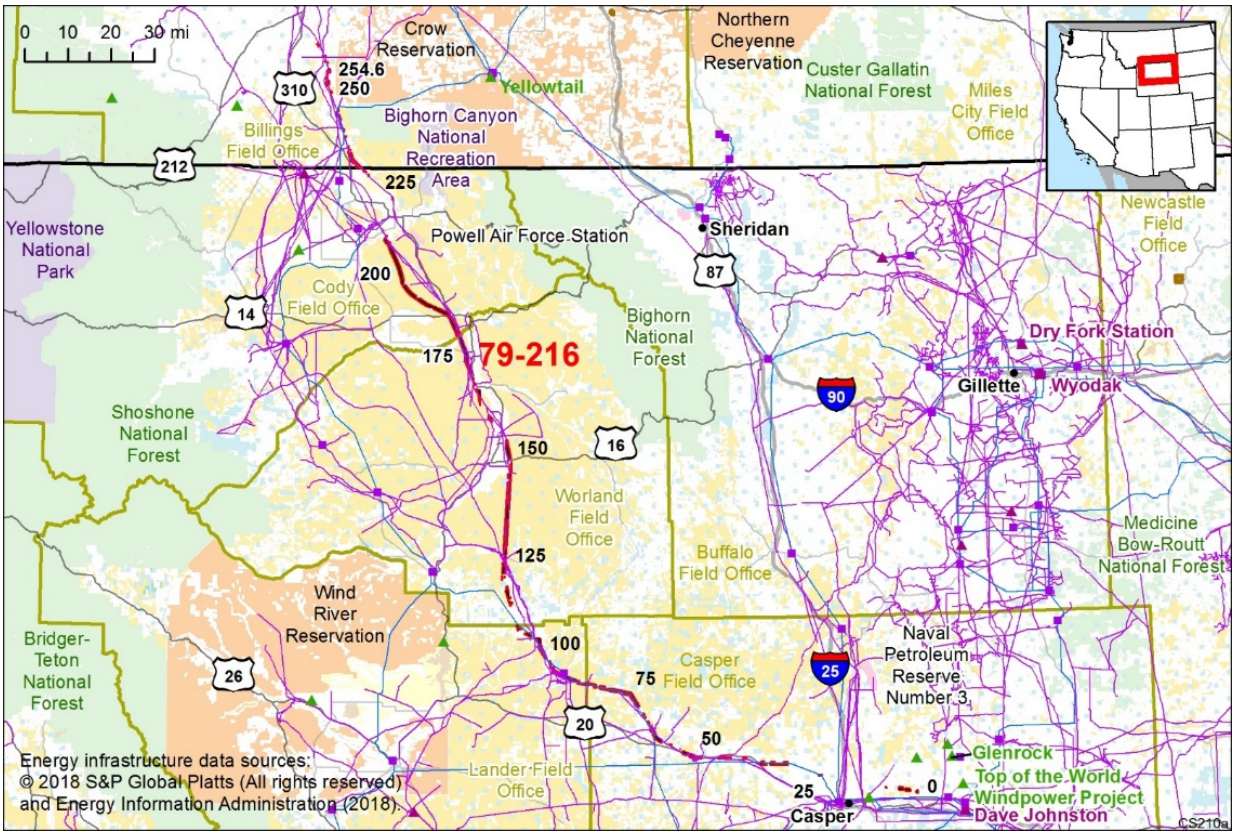

Figure 3.5-39a. Corridor 79-216 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Billings GRSG ARMPA (2019)
Casper RMP (2007)
Humboldt National Forest LRMP (1986)
NVCA GRSG RMPA (BLM 2019)

Corridor width: 3,500 ft.
Designated use: multi-modal for electric transmission and pipelines.

Potential Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment to better follow existing infrastructure and allow maximum future build-out capacity (see Chapter 3, Section 3.2).

  Shift the corridor along existing infrastructure in areas where it is not currently collocated (MP 103 to MP 125, MP 158 to MP 170, and MP 185 to MP 209; Figures 3.5-39d through 39i).

- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy and technical standards for improved management (see Chapter 3, Section 3.3).

- Implement minor adjustments to avoid environmentally sensitive areas.

  Consider changing the VRM class where the corridor intersects VRM Class II areas (MP 101 to MP 108).

- Delete corridor from MP 0 to MP 32 because there is very little federal land (Figure 3.5-39c).

At the time of the review, the existing corridor location with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing north-south connectivity for interstate energy transport from Casper, Wyoming to Billings, Montana. The corridor was identified as a corridor of concern in the Settlement Agreement for GRSG core area and habitat. GRSG GHMA and PHMA (ROW avoidance areas) are not compatible with the corridor's purpose as a preferred location for infrastructure. However, GRSG PHMA and GHMA encompass the entire area and cannot be avoided, and the corridor (with above changes) is collocated with existing infrastructure (minimizing impacts).

In addition to the revisions identified above, the following concerns were identified during the stakeholder workshops and should be considered during any land use planning revisions that would affect the corridor:

- Elk migration corridors and habitat, lands with wilderness characteristics, NHT, cultural properties, landscape characteristics, ACECs, and other resource concerns.
- Concern that there is no demand for a north-south corridor in the area.

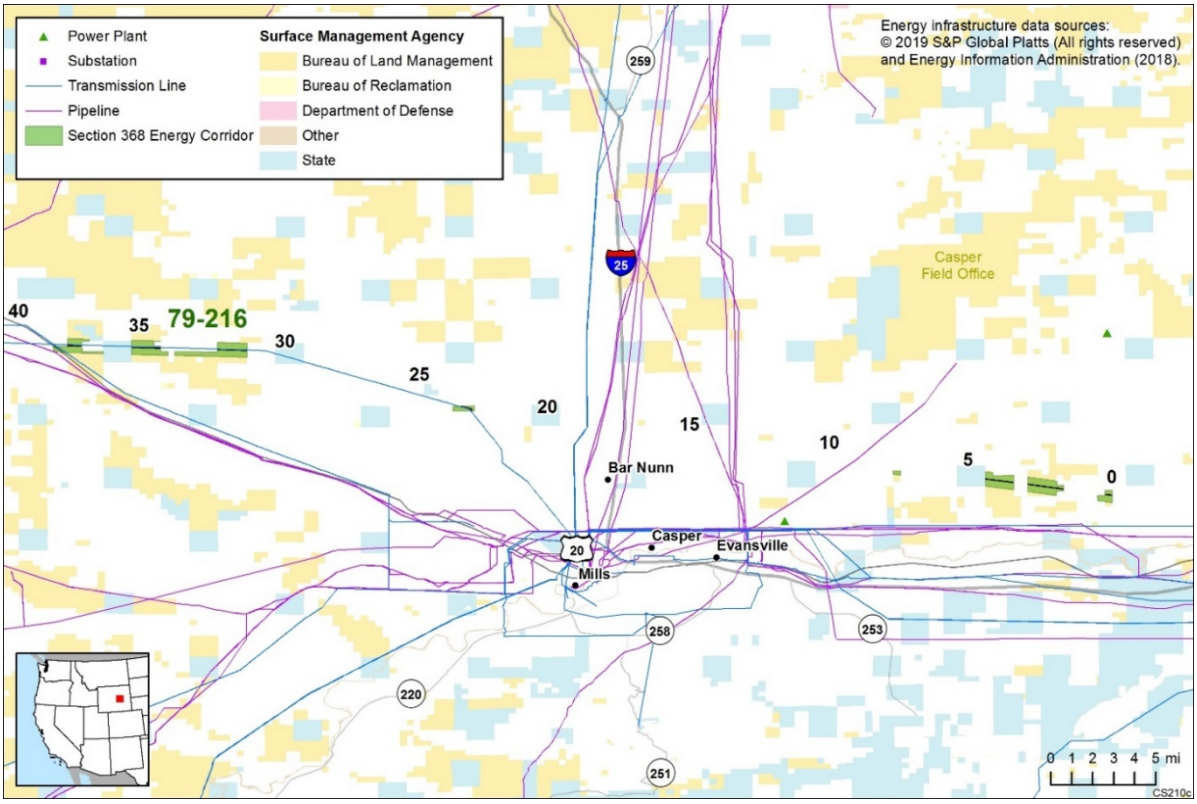

Figure 3.5-39b. Corridor 79-216, as designated (MP 0 to MP 32)

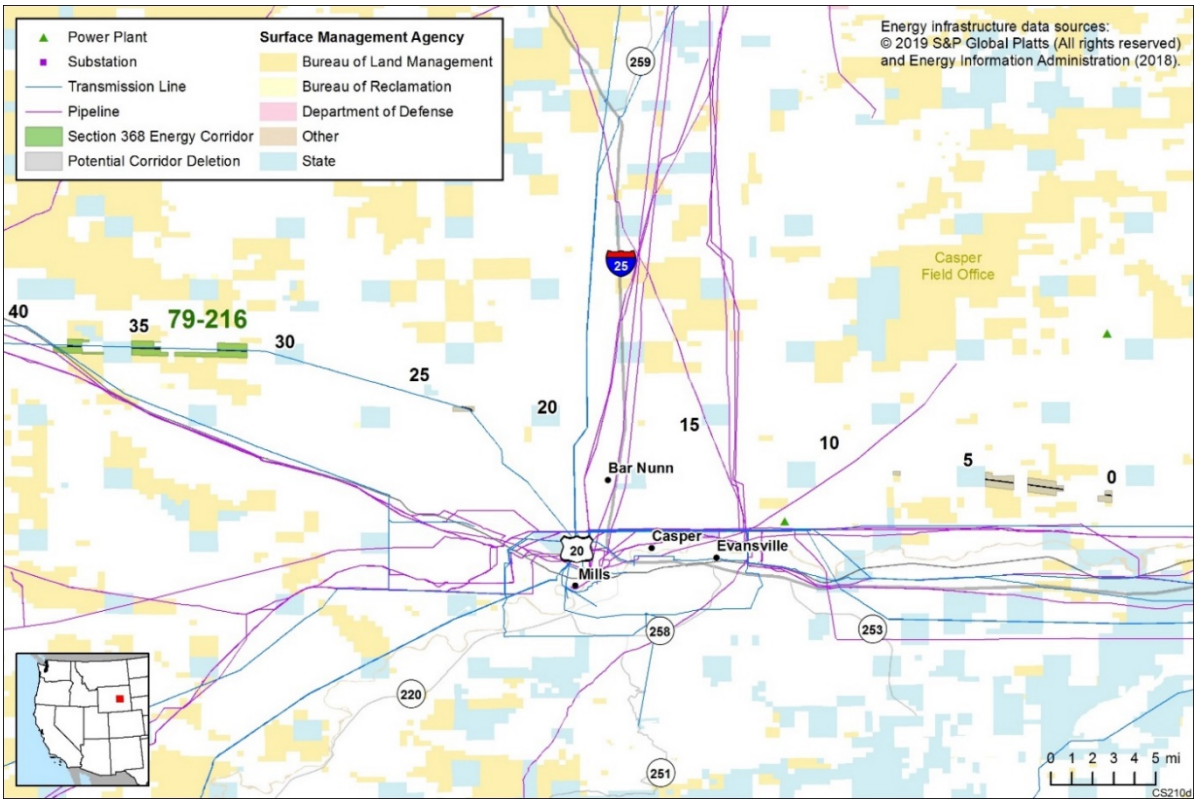

Figure 3.5-39c. Potential Revision to Corridor 79-216 (MP 0 to MP 32)

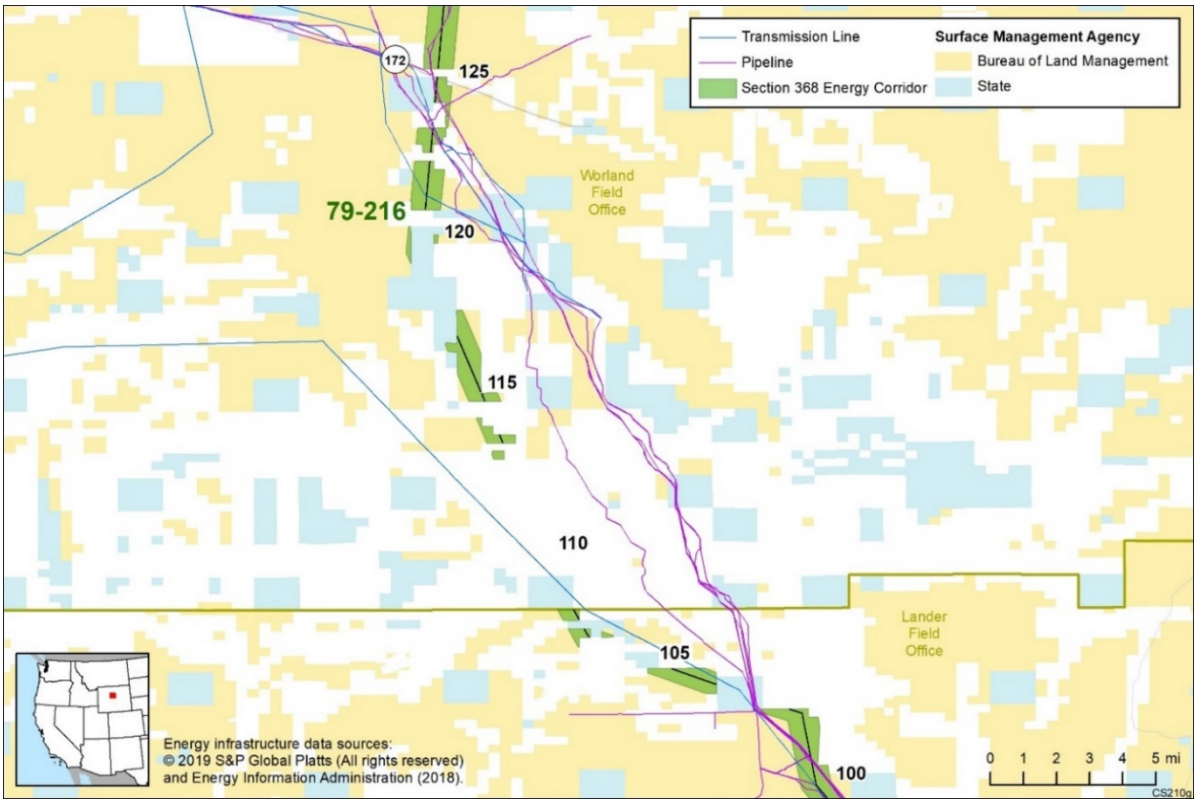

Figure 3.5-39d. Corridor 79-216, as designated (MP 103 to MP 125)

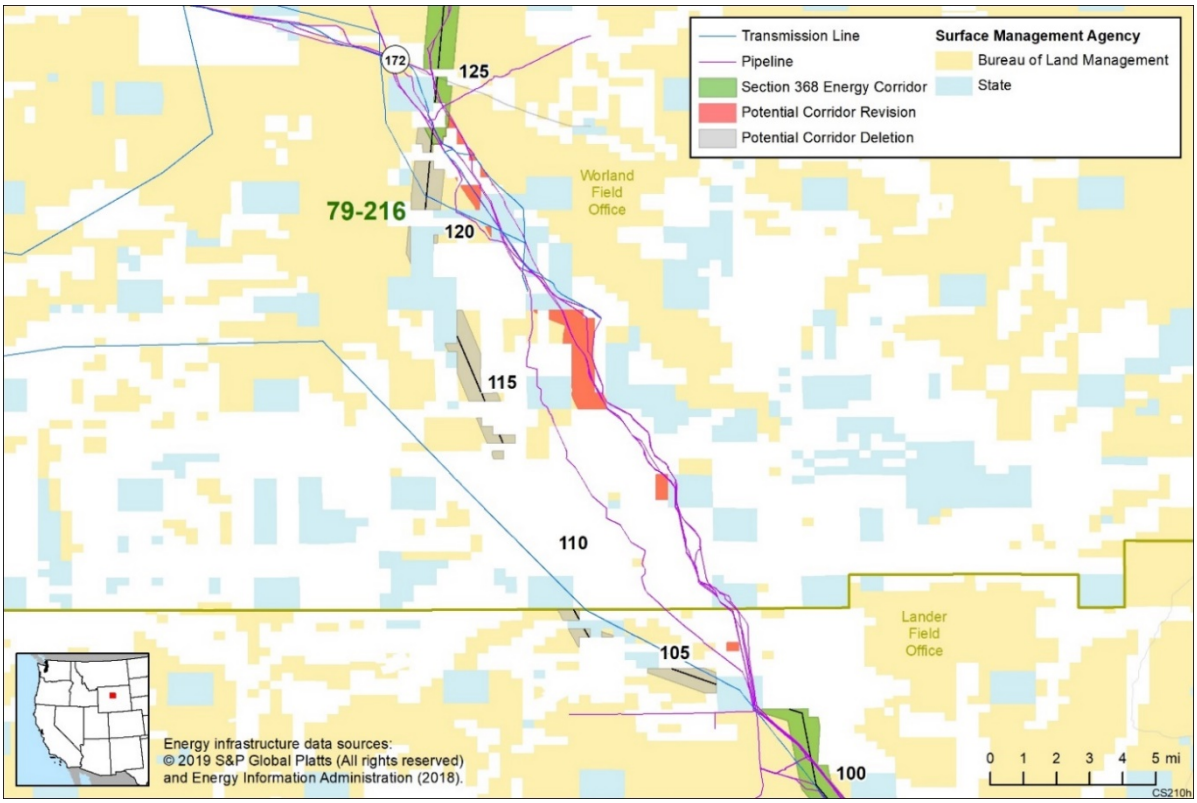

Figure 3.5-39e. Potential Revision to Corridor 79-216 (MP 103 to MP 125)

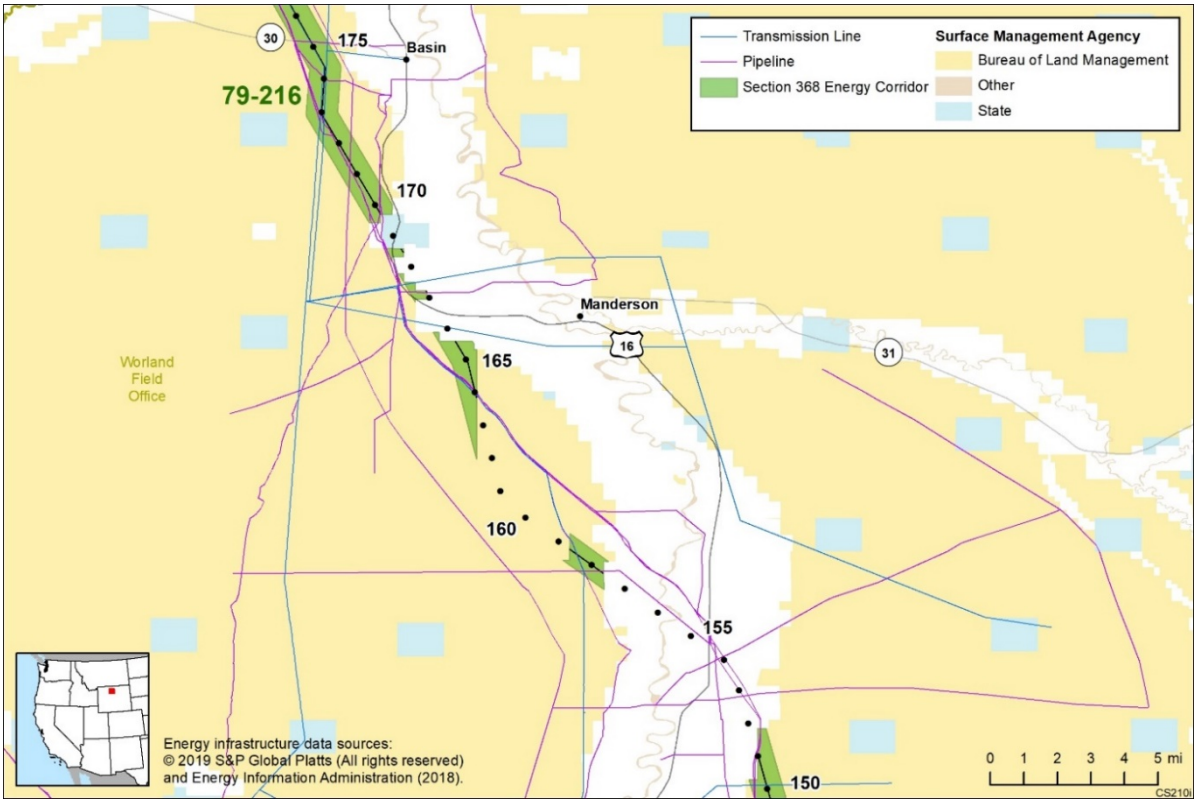

Figure 3.5-39f. Corridor 79-216, as designated (MP 158 to MP 170)

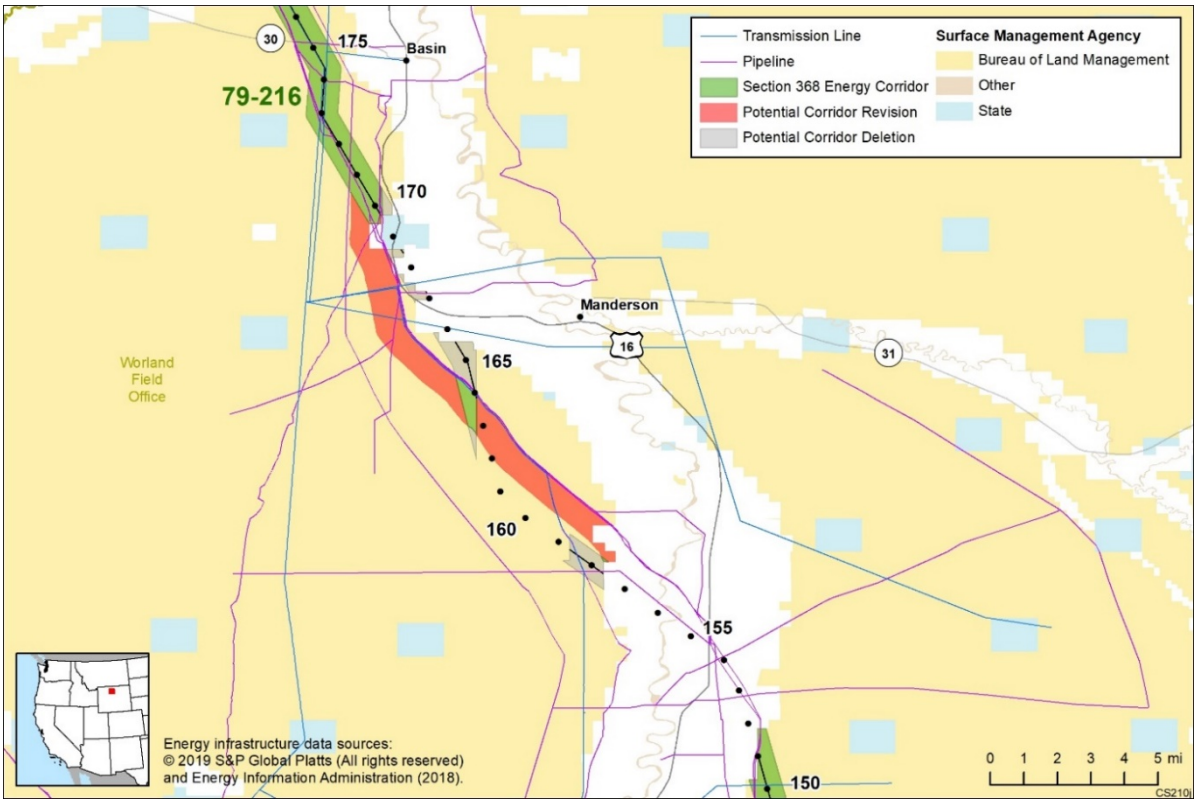

Figure 3.5-39g. Potential Revision to Corridor 79-216 (MP 158 to MP 170)

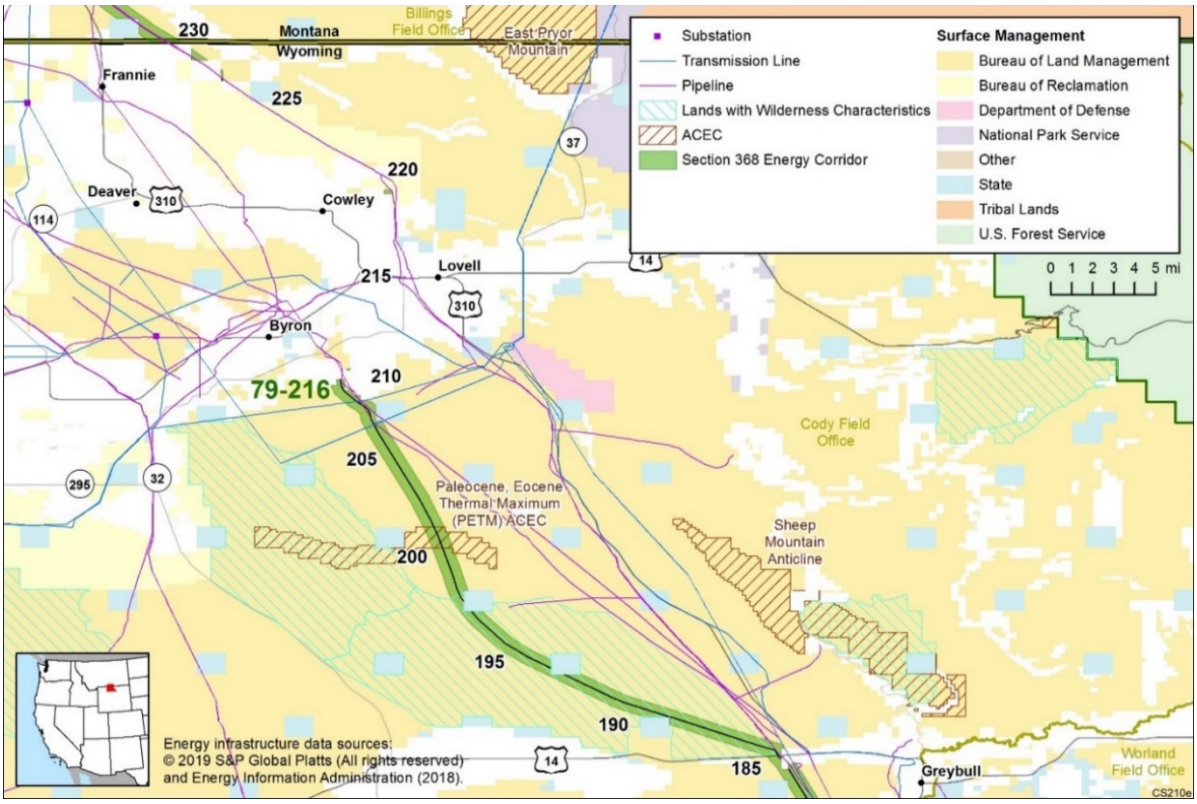

Figure 3.5-39h. Corridor 79-216, as designated (MP 185 to MP 209)

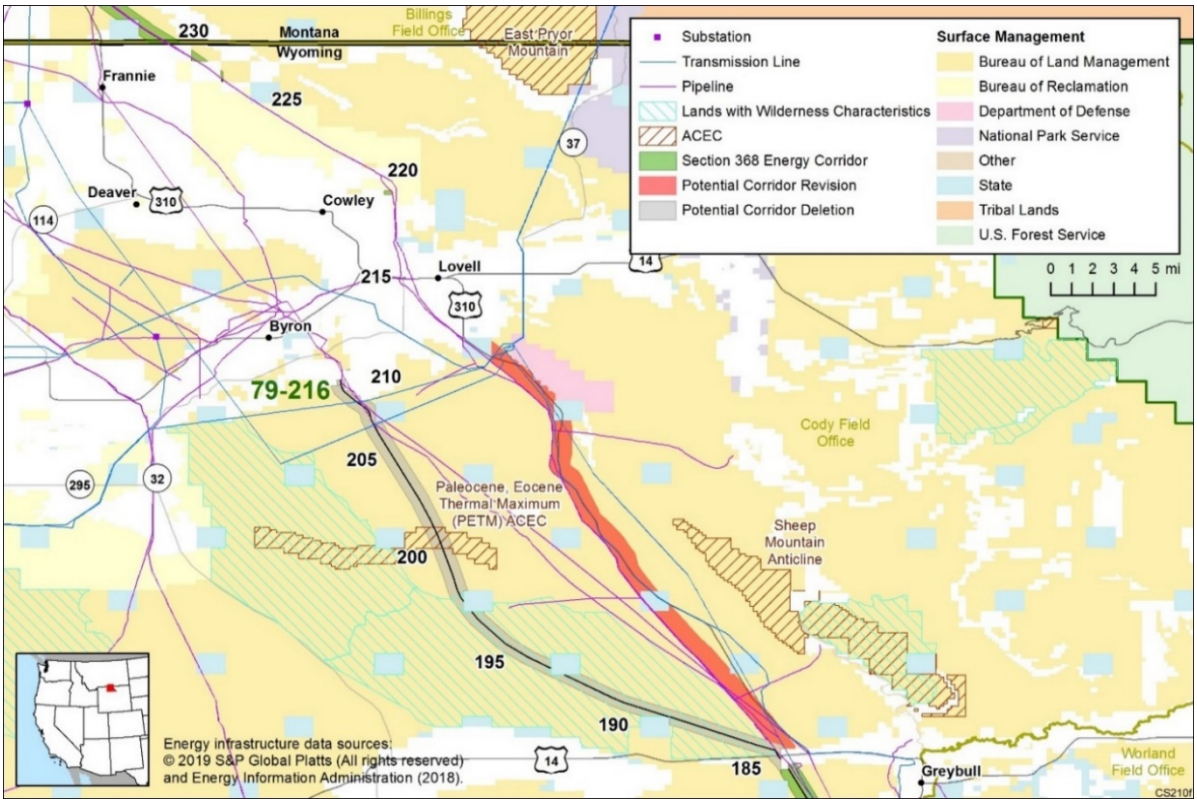

Figure 3.5-39i. Potential Revision to Corridor 79-216 (MP 185 to MP 209)

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Chapter 3, Section 3.4. For Corridor 79-216, specific issues that would be addressed through potential IOP revisions or additions include:

- Lands with undetermined status for wilderness characteristics intersect and are adjacent to the corridor. Agencies could consider an IOP to provide guidance on the review process for applications within corridors with incomplete inventories. The potential IOP would assist with avoiding, minimizing, and/or mitigating impacts on lands with wilderness characteristics.
- MTR-IR and the corridor intersect. Adherence to the existing IOP regarding coordination with DoD would be required. Agencies considering a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 79-216 which is available on the West-wide Energy Corridor Information Center project website at http://www.corridoreis.anl.gov.

Corridor 101-263 Eureka to Redding Corridor

Agency Jurisdictions

Bureau of Land Management
Redding Field Office

Forest Service
Shasta-Trinity National Forest
Six Rivers National Forest

California Counties

Humboldt County
Shasta County
Trinity County

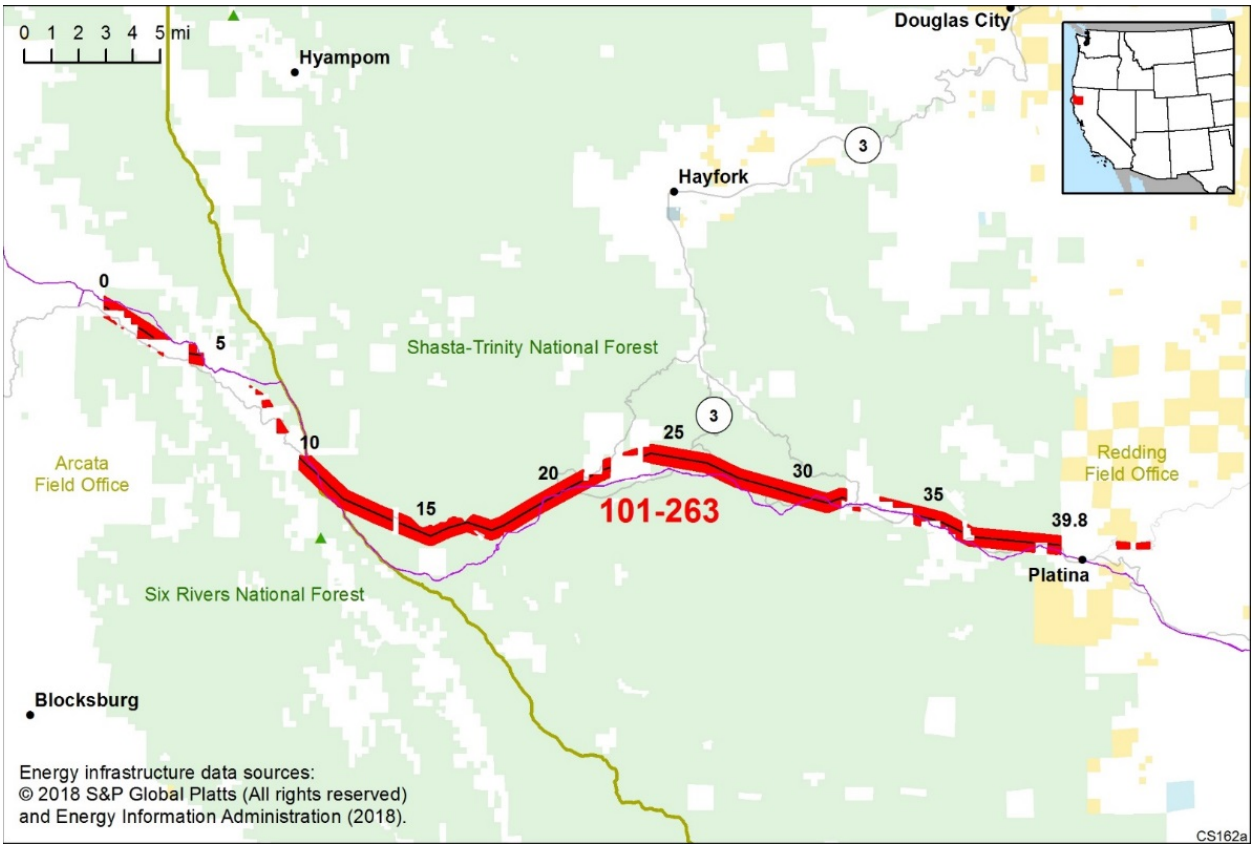

Figure 3.5-40. Corridor 101-263 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Redding RMP (1993)
Shasta-Trinity National Forest LMP (1995)
Six Rivers National Forest LMP (1995)

Corridor width: 3,500 ft.
Designated use: multi-modal for electric transmission and pipelines.

Potential Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment to better follow existing infrastructure and allow maximum future build-out capacity (see Chapter 3, Section 3.2).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy and technical standards for improved management (see Chapter 3, Section 3.3).
- Implement minor adjustments to avoid environmentally sensitive areas.

    From MP 14 to MP 18, shift the corridor to the south so that the existing transmission line is the northern border rather than the centerline to minimize impacts on the Trinity, California National WSR.

At the time of the review, the existing corridor location with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing an east-west pathway for energy transport in Northwestern California. The potential minor revisions would minimize impacts on the Trinity, California National WSR to the greatest extent possible while maintaining a preferred route for potential future energy development collocated with existing infrastructure (i.e., 115-kV transmission line).

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Chapter 3, Section 3.4. For Corridor 101-263, specific issues that would be addressed through potential IOP revisions or additions include:

- The South Fork Roadless Area and the corridor are adjacent. The addition of an agency coordination IOP related to Roadless Areas could help in minimizing conflicts with the Roadless Rule.
- Lands with wilderness characteristics are located in the area of the corridor. Agencies could consider an IOP to provide guidance on the review process for applications within corridors with incomplete inventories. The potential IOP would assist with avoiding, minimizing, and/or mitigating impacts on lands with wilderness characteristics.
- MTR-VR and Slow-speed Route intersect the corridor. Adherence to the 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.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 101-263 which is available on the West-wide Energy Corridor Information Center project website at http://www.corridoreis.anl.gov.

Corridor 102-105 Seattle-Wenatchee Corridor

Agency Jurisdictions

Bureau of Land Management
Wenatchee Field Office

Forest Service
Mt. Baker-Snoqualmie National Forest
Okanogan-Wenatchee National Forest

Washington Counties

Chelan County
King County
Snohomish County

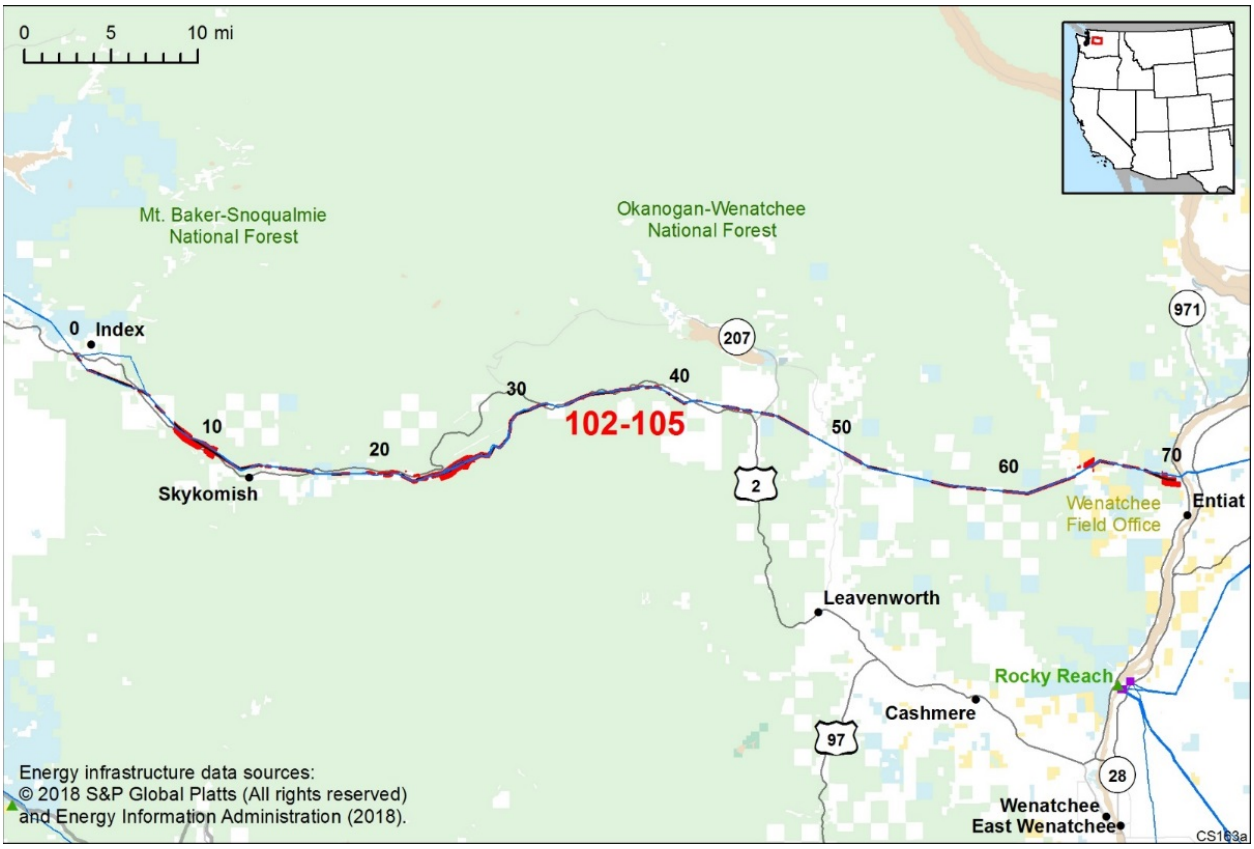

Figure 3.5-41. Corridor 102-105 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Spokane RMP/EIS (1985)
Mt. Baker-Snoqualmie National Forest LMP (1990)
Wenatchee National Forest LMP (1990)

Corridor width: 3,500 ft on BLM-administered lands, 500 ft and variable on USFS-administered lands.
Designated use: multi-modal for electric transmission and pipelines on BLM-administered lands, electric upgrade only on USFS-administered lands.

Potential Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment to better follow existing infrastructure and allow maximum future build-out capacity (see Chapter 3, Section 3.2).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy and technical standards for improved management (see Chapter 3, Section 3.3).

At the time of the review, the existing corridor location with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by creating an east-west pathway for transmitting generated energy from eastern Washington to the Puget Sound metropolitan area. The corridor is mostly on USFS land where it is designated electric upgrade only. One side of the existing BPA 500-kV transmission line has capacity for upgrades on the line within the corridor, although there have been no new proposals or applications for energy infrastructure in the area. Pipeline development within the corridor would be challenging because of resource concerns, soils and landslide hazards, and terrain, therefore, the Agencies do not recommend widening the corridor or changing the corridor's mode from electric upgrade only.

In addition to the revisions identified above, the following concerns were identified during the stakeholder workshops and should be considered during any land use planning revisions that would affect the corridor:

- Concern about critical habitat for species (Marbled Murrelet, Chinook Salmon, Bull Trout, and Northern Spotted Owl).
- Concern about Stevens Pass Historic District (north of MP 26). The forest hides existing transmission line well, but viewshed could be a concern if transmission lines are added in the future.
- Concern about potential visual impacts on Stevens Pass Scenic Byway.
- Concern about riparian reserves/Aquatic Conservation strategy (stream buffers).
- Concern about Wilderness.
- Avoid or minimize impacts on old growth forests for new ROWs.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Chapter 3, Section 3.4. For Corridor 102-105, specific issues that would be addressed through potential IOP revisions or additions include:

- The Eagle Rock Roadless Area and the Alpine Lakes Adj. Roadless Area are adjacent to the corridor. Agencies could consider a coordination IOP related to Roadless Areas to help minimize conflicts with the Roadless Rule.
- The Pacific Crest NST and the corridor intersect. Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.
- MTR-VR and the corridor intersect. Adherence to the 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.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 102-105 which is available on the West-wide Energy Corridor Information Center project website at http://www.corridoreis.anl.gov.

Corridor 111-226 Nevada-Idaho Connector Corridor

Agency Jurisdictions

Bureau of Land Management
Burley Field Office

Idaho County

Twin Falls County

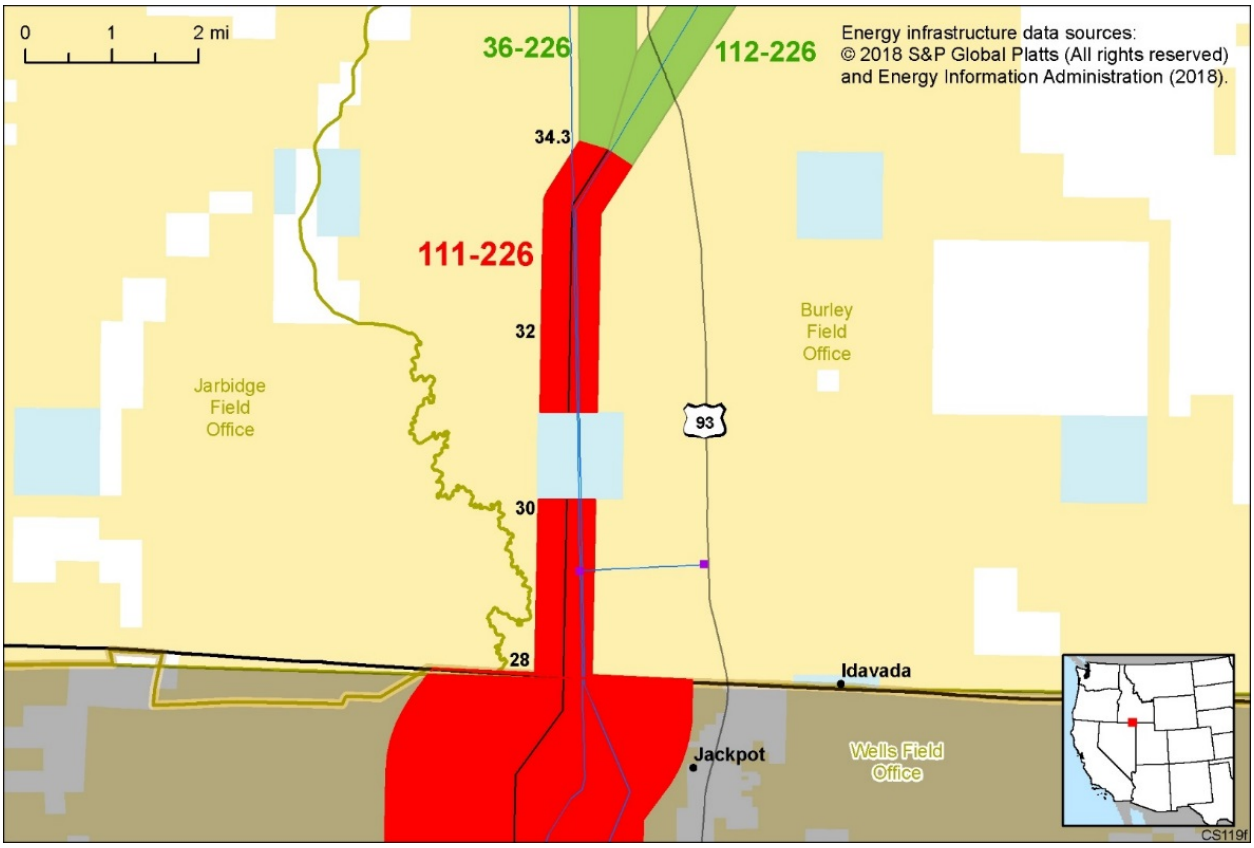

Figure 3.5-42. Corridor 111-226 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Twin Falls MFP (1982)
IDMT GRSG ARMPA (2019)

Corridor width: 3,500 ft.
Designated use: multi-modal for electric transmission and pipelines.

Potential Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment to better follow existing infrastructure and allow maximum future build-out capacity (see Chapter 3, Section 3.2).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy and technical standards for improved management (see Chapter 3, Section 3.3).
- Implement minor adjustments to avoid environmentally sensitive areas.

    From MP 28 to MP 30, shift the corridor east, with the existing transmission line as western border of corridor, to avoid a VRM Class I area within the Salmon Falls Reservoir SRMA. From MP 32 to MP 34, shift the corridor west or narrow the corridor to avoid a VRM Class I area. The Agencies could also consider changing the VRM class at the locations of VRM Class I intersections since the corridor is collocated with existing transmission lines.

At the time of the review, the existing corridor location with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a link to other Section 368 energy corridors, providing a continuous corridor network from Boise, Idaho to Las Vegas, Nevada across BLM-administered lands. The potential minor revisions would minimize impacts on visual resources to the greatest extent possible while maintaining a preferred route for potential future energy development collocated with existing infrastructure (i.e., 138-kV and 345-kV transmission lines).

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Chapter 3, Section 3.4. For Corridor 111-126, no potential IOP revisions or additions have been identified.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 111-226 which is available on the West-wide Energy Corridor Information Center project website at http://www.corridoreis.anl.gov.

Corridor 112-226 East Twin Falls Corridor

Agency Jurisdictions

Bureau of Land Management
Burley Field Office
Shoshone Field Office

Idaho Counties

Cassia County
Jerome County
Twin Falls County

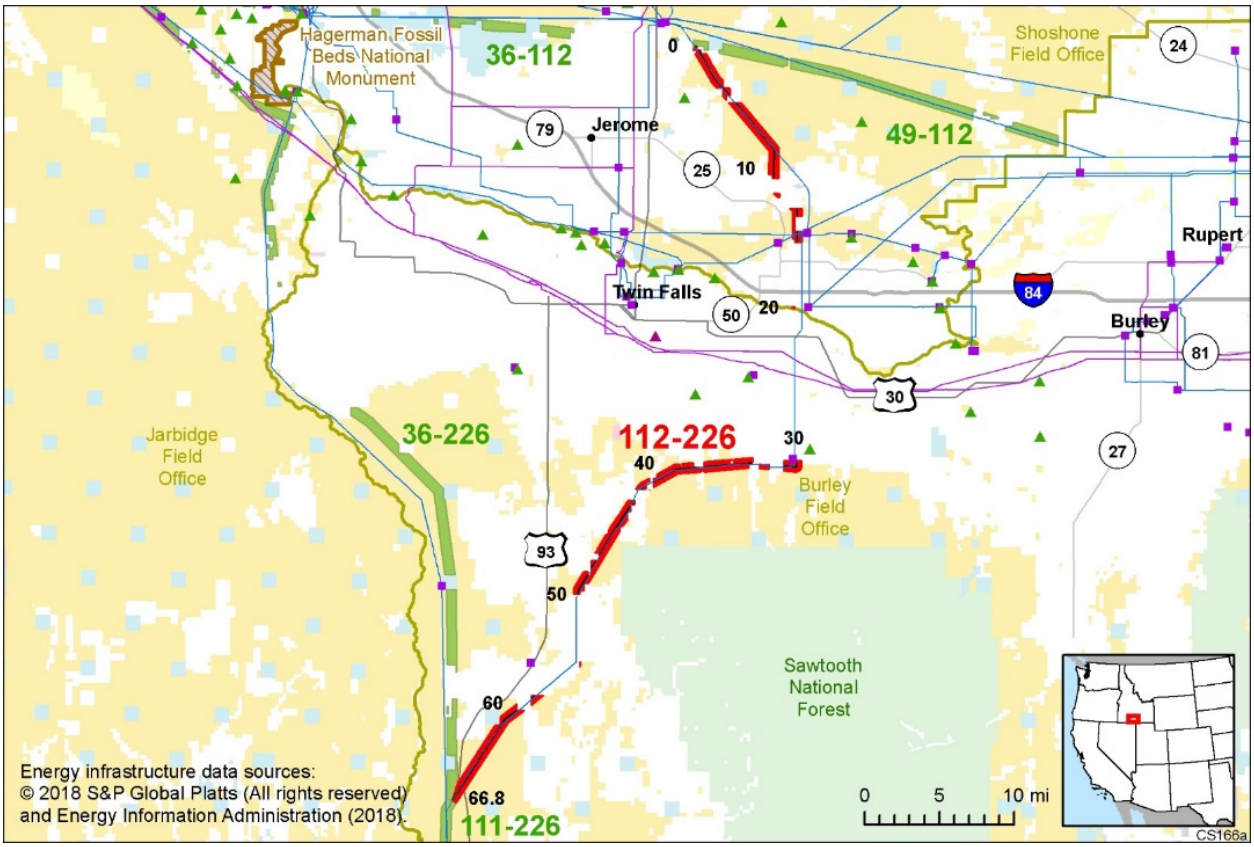

Figure 3.5-43. Corridor 112-226 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Cassia MFP (1985)
Monument RMP (1986)
Twin Falls MFP (1982)
IDMT GRSG ARMPA (2019)

Corridor width: 3,500 ft.
Designated use: multi-modal for electric transmission and pipelines.

Potential Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment to better follow existing infrastructure and allow maximum future build-out capacity (see Chapter 3, Section 3.2).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy and technical standards for improved management (see Chapter 3, Section 3.3).
- Implement minor adjustments to avoid environmentally sensitive areas.

    Consider changing the VRM designation at MP 20 because the corridor follows existing and planned infrastructure and only intersects a small portion of the VRM class II area.

    From MP 30 to MP 41, shift the corridor north to align the southern border of the corridor with existing transmission to avoid GRSG IHMA.

    Consider changing the VRM class designation at MP 33 and MP 35, because corridor is collocated with existing and planned transmission lines at this location.

    From MP 44 to MP 50, shift the corridor northwest to align the southern border of the corridor with existing transmission to avoid GRSG PHMA.

    Consider changing the VRM class designation from MP 59 to MP 60 since the corridor is collocated with existing and planned transmission lines at this location.

At the time of the review, the existing corridor location with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a link to other Section 368 energy corridors (Corridors 36-226 and 36-112 which serve Idaho to the north connects to Corridor 49-112, creating a corridor network to the west), creating a continuous corridor network from Las Vegas into Idaho across BLM-administered lands. The potential minor revisions would minimize impacts on GRSG and visual resources to the greatest extent possible while maintaining a preferred route for potential future energy development collocated with existing infrastructure (i.e., 230-kV transmission line).

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Chapter 3, Section 3.4. For Corridor 112-226, specific issues that would be addressed through potential IOP revisions or additions include:

- Wildlife species connectivity and habitat have been identified within the corridor. The Agencies could consider an IOP that minimizes impacts on habitat connectivity.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 112-226 which is available on the West-wide Energy Corridor Information Center project website at http://www.corridoreis.anl.gov.

Corridor 121-220 Northwest Rock Springs Corridor

Agency Jurisdictions

Bureau of Land Management
Rock Springs Field Office

Wyoming County

Sweetwater County

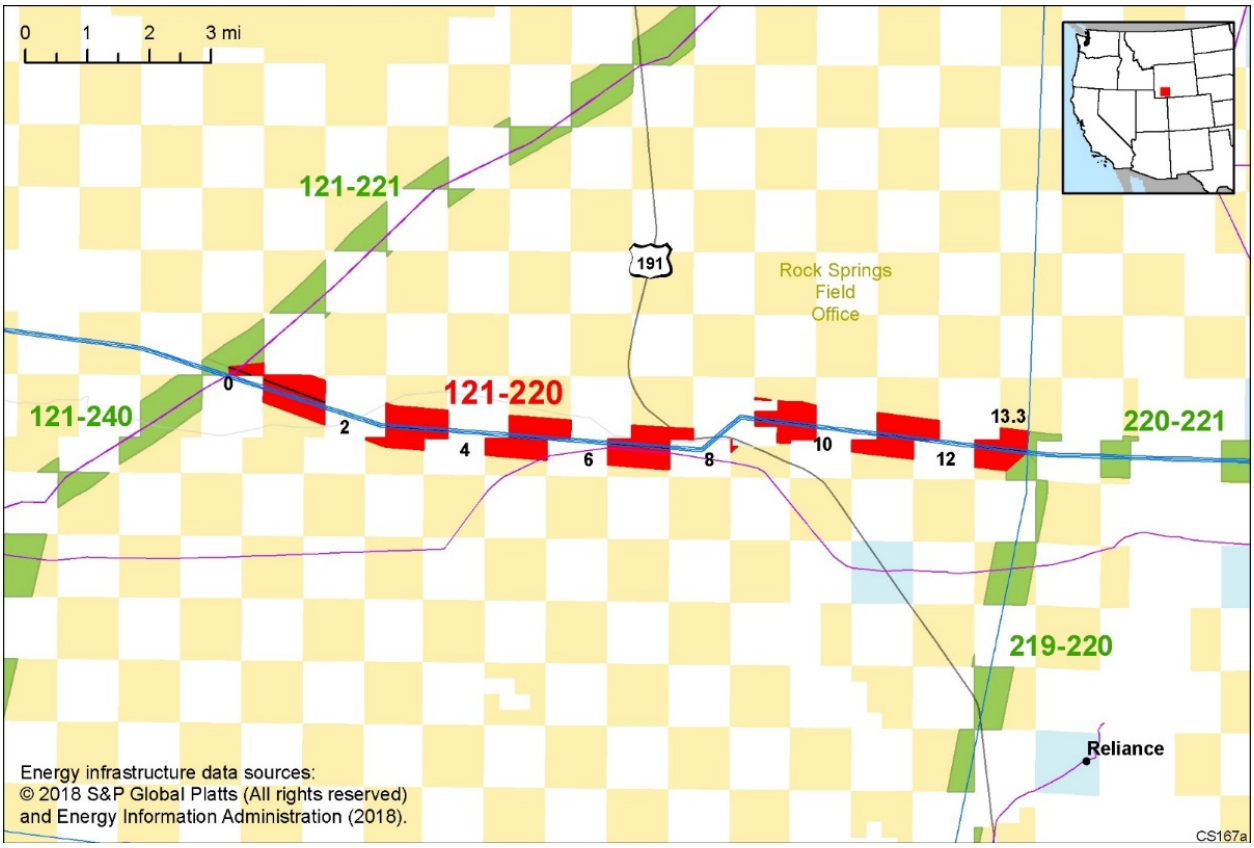

Figure 3.5-44a. Corridor 121-220 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Green River RMP (1997)
Wyoming GRSG ARMPA- Attachment 4 (2019)

Corridor width: 3,500 ft.
Designated use: electric only.

Potential Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment to better follow existing infrastructure and allow maximum future build-out capacity (see Chapter 3, Section 3.2).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy and technical standards for improved management (see Chapter 3, Section 3.3).
- Shift the corridor to the south to align with recently authorized Gateway West route (Figure 3.5-44c).

At the time of the review, the existing corridor location with the above changes is considered to be the best balance in meeting the siting principles. The short corridor promotes efficient use of the landscape by providing a link to other Section 368 energy corridors (Corridor 121-221 and Corridor 121-240 to the west and Corridor 219-220 and Corridor 220-221 to the east), creating a continuous corridor network in southern Wyoming across BLM- and USFS-administered lands. The potential corridor revision is consistent with other east-west corridors in the vicinity which also propose corridor revisions to follow Gateway West. GRSG PHMA ROW avoidance areas are not compatible with the corridor's purpose as a preferred location for infrastructure. However, the potential corridor revision would be collocated with a planned transmission line.

In addition to the revisions identified above, the following concerns were identified during the stakeholder workshops and should be considered during any land use planning revisions that would affect the corridor:

- Collocating the corridor along Gateway West would consolidate transmission impacts (visual and GRSG habitat).
- Incorporate lessons learned from the Gateway West project when revising Section 368 energy corridors. That project alignment was selected for specific reasons which could help inform the location of Section 368 energy corridors.

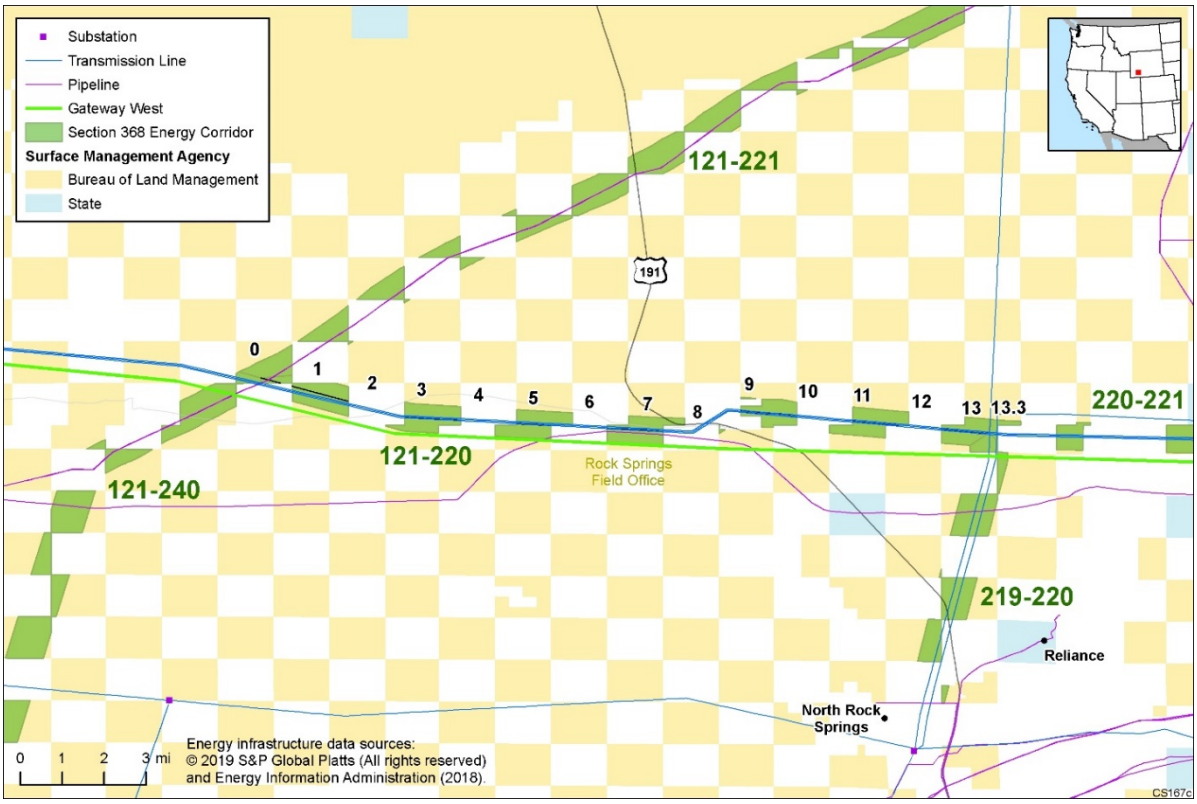

Figure 3.5-44b. Corridor 121-220, as designated

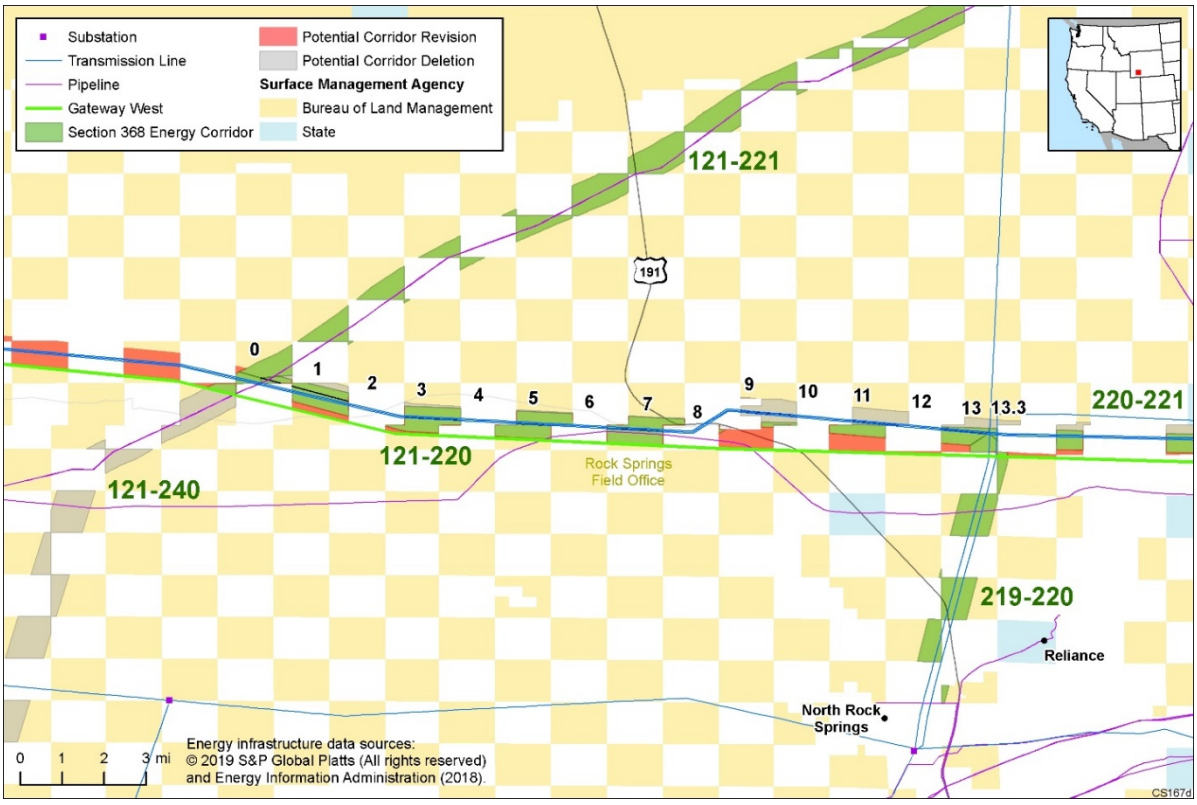

Figure 3.5-44c. Potential Revision to Corridor 121-220

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Chapter 3, Section 3.4. For Corridor 121-220, specific issues that would be addressed through potential IOP revisions or additions include:

- The Four Trails Feasibility Study Trail and the corridor intersect. Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 121-220 which is available on the West-wide Energy Corridor Information Center project website at http://www.corridoreis.anl.gov.

Corridor 121-221 Rock Springs Bypass Corridor

Agency Jurisdictions

Bureau of Land Management
Rock Springs Field Office

Wyoming County

Sweetwater County

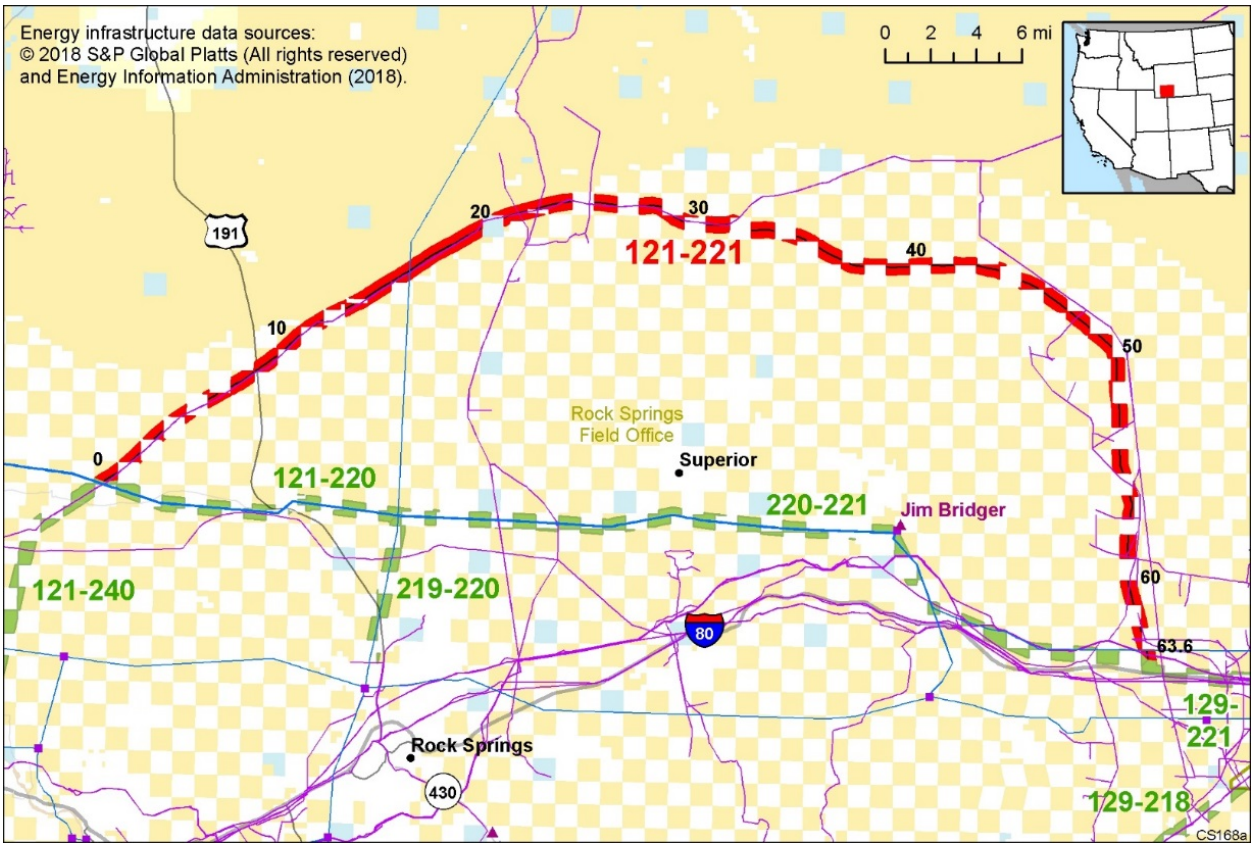

Figure 3.5-45a. Corridor 121-221 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Green River RMP (1997)
Wyoming GRSG ARMPA (2019)

Corridor width: 3,500 ft.
Designated use: multi-modal for electric transmission and pipelines.

Potential Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment to better follow existing infrastructure and allow maximum future build-out capacity (see Chapter 3, Section 3.2).

  From MP 31 to the end of the corridor, shift the corridor to follow existing pipeline infrastructure and/or WPCI to avoid undisturbed areas and some overlap with GRSG PHMA.

- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy and technical standards for improved management (see Chapter 3, Section 3.3).

- Implement minor adjustments to avoid environmentally sensitive areas.

  Between MP 11 and MP 15, shift the corridor to the edge of the existing pipeline to avoid the VRM Class II area while maintaining corridor width where possible on federal lands. The Agencies could also consider changing the VRM class designation.

  From MP 27 to MP 28, shift the corridor to the edge of the existing pipeline to avoid the Greater Sand Dunes ACEC, VRM Class II, and the Killpecker Sand Dunes SRMA while maintaining corridor width where possible on federal lands.

- Consider designating the corridor underground-only.

At the time of the review, the existing corridor location with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a link to other Section 368 energy corridors (Corridor 121-240 to the west and Corridor 129-221 to the east), creating a continuous corridor network in southern Wyoming across BLM-administered lands. The Agencies could consider designating the corridor as underground-only for pipeline use because there are other corridors in the vicinity that could be used for future placement of electrical facilities. The potential revisions would minimize impacts on visual resources, ACEC, Killpecker Sand Dunes SRMA and GRSG to the greatest extent possible while maintaining a preferred route for potential future energy development collocated with existing infrastructure.

In addition to the revisions identified above, the following concerns were identified during the stakeholder workshops and should be considered during any land use planning revisions that would affect the corridor:

- Delete corridor because of concerns that the siting principles are not strongly supported in this corridor: impacts are not minimized; may be redundant with 121-220/220-221 and Gateway West to the south; currently no transmission lines are present within corridor.
- There are existing CO_2 pipelines along most of the corridor that are serving to connect with the CO_2 demand area in the east.
- BLM needs to coordinate with State of Wyoming about WPCI and with energy companies to better connect/align with energy sources and demand.
- Scenic resources in that area – scenic loop route, Tri-Territory monument, and other visitor experiences.
- Concern about habitat concerns.

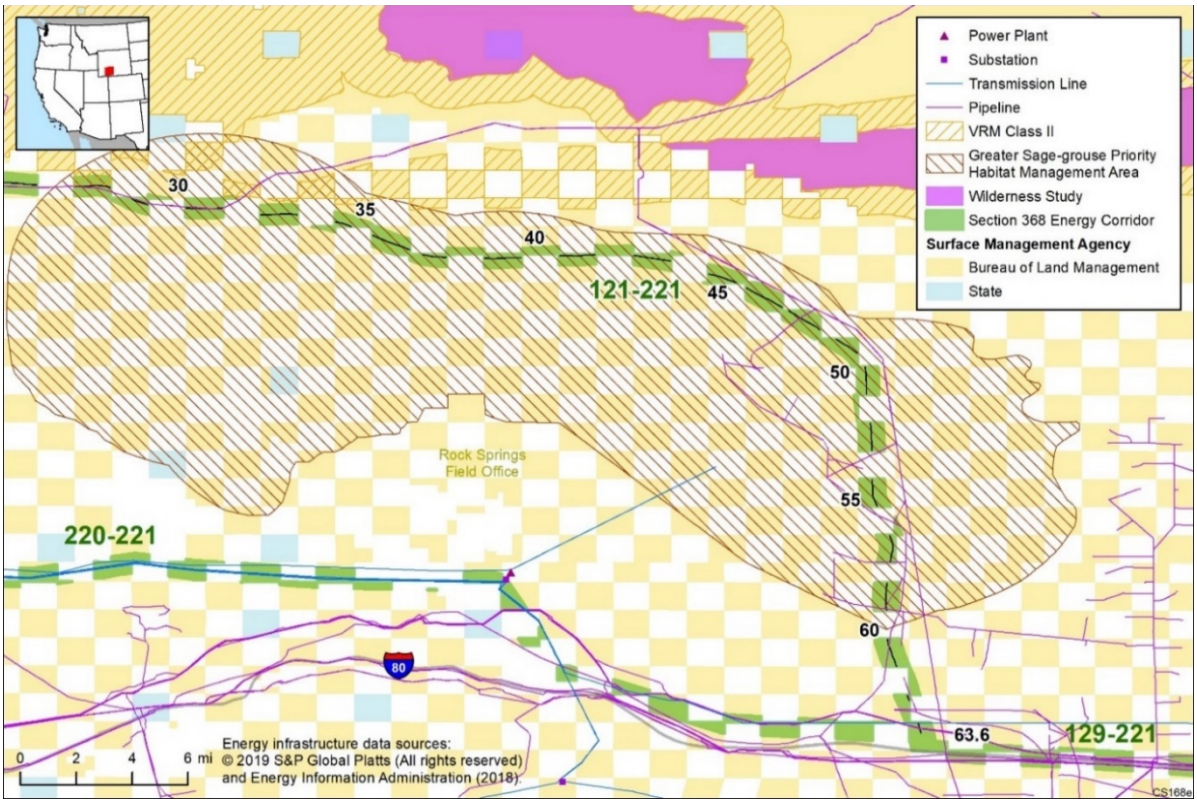

Figure 3.5-45b. Corridor 121-221, as designated

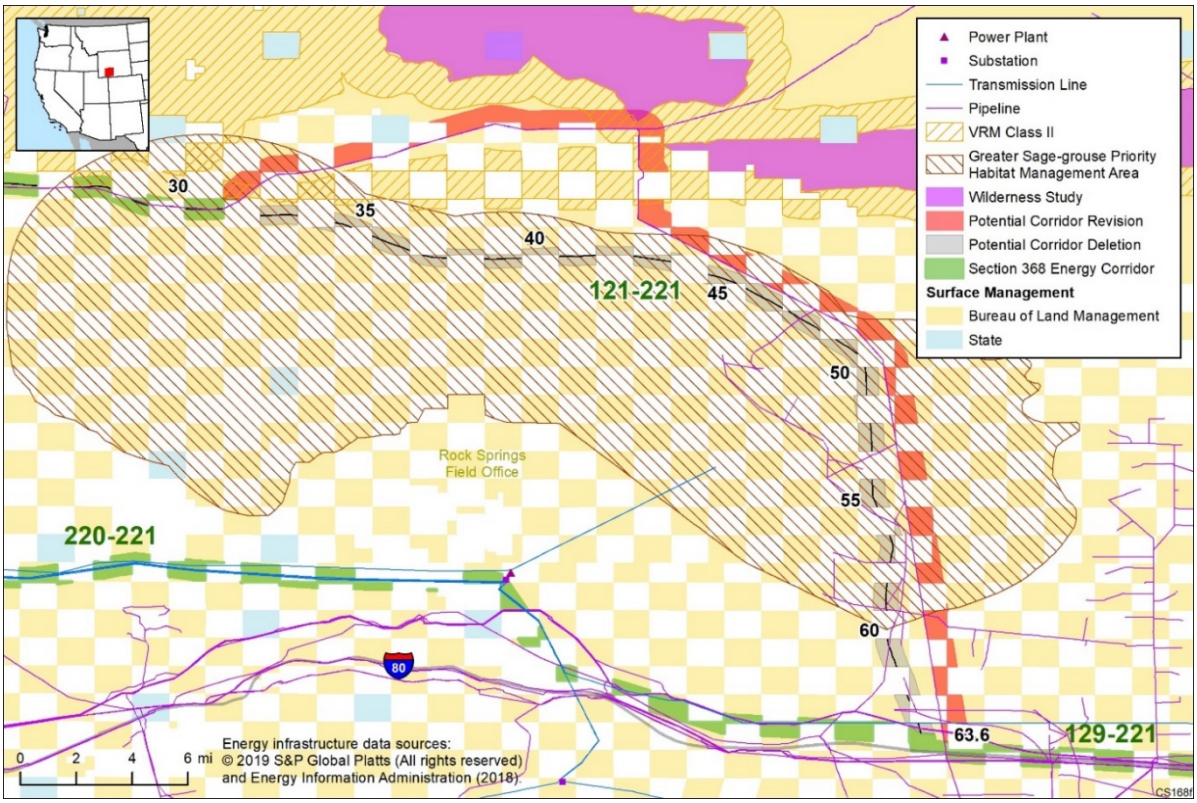

Figure 3.5-45c. Potential Revision to Corridor 121-221

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Chapter 3, Section 3.4. For Corridor 121-221, specific issues that would be addressed through potential IOP revisions or additions include:

- The Four Trails Feasibility Study Trail and the corridor intersect. Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 121-221 which is available on the West-wide Energy Corridor Information Center project website at http://www.corridoreis.anl.gov.

Corridor 121-240 Northern Green River Bypass Corridor

Agency Jurisdictions

Bureau of Land Management
Kemmerer Field Office
Rock Springs Field Office

Wyoming County

Sweetwater County

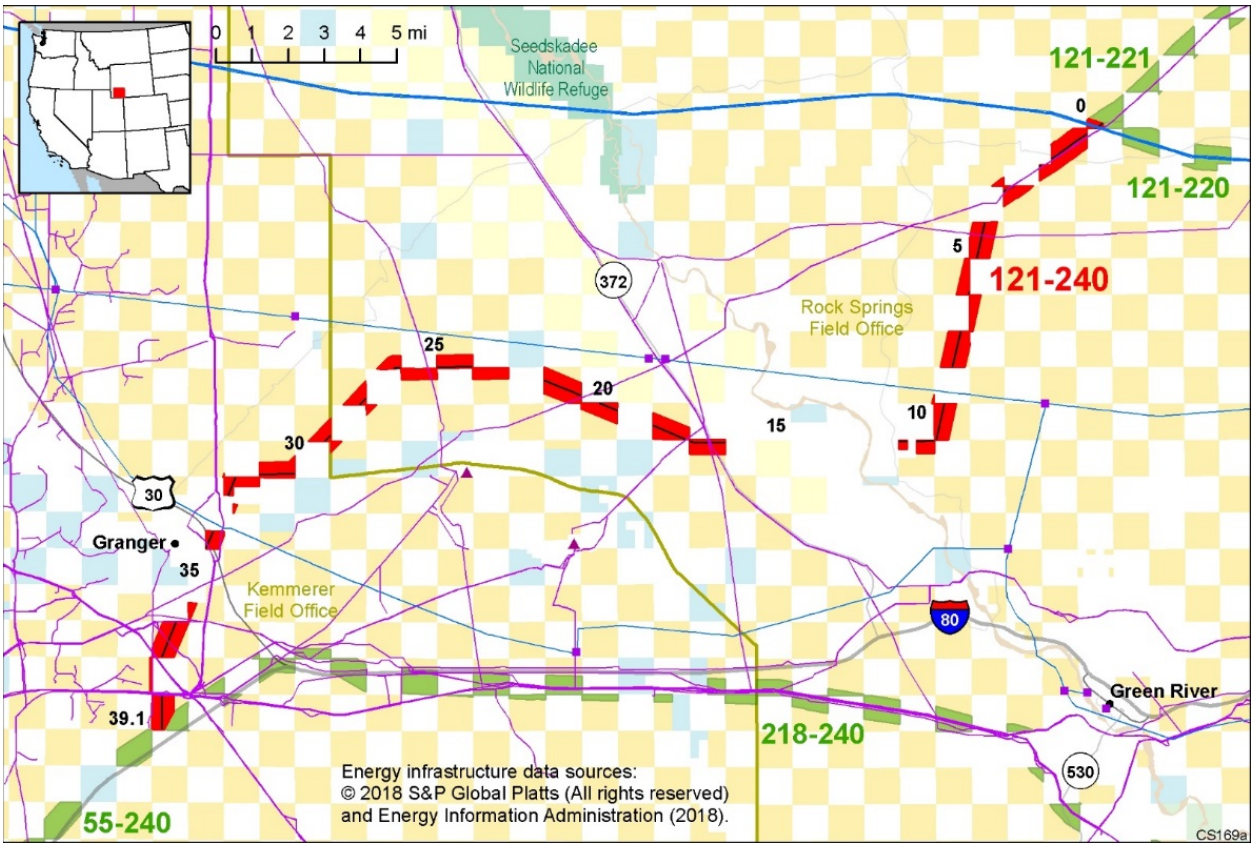

Figure 3.5-46a. Corridor 121-240 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Green River RMP (1997)
Kemmerer RMP (2010)
Wyoming GRSG ARMPA (2019)

Corridor width: 3,500 ft.
Designated use: multi-modal for electric transmission and pipelines.

Potential Corridor Enhancements Summary and Rationale

Delete the corridor and replace the corridor with the Gateway West potential corridor addition (see *Gateway West Corridor Addition*). The corridor does not follow existing or planned infrastructure from MP 25 to MP 38, portions of the corridor intersect and are adjacent to the Oregon NHT/Mormon Pioneer NHT/Pony Express NHT, the recently authorized Gateway West route is a more preferable pathway for energy transmission than Corridor 121-240 because it better follows energy demand, and the corridor is somewhat redundant with Corridor 218-240 (Figure 3.5-46c).

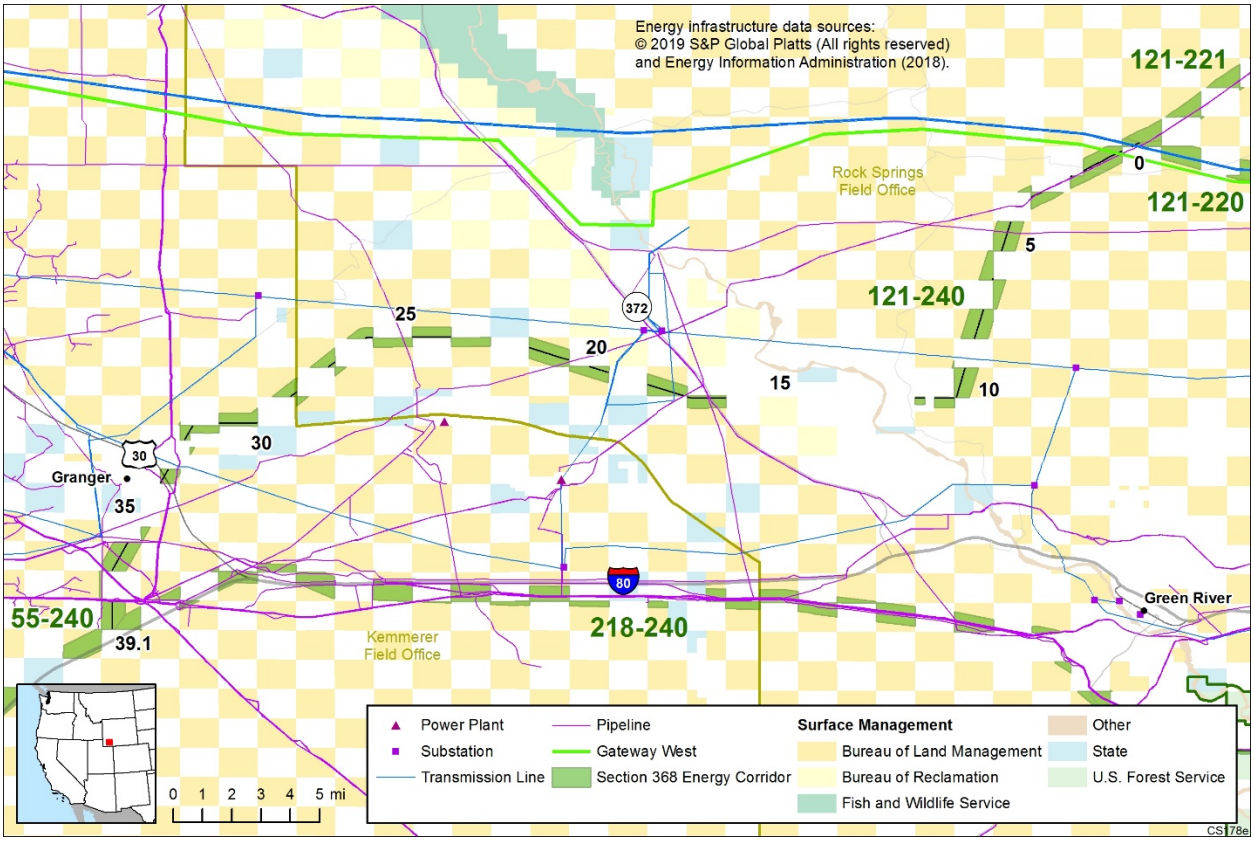

Figure 3.5-46b. Corridor 121-240, as designated

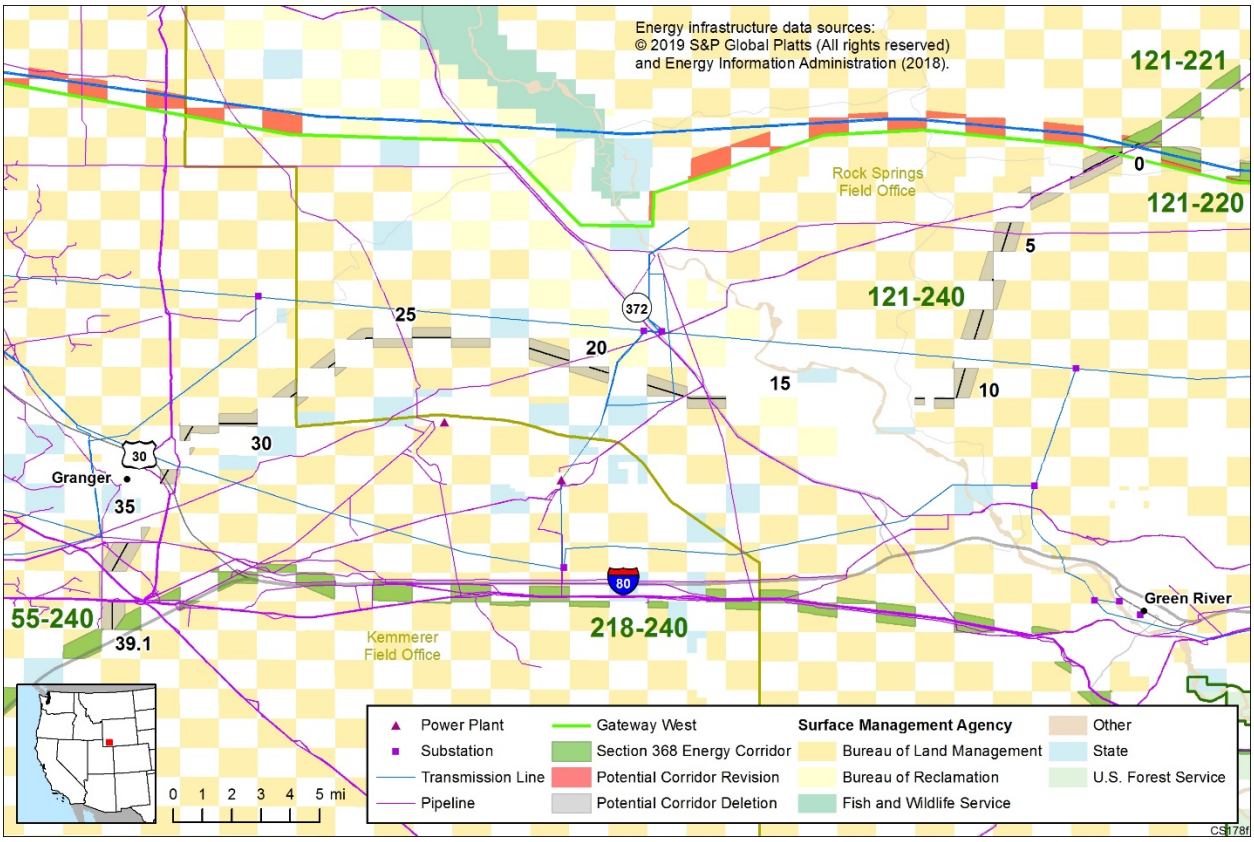

Figure 3.5-46c. Potential Revision to Corridor 121-240

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 121-240 which is available on the West-wide Energy Corridor Information Center project website at http://www.corridoreis.anl.gov.

Corridor 126-218 Vernal to Rock Springs Corridor

Agency Jurisdictions

Bureau of Land Management
Rock Springs Field Office

Wyoming County

Sweetwater County

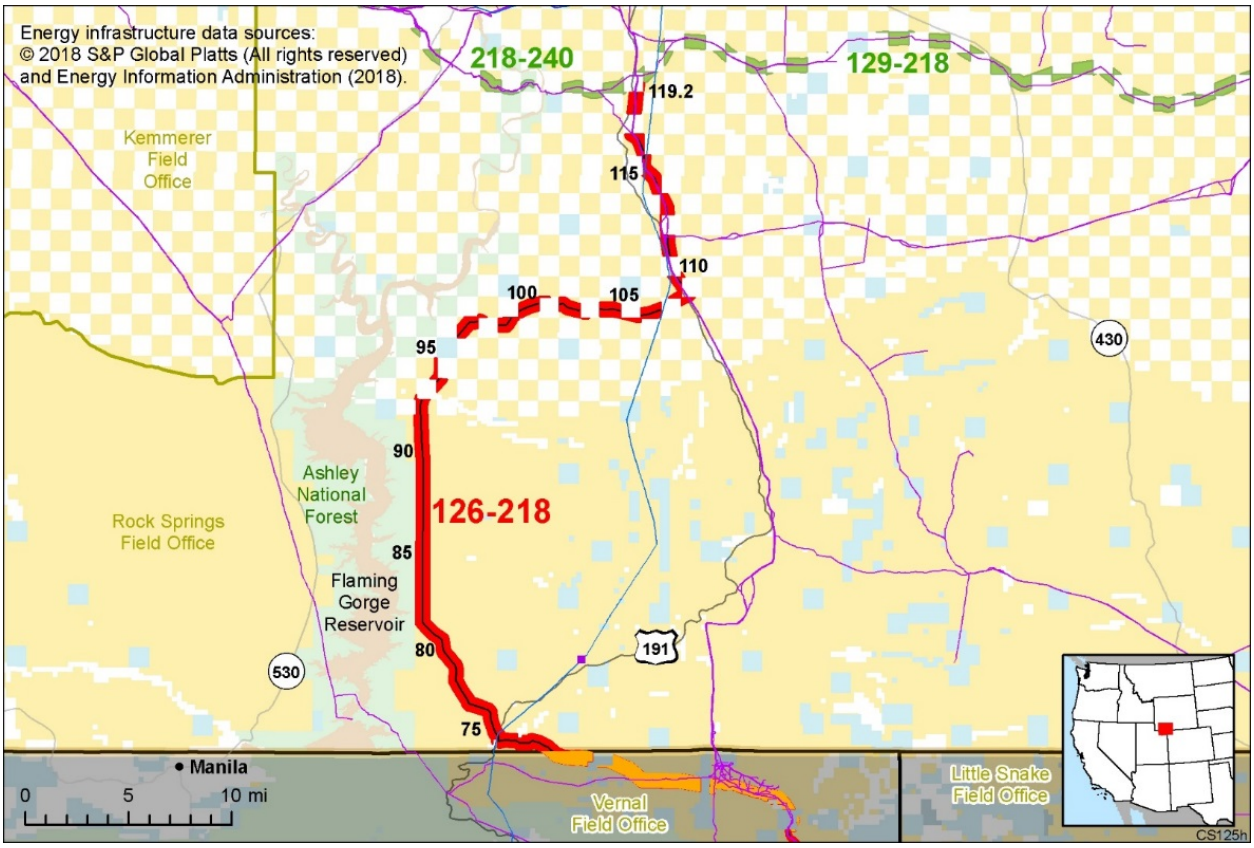

Figure 3.5-47a. Corridor 126-218 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Green River RMP (1997)
Wyoming GRSG ARMPA (2019)

Corridor width: 3,500 ft.
Designated use: underground only from MP 71 to MP 108, multi-modal for electric transmission and pipelines from MP 108 to MP 119.

Potential Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment to better follow existing infrastructure and allow maximum future build-out capacity (see Chapter 3, Section 3.2).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy and technical standards for improved management (see Chapter 3, Section 3.3).
- Delete corridor from MP 62 (in Utah) to MP 109 and route the corridor along either existing pipeline or transmission line to the east (Figure 3.5-47c).

At the time of the review, the existing corridor location with the above changes is considered to be the best balance in meeting the siting principles. The potential revision would minimize impacts on the Flaming Gorge NCA while maintaining a preferred route for potential future energy development collocated with existing and planned infrastructure. There is no transmission capacity in the area to accommodate wind development, so any new wind energy development would require new transmission lines. Future energy need should inform whether or not the potential revision follows the existing pipeline or transmission line. The corridor promotes efficient use of the landscape by providing a link to other Section 368 energy corridors (Corridor 129-218 and Corridor 218-240 to the north and Corridor 126-133 and Corridor 126-258 to the south), creating an interstate pathway for electrical and pipeline transmission between Utah and Wyoming.

In addition to the revisions identified above, the following concerns were identified during the stakeholder workshops and should be considered during any land use planning revisions that would affect the corridor:

- Consider disturbance caps for GRSG in Nevada ARMPAs because they could affect development within the corridor.
- Existing corridor borders Flaming Gorge NRA-concerns include water quality and pipelines and visual concerns.
- Topography concerns both with existing corridor and alternative routes; steep topography could limit development.
- Potential corridor revision would cross the Greater Red Creek ACEC, PHMA, and the Greater Little Mountain Area, which contains important big game habitat.
- Consider designating potential revision as underground only to avoid impacts on GRSG and other resources.

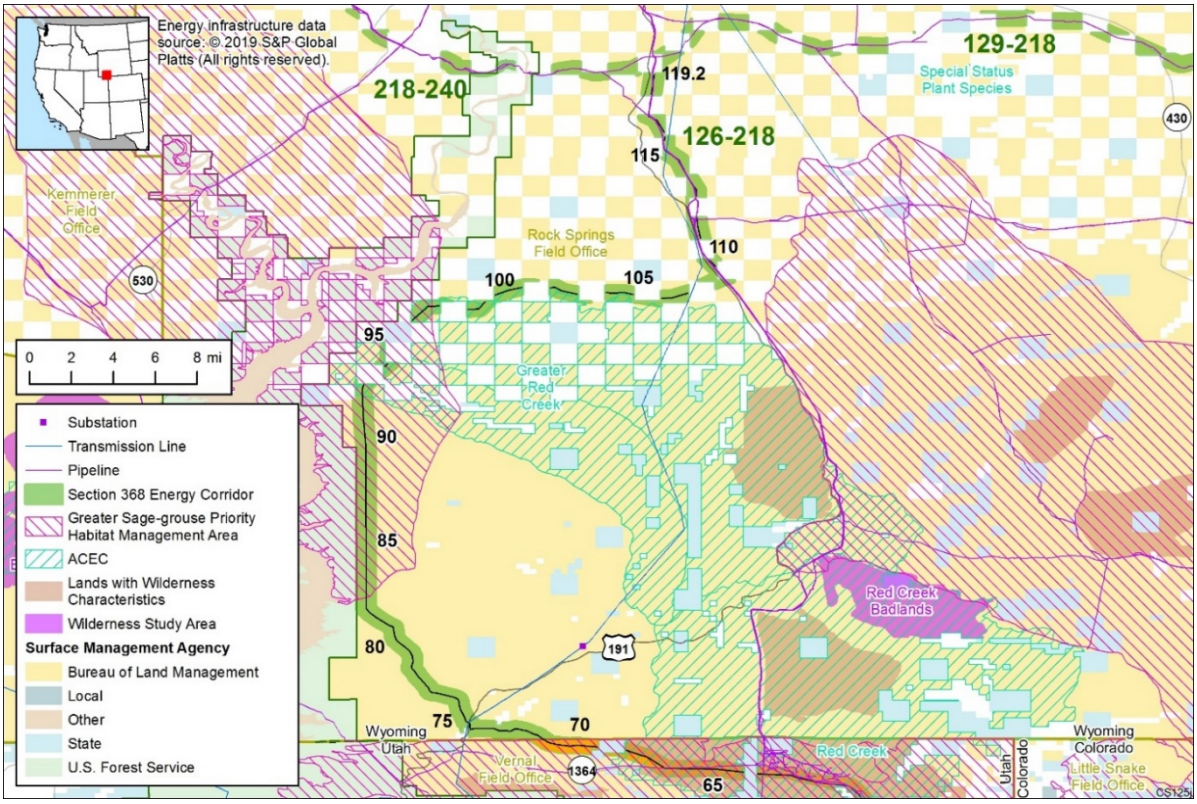

Figure 3.5-47b. Corridor 126-218, as designated

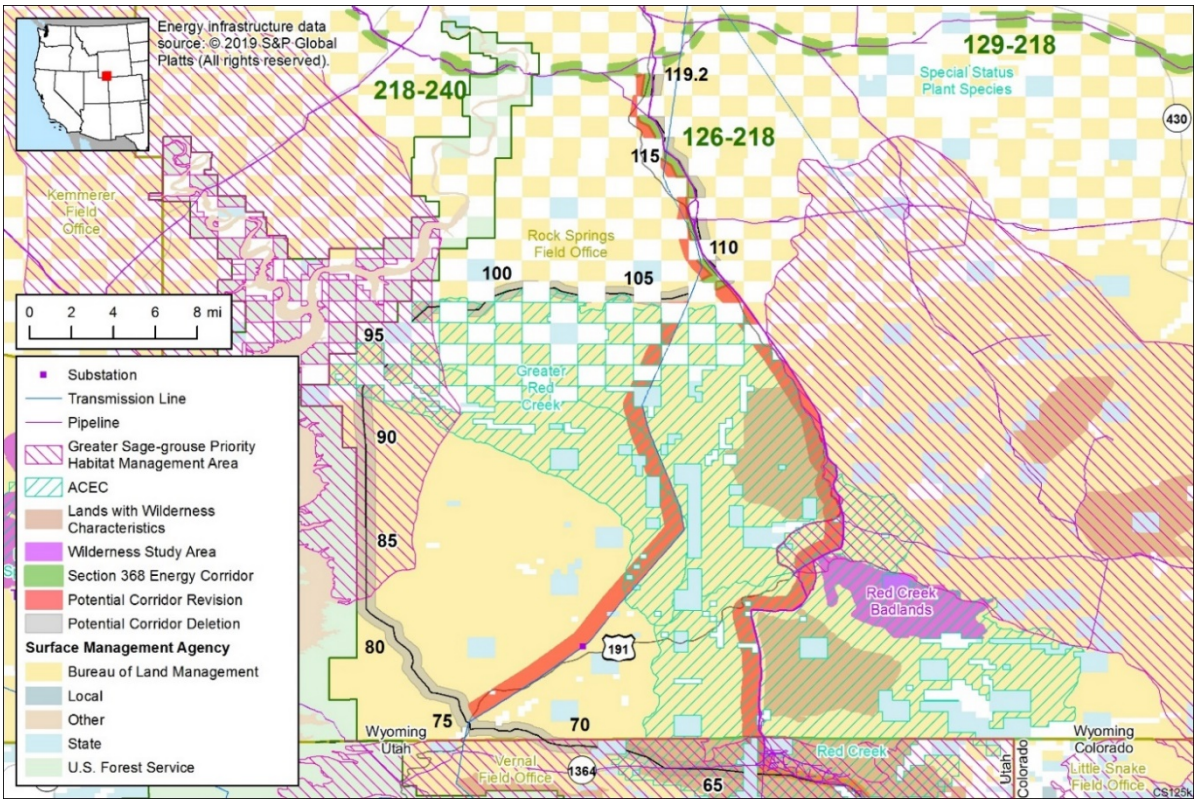

Figure 3.5-47c. Potential Revision to Corridor 126-218

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Chapter 3, Section 3.4. For Corridor 126-218, specific issues that would be addressed through potential IOP revisions or additions include:

- The Four Trails Feasibility Study and the corridor intersect. Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 126-218 which is available on the West-wide Energy Corridor Information Center project website at http://www.corridoreis.anl.gov.

Corridor 129-218 South Rock Springs Corridor

Agency Jurisdictions

Bureau of Land Management
Rawlins Field Office
Rock Springs Field Office

Wyoming County

Sweetwater County

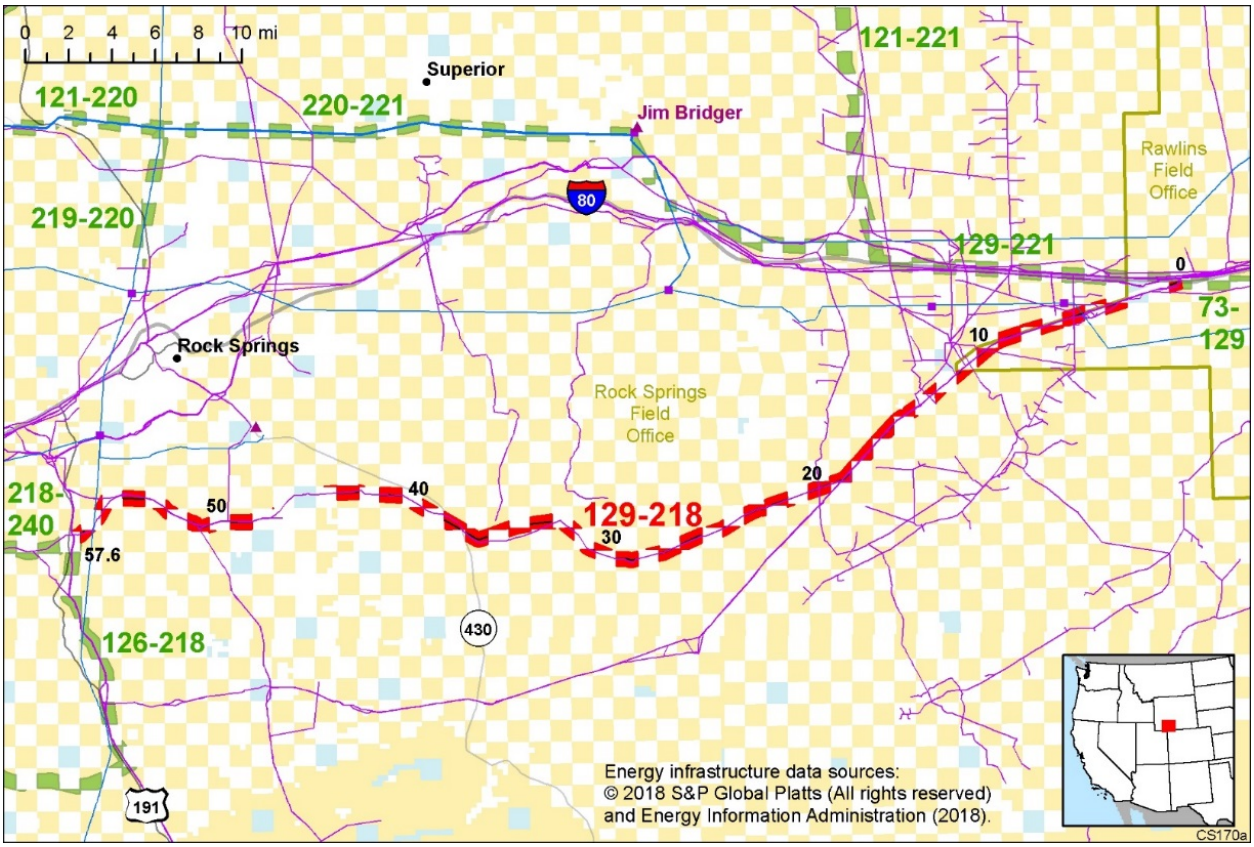

Figure 3.5-48. Corridor 129-218 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Green River RMP (1997)
Rawlins RMP (2008)
Wyoming GRSG ARMPA (2019)

Corridor width: 3,500 ft.
Designated use: multi-modal for electric transmission and pipelines.

Potential Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment to better follow existing infrastructure and allow maximum future build-out capacity (see Chapter 3, Section 3.2).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy and technical standards for improved management (see Chapter 3, Section 3.3).

At the time of the review, the existing corridor location is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a link to other Section 368 energy corridors (Corridor 218-240 and Corridor 126-218 to the west and Corridors 73-129 and 129-221 to the north and east), creating a continuous corridor network across southern Wyoming and into Utah across BLM- administered lands collocated with existing infrastructure (i.e., pipeline).

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Chapter 3, Section 3.4. For Corridor 129-218, specific issues that would be addressed through potential IOP revisions or additions include:

- The Four Trails Feasibility Study Trail and the corridor intersect. Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 129-218 which is available on the West-wide Energy Corridor Information Center project website at http://www.corridoreis.anl.gov.

Corridor 129-221 Wyoming I-80 Connector Corridor

Agency Jurisdictions

Bureau of Land Management
Rawlins Field Office
Rock Springs Field Office

Wyoming County

Sweetwater County

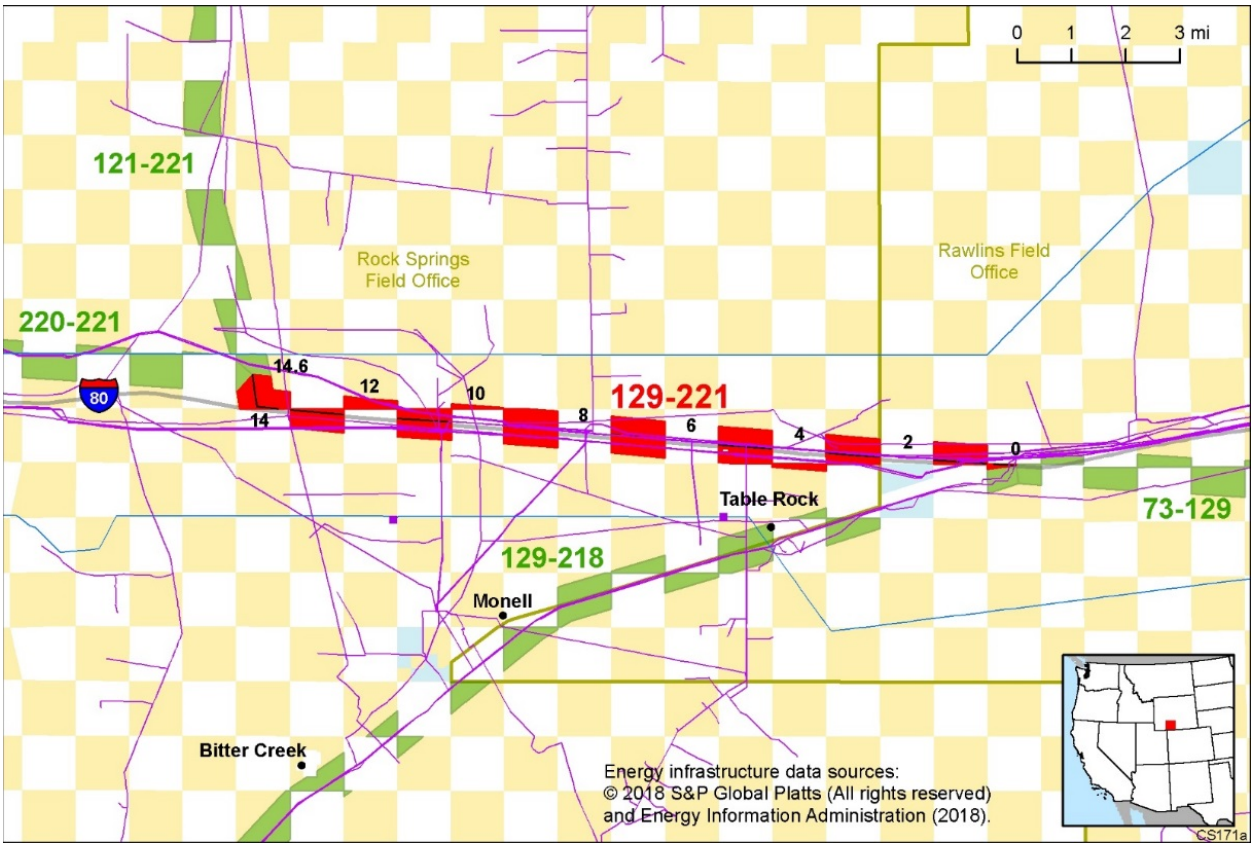

Figure 3.5-49a. Corridor 129-221 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Green River RMP (1997)
Rawlins RMP (2008)
Wyoming GRSG ARMPA (2019)

Corridor width: 3,500 ft.
Designated use: multi-modal for electric transmission and pipelines.

Potential Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment to better follow existing infrastructure and allow maximum future build-out capacity (see Chapter 3, Section 3.2).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy and technical standards for improved management (see Chapter 3, Section 3.3).
- Shift entire corridor to follow the recently authorized Gateway West transmission line (Figure 3.5-49c).

At the time of the review, the existing corridor location with the above changes is considered to be the best balance in meeting the siting principles. The corridor provides an east-west pathway for energy transport through southern Wyoming across BLM-administered lands, and links multiple Section 368 energy corridors to create a continuous corridor network. The potential revision is consistent with other corridor revisions along the Gateway West route. It creates a preferred route for potential future energy development collocated with planned infrastructure and provides connectivity to renewable energy generation.

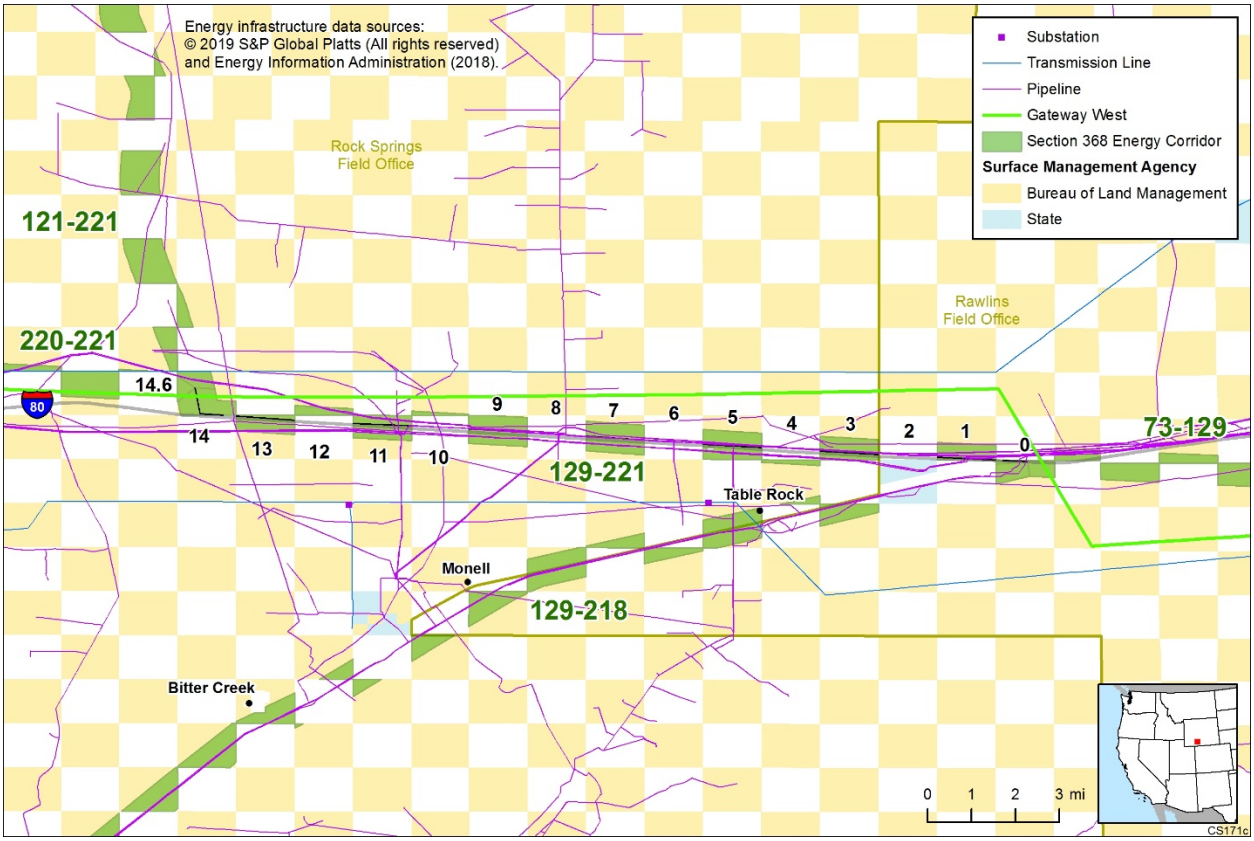

Figure 3.5-49b. Corridor 129-221, as designated

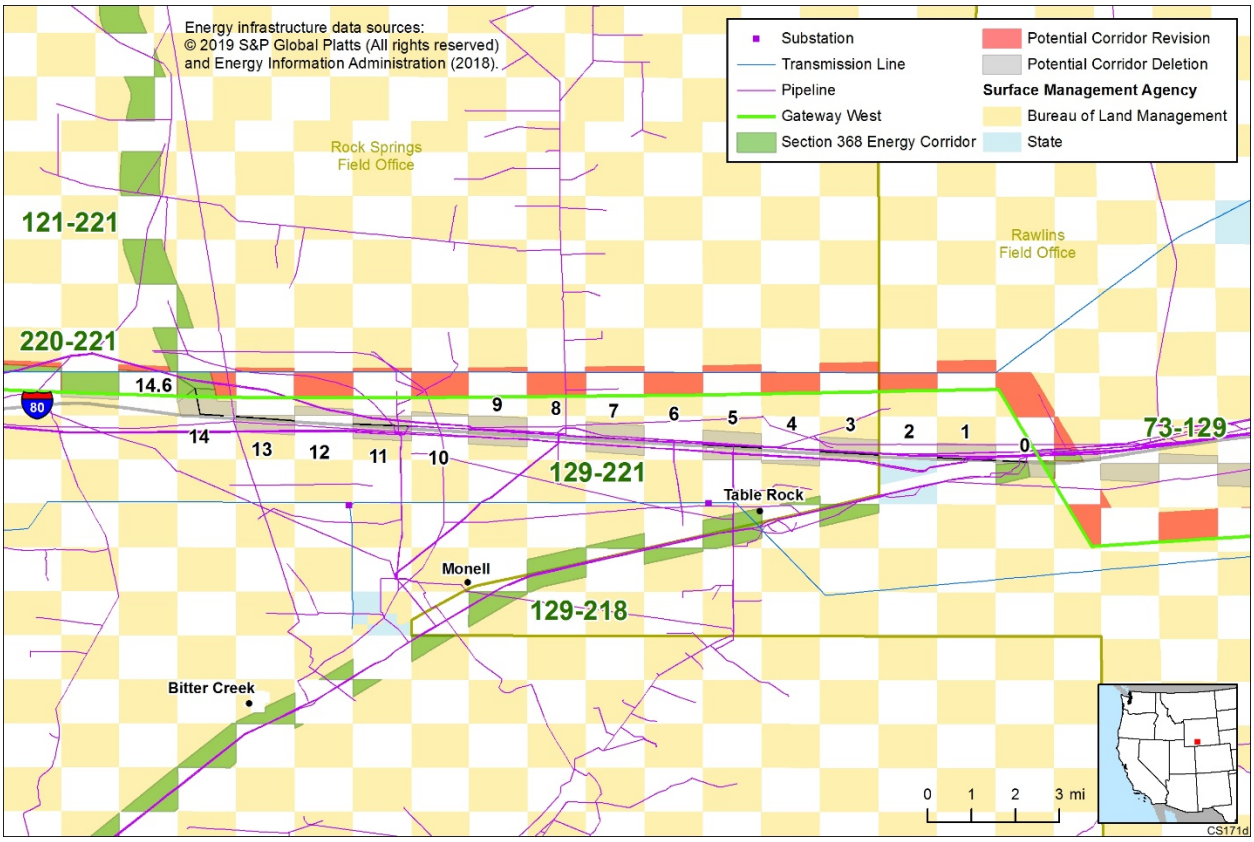

Figure 3.5-49c. Potential Revision to Corridor 129-221

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Chapter 3, Section 3.4. For Corridor 129-221, no potential IOP revisions or additions have been identified.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 129-221 which is available on the West-wide Energy Corridor Information Center project website at http://www.corridoreis.anl.gov.

Corridor 138-143 Baggs Corridor

Agency Jurisdictions

Bureau of Land Management
Rawlins Field Office

Wyoming Counties

Carbon County
Sweetwater County

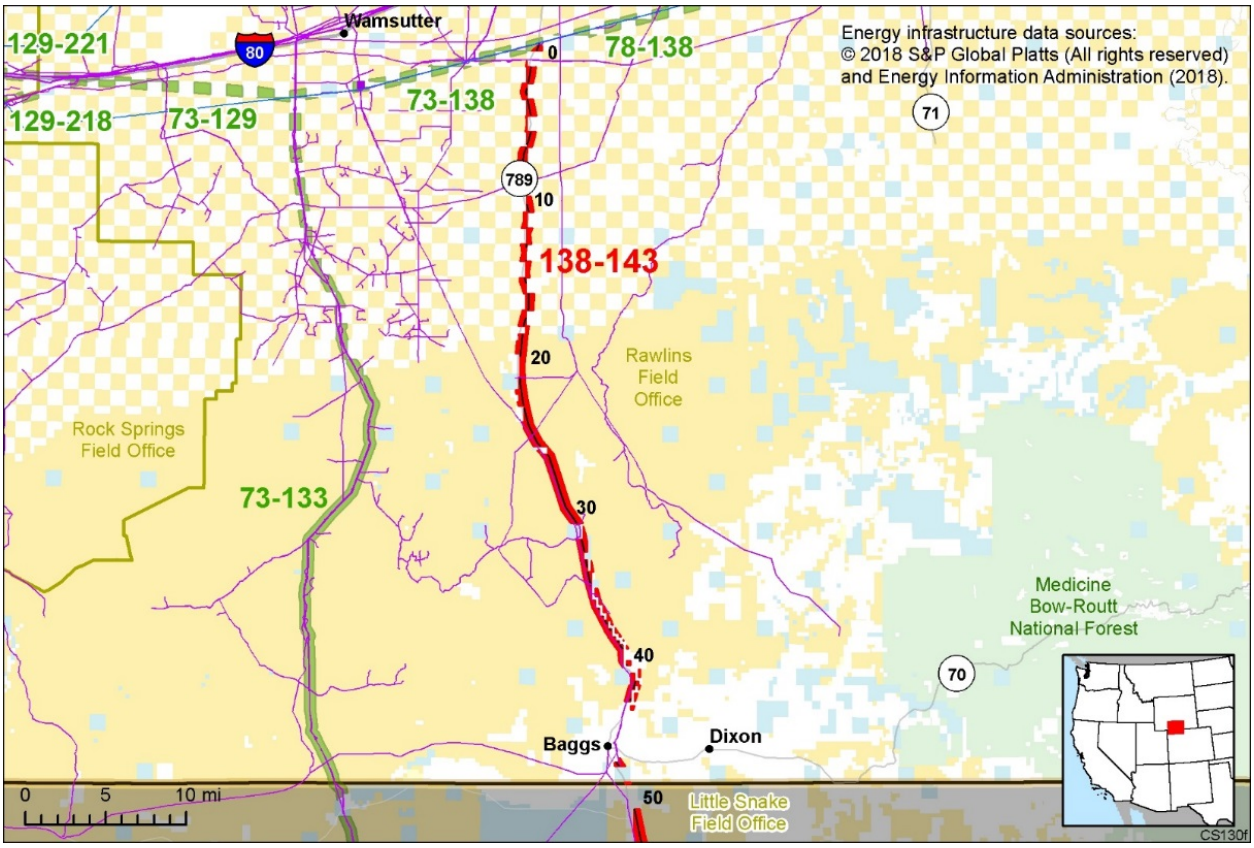

Figure 3.5-50a. Corridor 138-143 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Rawlins RMP (2008)
Wyoming GRSG ARMPA (2019)

Corridor width: 3,500 ft.
Designated use: multi-modal for electric transmission and pipelines.

Potential Corridor Enhancements Summary and Rationale

- Delete the corridor and replace with the Wamsutter-Powder Rim potential corridor addition (Figure 3.50-c).

There are two corridors (Corridor 138-143 and Corridor 73-133) that run north-south in this area, providing connectivity between Wyoming and Colorado. The Agencies could consider upgrading the 3,500-ft Wamsutter-Powder Rim locally designated utility corridor along the authorized TransWest Express route (east of Corridor 73-133) to a Section 368 energy corridor and deleting Corridor 138-143 (see *Summary for the Wamsutter-Powder Rim Corridor Addition*). Corridor 138-143 does not follow existing energy infrastructure from MP 0 to MP 25. The recently authorized TransWest/Gateway South route is a more preferable pathway for energy transmission than Corridor 138-143 and would be collocated with planned infrastructure along its entire route.

In addition to the revisions identified above, the following concerns were identified during the stakeholder workshops and should be considered during any land use planning revisions that would affect the corridor:

- Habitat concerns, including GRSG PHMA (MP 1 to MP 7 and MP 51 to MP 62) and GRSG GHMA (MP 7 to MP 50 and MP 63 to MP 67); also a Mule Deer migration route.

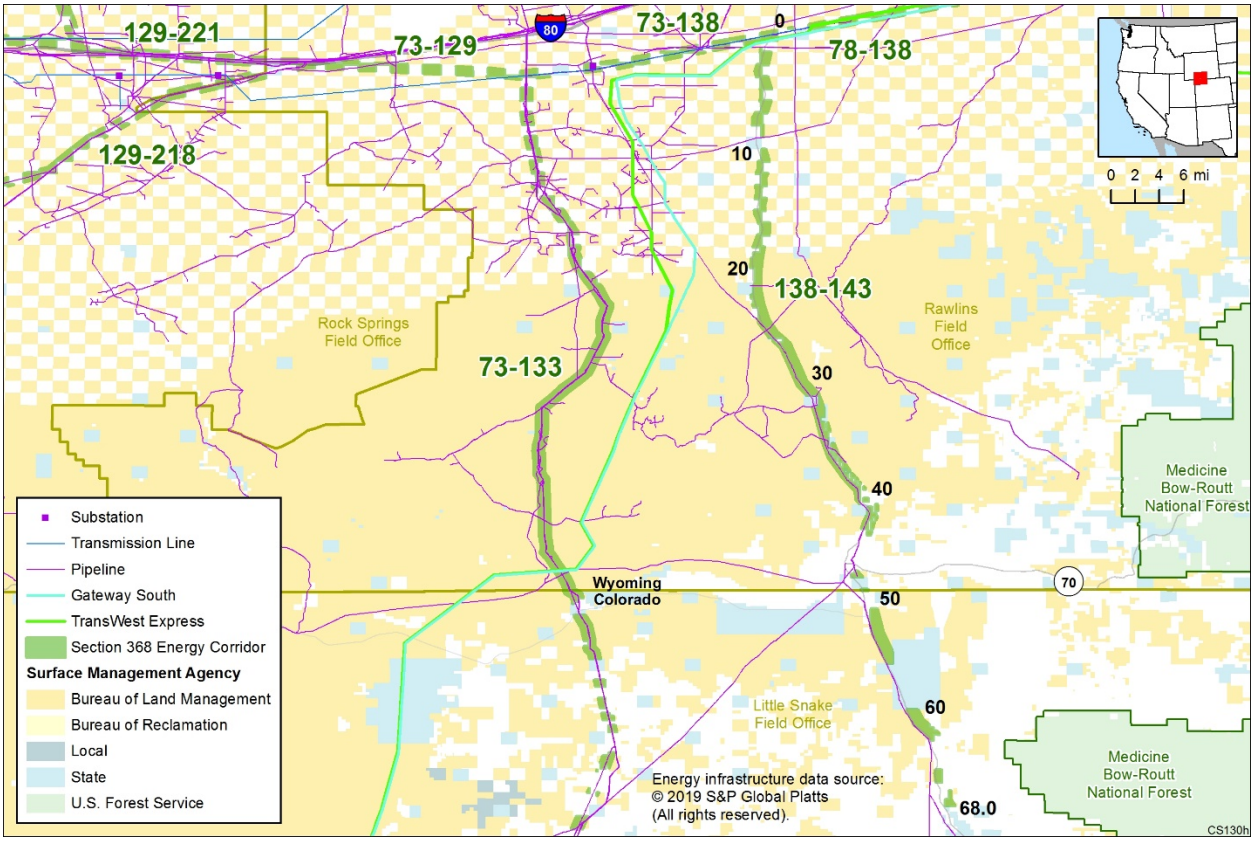

Figure 3.5-50b. Corridor 138-143, as designated

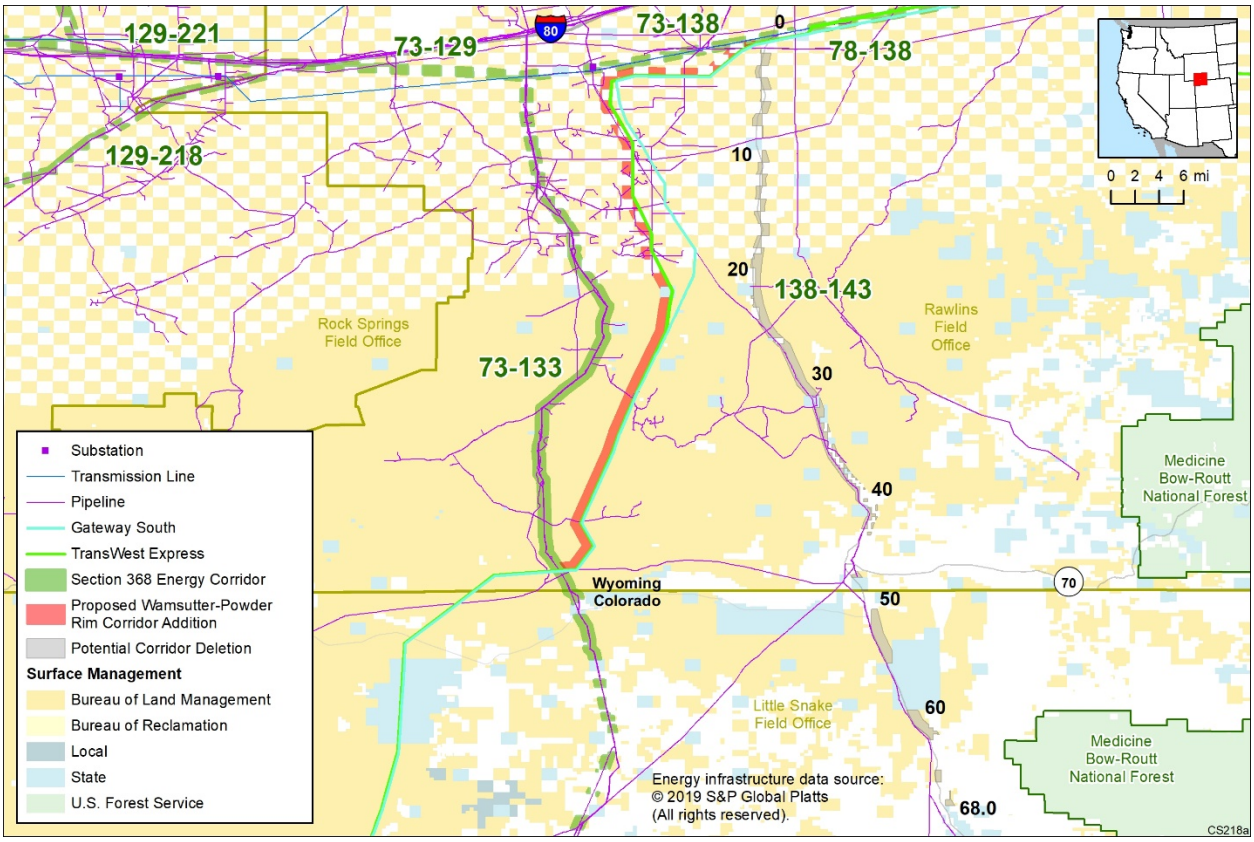

Figure 3.5-50c. Potential Revision to Corridor 138-143

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 138-143 which is available on the West-wide Energy Corridor Information Center project website at http://www.corridoreis.anl.gov.

Corridor 218-240 South Green River Corridor

Agency Jurisdictions

Bureau of Land Management
Kemmerer Field Office
Rock Springs Field Office

Forest Service
Ashley National Forest

Wyoming County

Sweetwater County

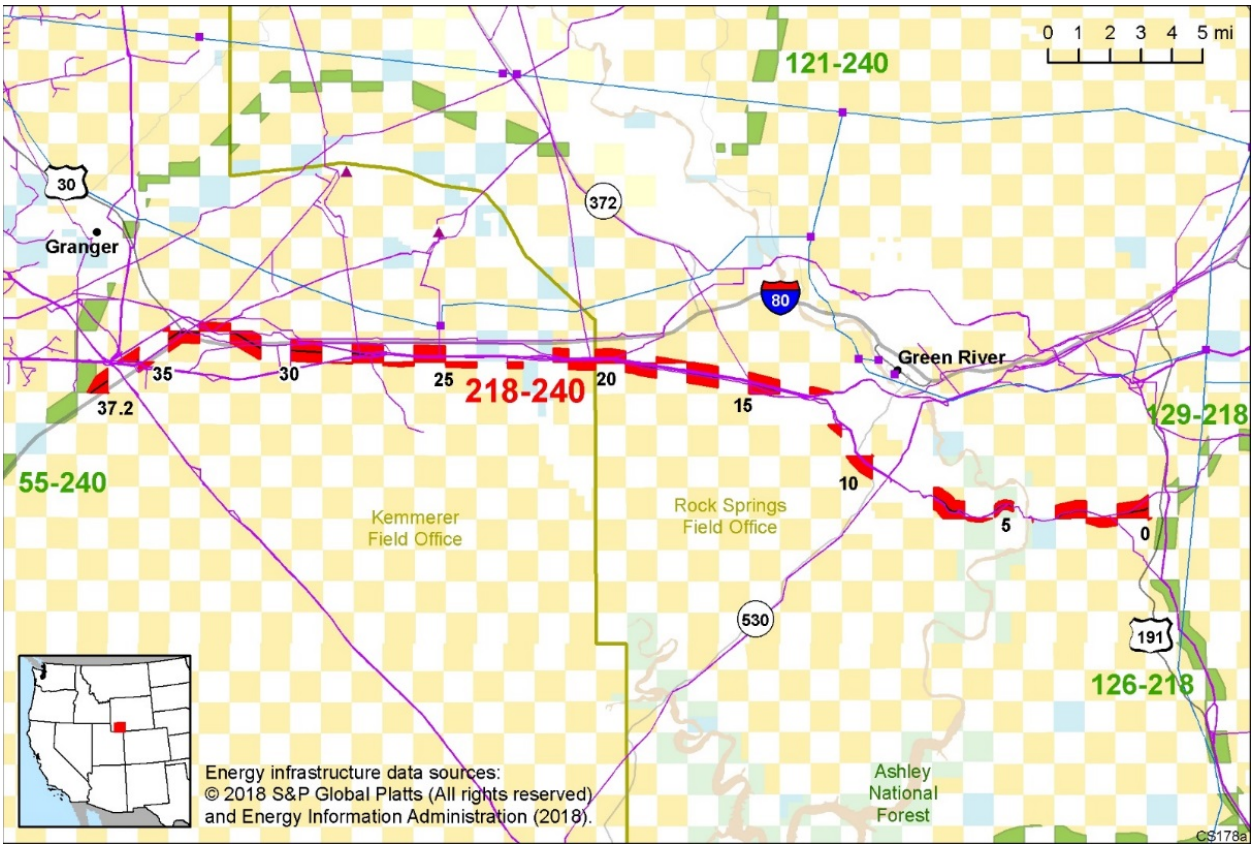

Figure 3.5-51. Corridor 218-240 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Green River RMP (1997)
Kemmerer RMP (2010)
Ashley National Forest LMP (1986)
Wyoming GRSG ARMPA (2019)
GRSG ROD for Idaho and Southwest Montana, Nevada, Utah (2015)

Corridor width: 3,500 ft on BLM-administered land and 1,500 ft on USFS administered land.

Designated use: multi-modal for electric transmission and pipelines on BLM-administered land, underground only on USFS-administered land.

Potential Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment to better follow existing infrastructure and allow maximum future build-out capacity (see Chapter 3, Section 3.2).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy and technical standards for improved management (see Chapter 3, Section 3.3).
- Implement minor adjustments to avoid environmentally sensitive areas.

    From MP 18 to MP 23, shift the corridor to the north so that existing infrastructure would be on the southern edge of the corridor to reduce disturbance of PHMA.

At the time of the review, the existing corridor location with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a link to other Section 368 energy corridors (Corridor 55-240 to the west, Corridor 129-218 to the east, and Corridor 126-218 to the south), creating a continuous corridor network in southern Wyoming across BLM- and USFS-administered lands. The potential corridor revision would help minimize impacts on GRSG. Conflicts with trona leasing have the potential to limit future development within the corridor. High potential leasing areas should be avoided for corridor siting.

In addition to the revisions identified above, the following concerns were identified during the stakeholder workshops and should be considered during any land use planning revisions that would affect the corridor:

- Narrow corridor where it crosses Blacks Fork River and Green River.
- Designate corridor as underground-only
- Consider impacts on the Four Trails Feasibility Study Trail; corridor parallels long portions of the trail.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Chapter 3, Section 3.4. For Corridor 218-240, specific issues that would be addressed through potential IOP revisions or additions include:

- The Four Trails Feasibility Study Trail and the corridor intersect. Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.
- A Roadless Area and the corridor intersect. Agencies could consider a coordination IOP related to Roadless Areas to help minimize conflicts with the Roadless Rule.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 218-240 which is available on the West-wide Energy Corridor Information Center project website at http://www.corridoreis.anl.gov.

Corridor 219-220 Reliance Corridor

Agency Jurisdictions

Bureau of Land Management
Rock Springs Field Office

Wyoming County

Sweetwater County

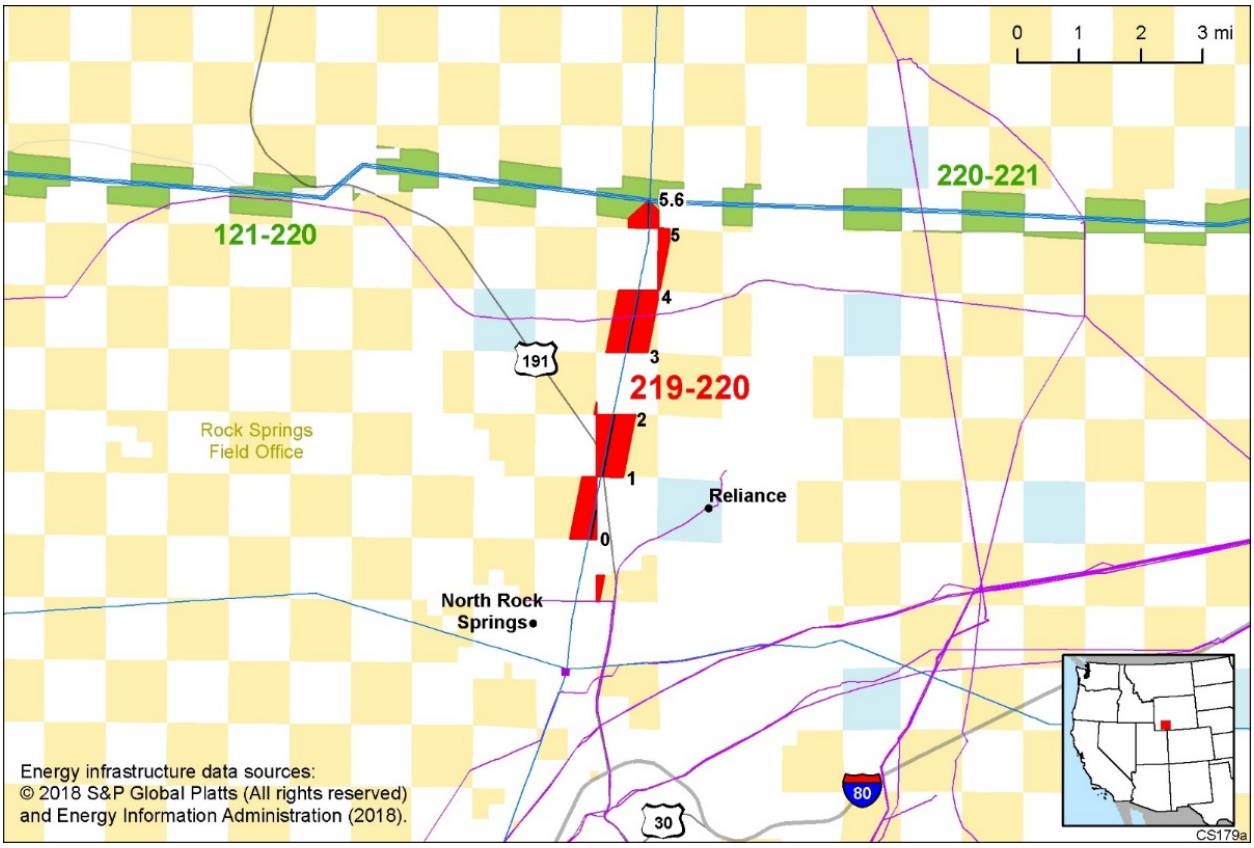

Figure 3.5-52a. Corridor 219-220 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Green River RMP (1997)
Wyoming GRSG ARMPA (2019)

Corridor width: 3,500 ft.
Designated use: electric only.

Potential Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment to better follow existing infrastructure and allow maximum future build-out capacity (see Chapter 3, Section 3.2).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy and technical standards for improved management (see Chapter 3, Section 3.3).

At the time of the review, the existing corridor location is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a pathway for electric energy transport in southern Wyoming. The location appears to best meet the siting principles because collocation is preferred, and the corridor is collocated with existing transmission lines (i.e. 230-kV transmission line).

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Chapter 3, Section 3.4. For Corridor 219-220, no potential IOP revisions or additions have been identified.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 219-220 which is available on the West-wide Energy Corridor Information Center project website at http://www.corridoreis.anl.gov.

Corridor 220-221 North Rock Springs Corridor

Agency Jurisdictions

Bureau of Land Management
Rock Springs Field Office

Wyoming County

Sweetwater County

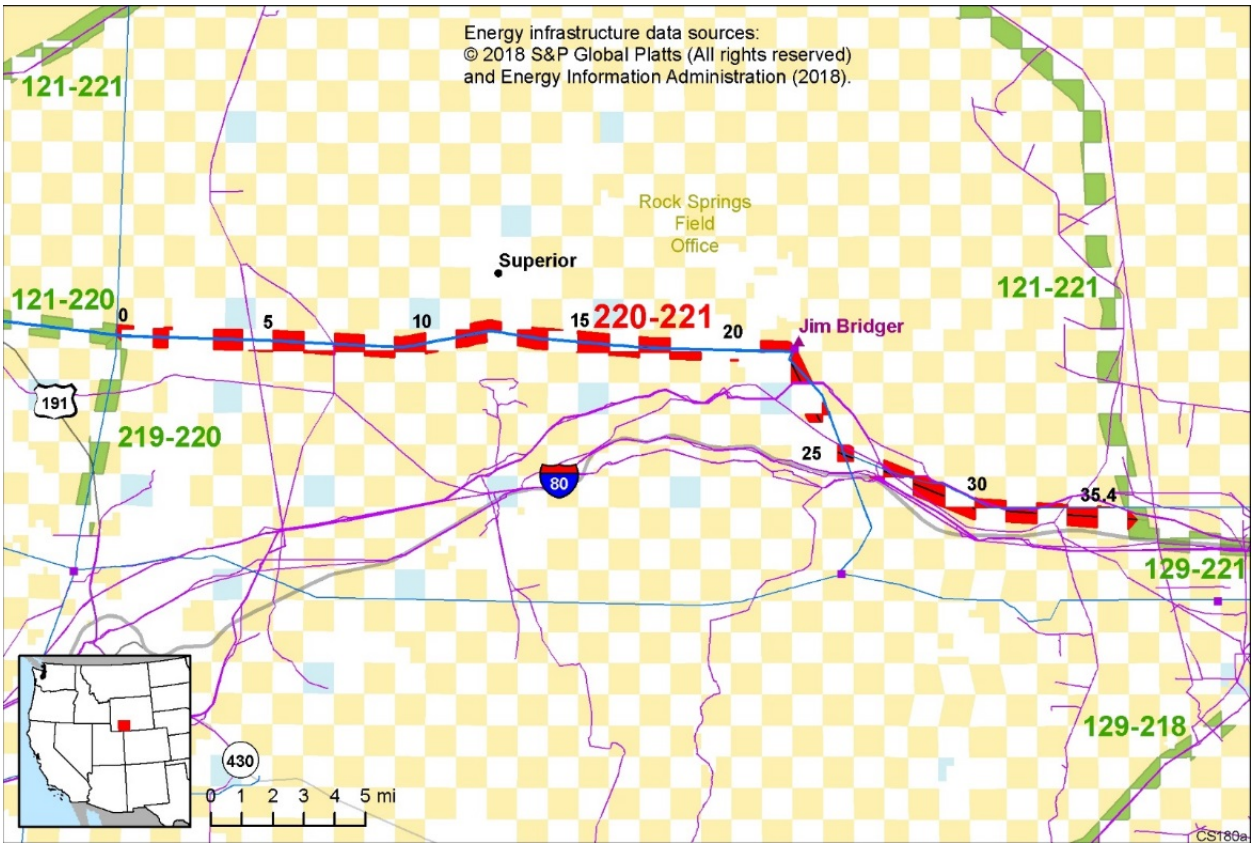

Figure 3.5-53a. Corridor 220-221 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Green River RMP (1997)
Wyoming GRSG ARMPA (2019)

Corridor width: 3,500 ft.
Designated use: electric only.

Potential Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment to better follow existing infrastructure and allow maximum future build-out capacity (see Chapter 3, Section 3.2).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy and technical standards for improved management (see Chapter 3, Section 3.3).
- Shift entire corridor along the recently authorized Gateway West route.

At the time of the review, the existing corridor location with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a link to other Section 368 energy corridors (Corridor 121-220 and Corridor 219-220 to the west and Corridor 129-221 to the east), creating a continuous corridor network in southern Wyoming across BLM-administered lands. The potential revision is consistent with other corridor revisions along the Gateway West route. It creates a preferred route for potential future energy development collocated with planned infrastructure and provides connectivity to renewable energy generation.

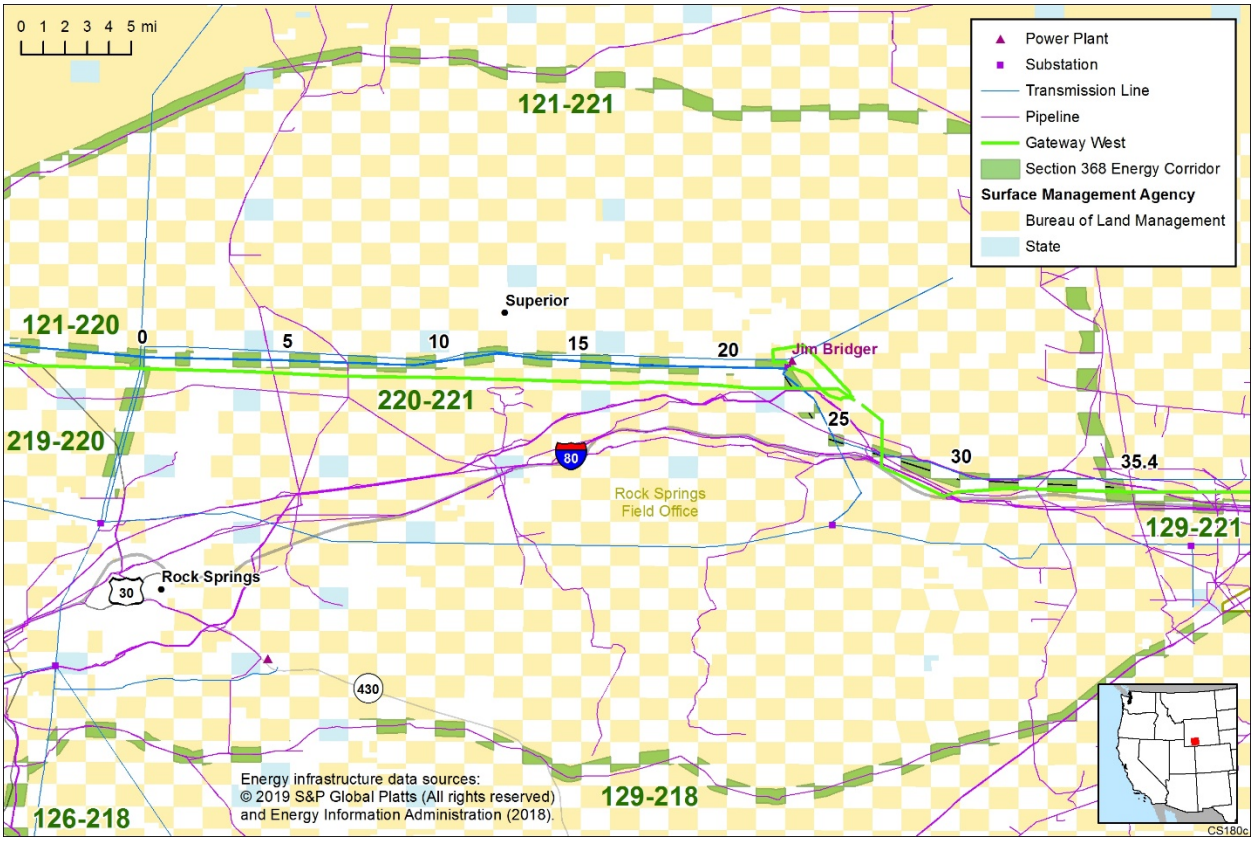

Figure 3.5-53b. Corridor 220-221, as designated

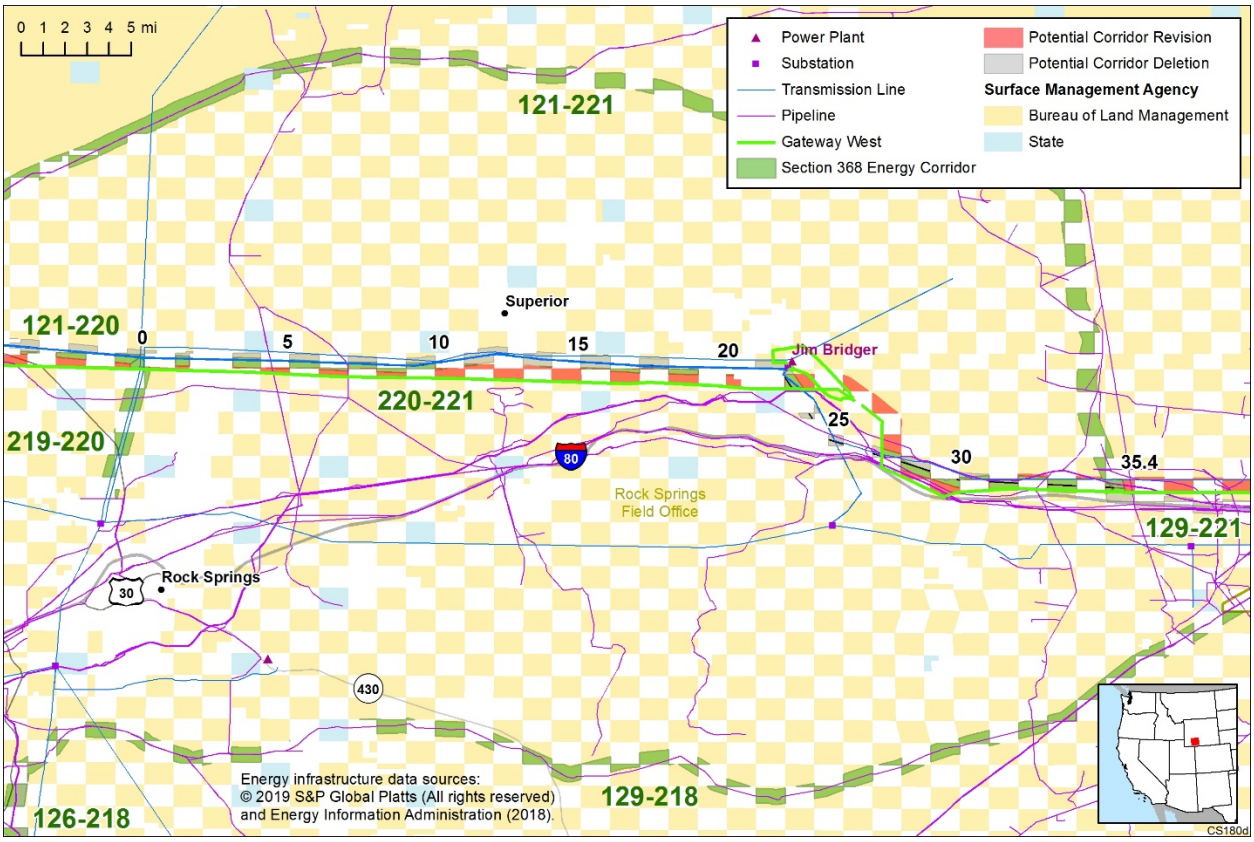

Figure 3.5-53c. Potential Revision to Corridor 220-221

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Chapter 3, Section 3.4. For Corridor 220-221, specific issues that would be addressed through potential IOP revisions or additions include:

- The Four Trails Feasibility Study Trail is located on private lands between MP 26 and MP 28. The logical extension of the corridor between the designated corridor segments would cross and could potentially impact the trail. An IOP for NSTs, NHTs and Feasibility Study Trails would further reduce impacts on these resource values.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 220-221 which is available on the West-wide Energy Corridor Information Center project website at http://www.corridoreis.anl.gov.

Corridor 229-254(S) Mullan to Alberton Corridor

Agency Jurisdictions

Forest Service
Idaho Panhandle National Forests
Lolo National Forest

Idaho County

Shoshone County

Montana County

Mineral County

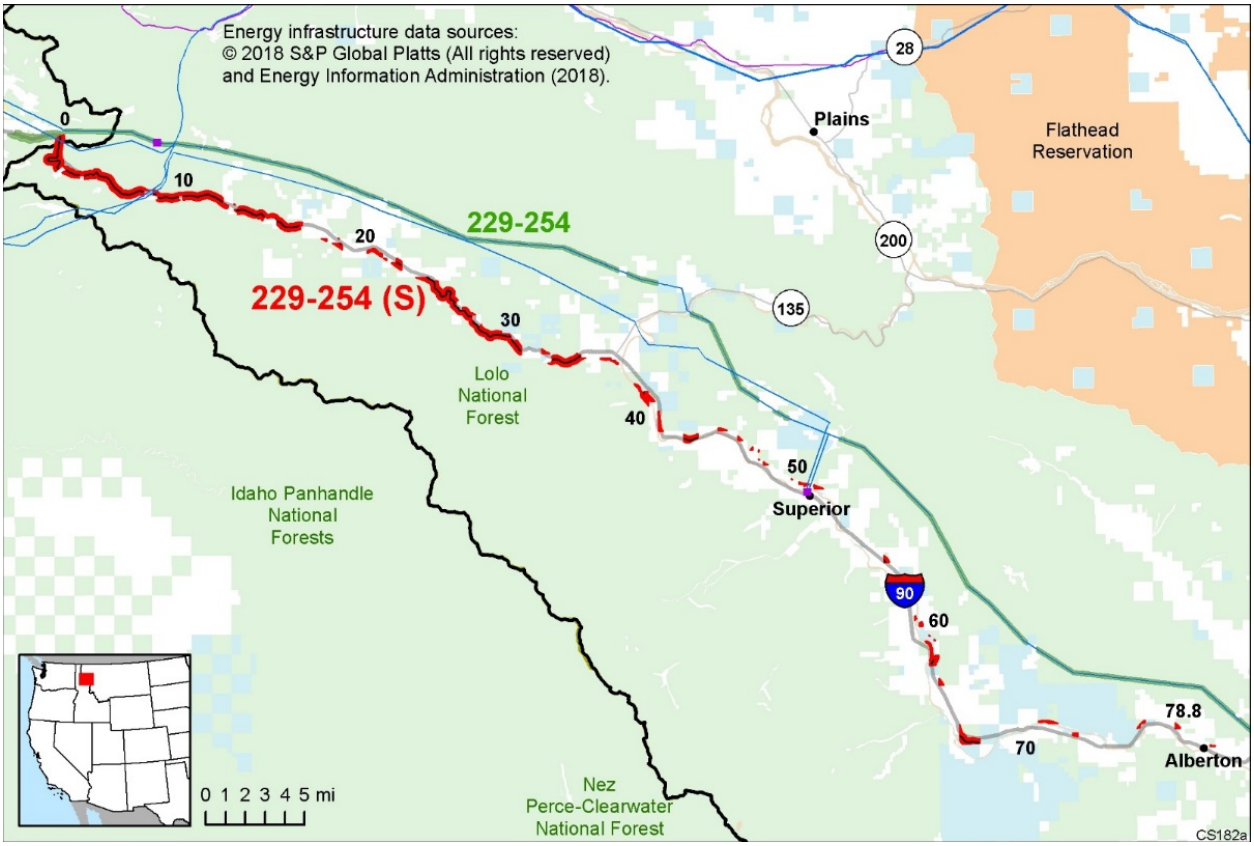

Figure 3.5-54a. Corridor 229-254(S) and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Idaho Panhandle National Forests LMP (S 2015)
Lolo National Forest Plan (1986)

Corridor width: 2,000 ft.
Designated use: underground only.

Potential Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment to better follow existing infrastructure and allow maximum future build-out capacity (see Chapter 3, Section 3.2).

  Designate as multi-modal instead of underground only since there is an existing transmission line within the corridor.

- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy and technical standards for improved management (see Chapter 3, Section 3.3).

- Implement minor adjustments to avoid environmentally sensitive areas.

  From MP 25 to MP 50 braid the corridor to align with existing transmission rather than Interstate 90 to avoid Bull Trout critical habitat and conflicts with highway ROW.

  Consider adjustments to avoid terrain concerns

At the time of the review, the existing corridor location with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by creating an energy pathway from eastern Idaho to western Montana. The potential minor revisions would minimize impacts on critical habitat to the greatest extent possible while maintaining a preferred route for potential future energy development collocated with existing infrastructure. The corridor could be designated as multi modal since there may be a need or demand to increase capacity on the existing transmission line. The corridor may be limited by terrain and landform. Fragmented land ownership (private land) could make development within the corridor difficult.

In addition to the revisions identified above, the following concerns were identified during the stakeholder workshops and should be considered during any land use planning revisions that would affect the corridor:

- In Montana, pipeline and transmission line ROWs cannot be located within an interstate transportation ROW. Corridors can cross highways but would require analysis and could be challenging.
- Difficult terrain in the area for large transmission lines.
- Reliability concerns-the existing transmission line took the preferred location given the terrain, and there may not be enough capacity for additional energy infrastructure.
- Clearance required for pipelines is 50 feet on either side of pipeline.
- Improved coordination with railroad companies – in some areas of the United States they are installing transmission lines within railroad ROWs, however, there could be additional fees and higher costs may drive energy developers to other locations.
- Early engagement with local government at project-specific level
- Consider residential areas. Look to GIS and CADASTRAL data.
- Given the mountainous terrain in this area, there will be a need for access roads. There is concern about the effect that might have on roadless areas. Buffers should be added outside of the corridors or access roads should be constructed prior to development within the corridor.

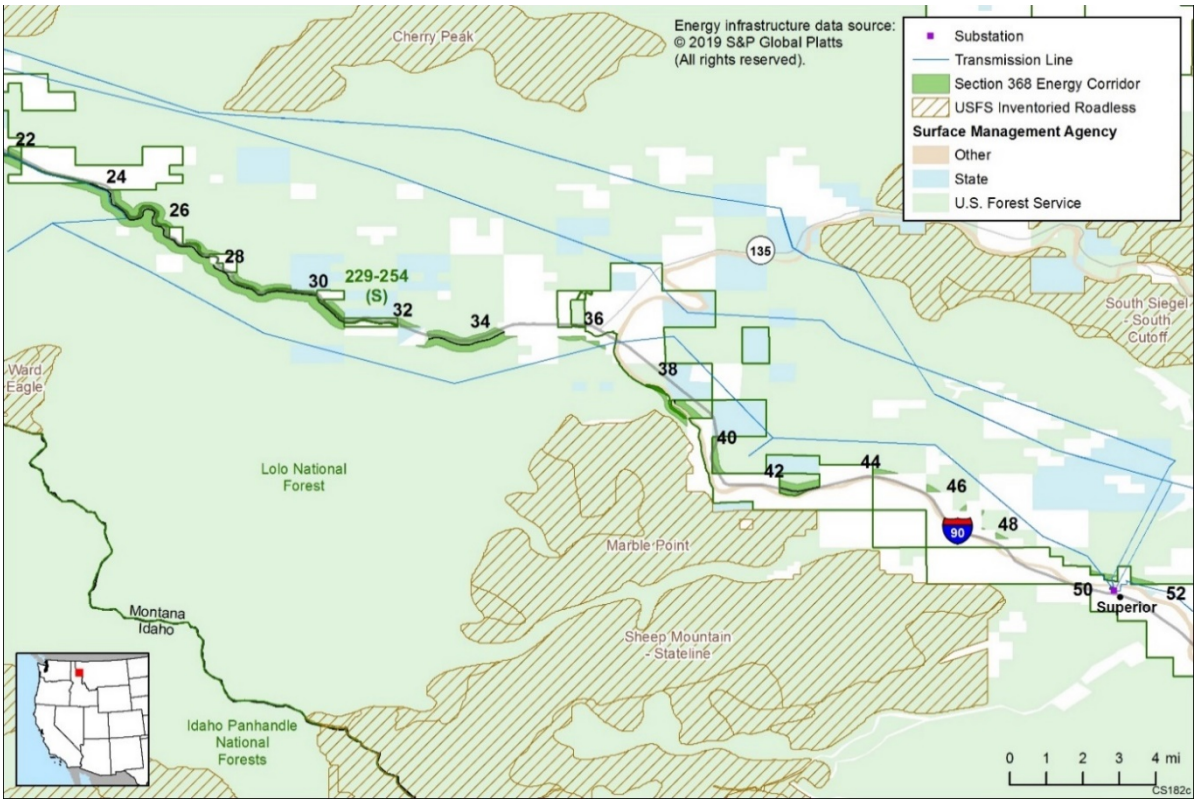

Figure 3.5-54-b. Corridor 229-254(S), as designated

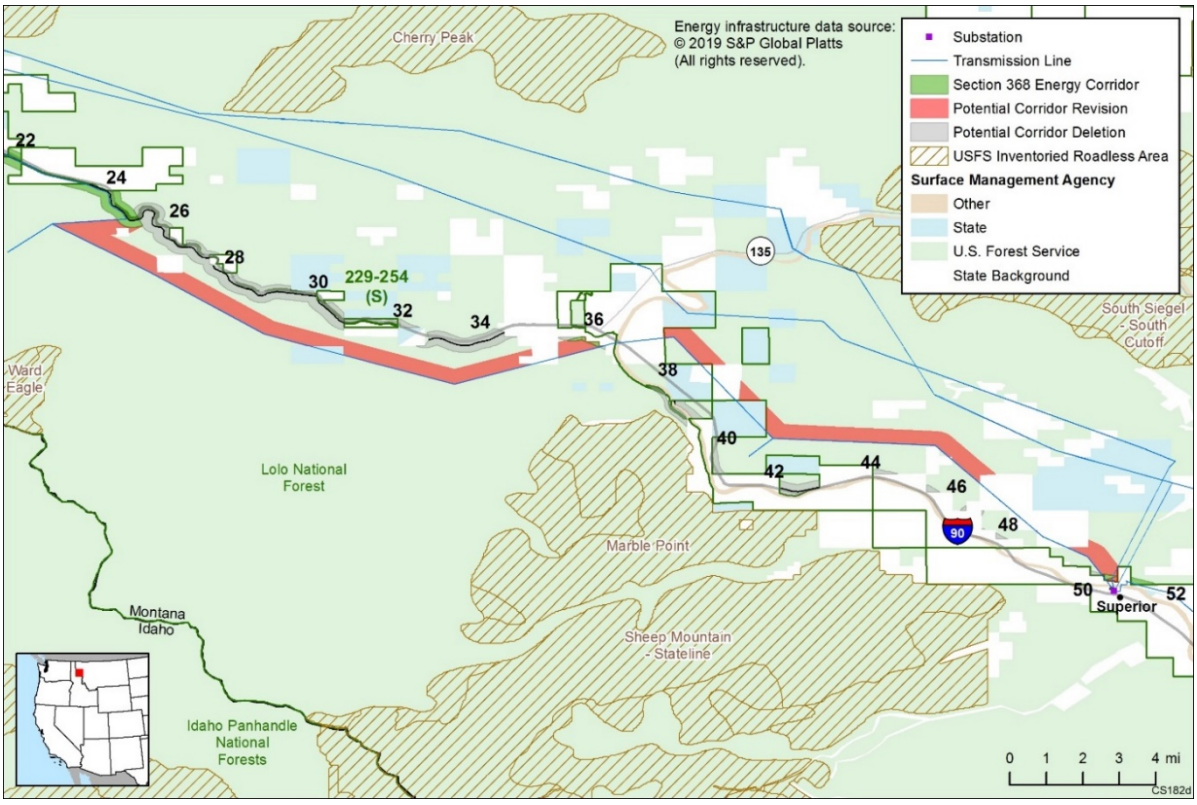

Figure 3.5-54c. Potential Revision to Corridor 229-254(S)

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Chapter 3, Section 3.4. For Corridor 229-254(S), specific issues that would be addressed through potential IOP revisions or additions include:

- The Wonderful Peak Roadless Area and the corridor are adjacent. Agencies could consider a coordination IOP related to Roadless Areas to help minimize conflicts with the Roadless Rule.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 229-254(S) which is available on the West-wide Energy Corridor Information Center project website at http://www.corridoreis.anl.gov.

Corridor 229-254 Coeur d'Alene to Boulder Corridor

Agency Jurisdictions

Bureau of Land Management
Butte Field Office
Coeur d'Alene Field Office
Missoula Field Office

Forest Service
Beaverhead-Deerlodge National Forest
Lolo National Forest
Idaho Panhandle National Forests

Idaho Counties

Kootenai County
Shoshone County

Montana Counties

Broadwater County
Granite County
Jefferson County
Mineral County
Missoula County
Powell County

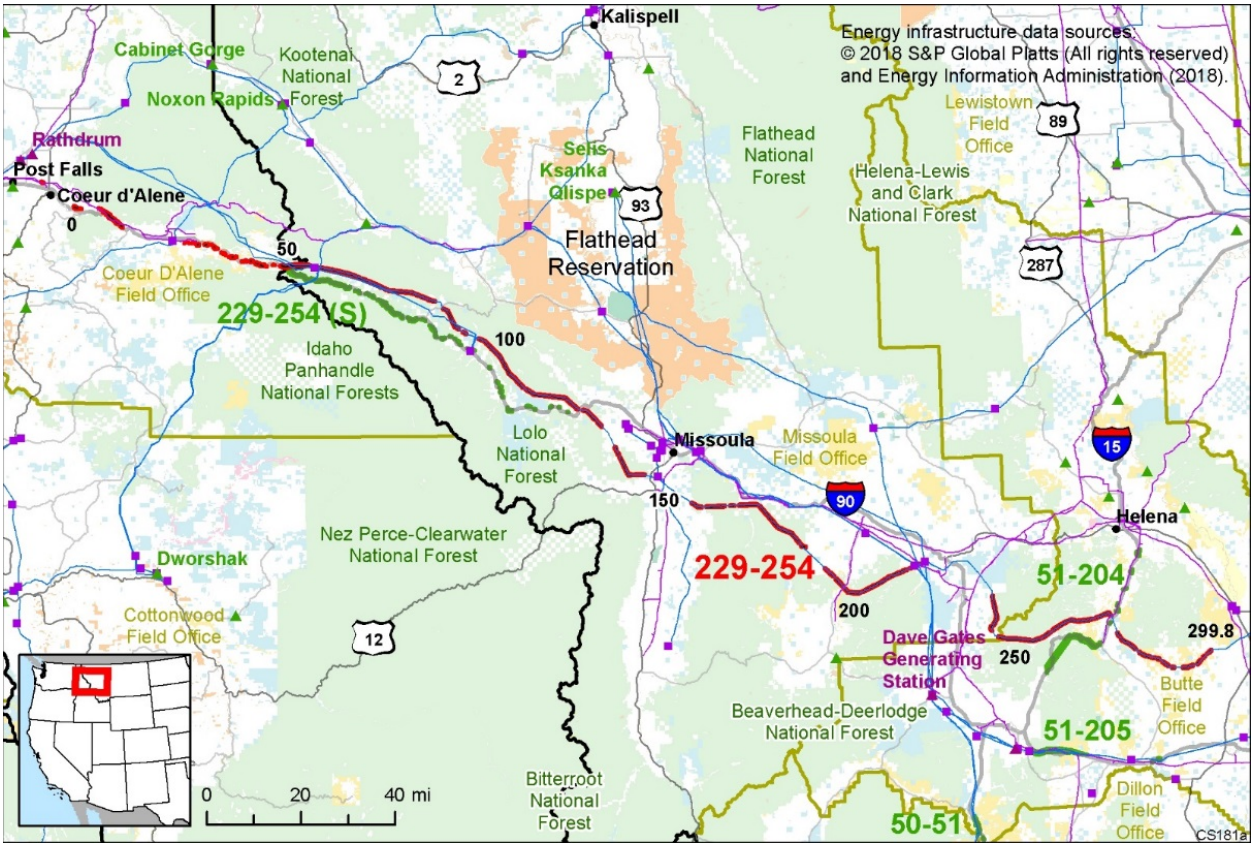

Figure 3.5-55. Corridor 229-254 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Butte RMP (2009)
Coeur d'Alene RMP (2007)
Garnet RMP (1986)
Beaverhead-Deerlodge National Forest LMP (2009)
Idaho Panhandle National Forests LMP (2015)
Lolo National Forest Plan (1986)

Corridor width: 2,000 ft from MP 0 to MP 51, 1,000 ft from MP 51 to MP 300.
Designated use: electric only.

Potential Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment to better follow existing infrastructure and allow maximum future build-out capacity (see Chapter 3, Section 3.2).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy and technical standards for improved management (see Chapter 3, Section 3.3).

No specific potential revision is being suggested at this time, but consider shifting the corridor to include more federal land and shifting corridor to existing infrastructure to avoid residential areas within the town of Boulder (MP 265 to MP 278).

At the time of the review, the existing corridor location with the above potential changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing an interstate pathway for electrical transmission. The corridor is unlikely to accommodate additional infrastructure, other than low voltage transmission lines. Terrain and existing uses would require coordination and analysis. The corridor is collocated with existing infrastructure and in general, collocation is preferred to maximize utility, minimize potential impacts and to promote efficient use of landscape.

In addition to the revisions identified above, the following concerns were identified during the stakeholder workshops and should be considered during any land use planning revisions that would affect the corridor:

- Corridor leads into residential and populated areas where local population opposes energy infrastructure (MP 265 to MP 278 is a residential subdivision near Boulder).
- In Montana, pipeline and transmission line ROWs cannot be located within an interstate transportation ROW. Corridors can cross highways but would require analysis and could be challenging.
- Difficult terrain in the area for large transmission lines.
- Reliability concerns-the existing transmission line took the preferred location given the terrain, and there may not be enough capacity for additional energy infrastructure.
- Clearance required for pipelines is 50 feet on either side of pipeline.

- Improved coordination with railroad companies – in some areas of the United States they are installing transmission lines within railroad ROWs, however, there could be additional fees and higher costs may drive energy developers to other locations.
- Early engagement with local government at project-specific level.
- Consider residential areas. Look to GIS and CADASTRAL data.
- Given the mountainous terrain in this area, there will be a need for access roads. There are concerns about the effect that might have on roadless areas. Buffers should be added outside of the corridors or access roads should be constructed prior to development within the corridor.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Chapter 3, Section 3.4. For Corridor 229-254, specific issues that would be addressed through potential IOP revisions or additions include:

- The Silver King Roadless Area and the corridor intersect. Agencies could consider a coordination IOP related to Roadless Areas to help minimize conflicts with the Roadless Rule.
- The Continental Divide NST and the corridor intersect, while the Lewis and Clark NHT is located on private lands between MP 146 and 148. The logical extension of the corridor between the designated corridor segments would cross and could potentially impact the Lewis and Clark NHT. Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 229-254 which is available on the West-wide Energy Corridor Information Center project website at http://www.corridoreis.anl.gov.

Corridor 230-248 Warm Springs Corridor

Agency Jurisdictions

Bureau of Land Management
Cascades Field Office

Forest Service
Mt. Hood National Forest

Oregon Counties

Clackamas County
Wasco County

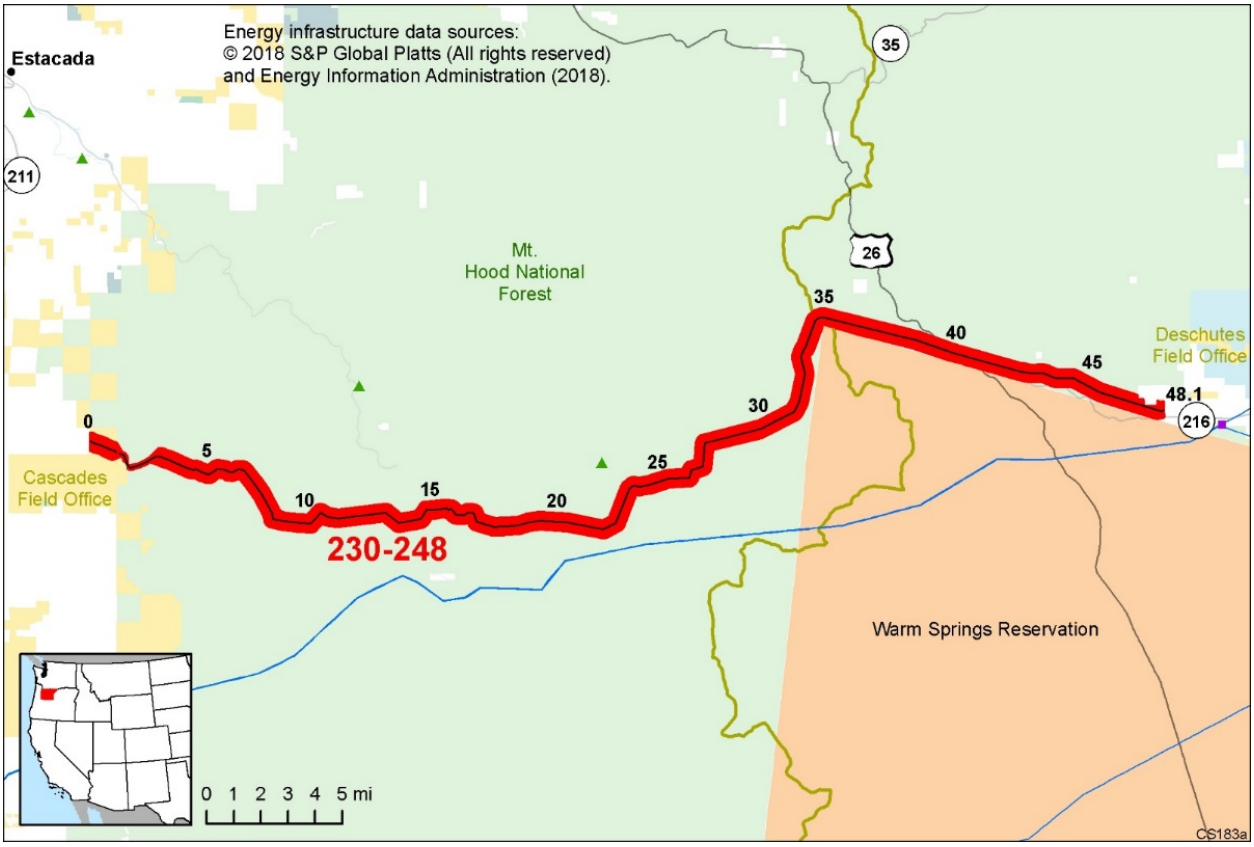

Figure 3.5-56. Corridor 230-248 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Northwestern and Coastal Oregon ROD/RMP (2016)
Mt. Hood National Forest LMP (1990)

Corridor width: variable widths ranging from 145 ft to 3,500 ft.
Designated use: multi-modal for electric transmission and pipelines.

Potential Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment to better follow existing infrastructure and allow maximum future build-out capacity (see Chapter 3, Section 3.2).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy and technical standards for improved management (see Chapter 3, Section 3.3).

The corridor faces numerous challenges including river crossings, terrain and stability concerns, and it is not collocated with existing infrastructure. During future land use planning, the Agencies should consider alternate routes that follow existing infrastructure while considering energy need and demand in the area. However, deleting the corridor is not recommended since the corridor does provide an east-west pathway across the Cascades through Mt Hood National Forest where energy infrastructure siting can be challenging. If a more preferred route is identified and designated in the future during land use planning, this corridor can be considered for deletion at that time.

In addition to the revisions identified above, the following concerns were identified during the stakeholder workshops and should be considered during any land use planning revisions that would affect the corridor:

- Environmental concerns: wilderness designations and ACECs on either side of corridor, Pacific Crest NST crossing affects all routes in this vicinity, WSR crossings, Northern Spotted Owl habitat, and the new White River wolf pack in the area.
- Improved engagement with tribes since the east end of the corridor borders the Warm Springs Reservation.
- Concerns about river crossings and terrain and feasibility of pipeline development (underground is not technologically feasible; safety concerns with above-ground– periodic heavy flooding occurs and could wash away pipeline).
- Need to analyze energy need/demand in the area. Demand is generally more south towards the Ruby pipeline and the California market as well as southwest towards Portland.
- Corridor was designated to follow the route of the proposed Palomar natural gas pipeline which was never built due to concerns including Fish Creek crossing, unstable ground issues, private lands, and terminal concerns.
- The Trail West Pipeline has been proposed to move to move gas in an east-to-west direction from central Oregon to the I-5 corridor near Molalla, Oregon. The proposed pipeline could be located within Corridor 230-248 and could be used to export gas to China.
- In the past, energy companies have not wanted to collocate with highway corridor (Highway 26).
- Consider collocating new underground pipelines or transmission lines with the existing transmission lines to the south, though this might require a wider corridor. Support for collocation which results in less disturbance/impact on resource areas.

  Cascade Crossing project near the Bonneville Power Administration route.
- Corridor revisions need to consider forest land allocations (late successional reserves and Northwest Forest Plans).

- Development within the corridor conflicts with the Mt. Hood National Forest Land and Resource Management Plan.
- New fossil fuel infrastructure poses major risks to public safety and natural resources due to potential pipeline leaks, ruptures, spills and burns.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Chapter 3, Section 3.4. For Corridor 230-248, specific issues that would be addressed through potential IOP revisions or additions include:

- The Pacific Crest NST and the corridor intersect. Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor. Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.
- MTR-IR and the corridor intersect. Adherence to the 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.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 230-248 which is available on the West-wide Energy Corridor Information Center project website at http://www.corridoreis.anl.gov.

Corridor 244-245 Lester to Easton Corridor

Agency Jurisdictions

Forest Service
Mt. Baker-Snoqualmie National Forest
Okanogan-Wenatchee National Forest

Washington Counties

King County
Kittitas County

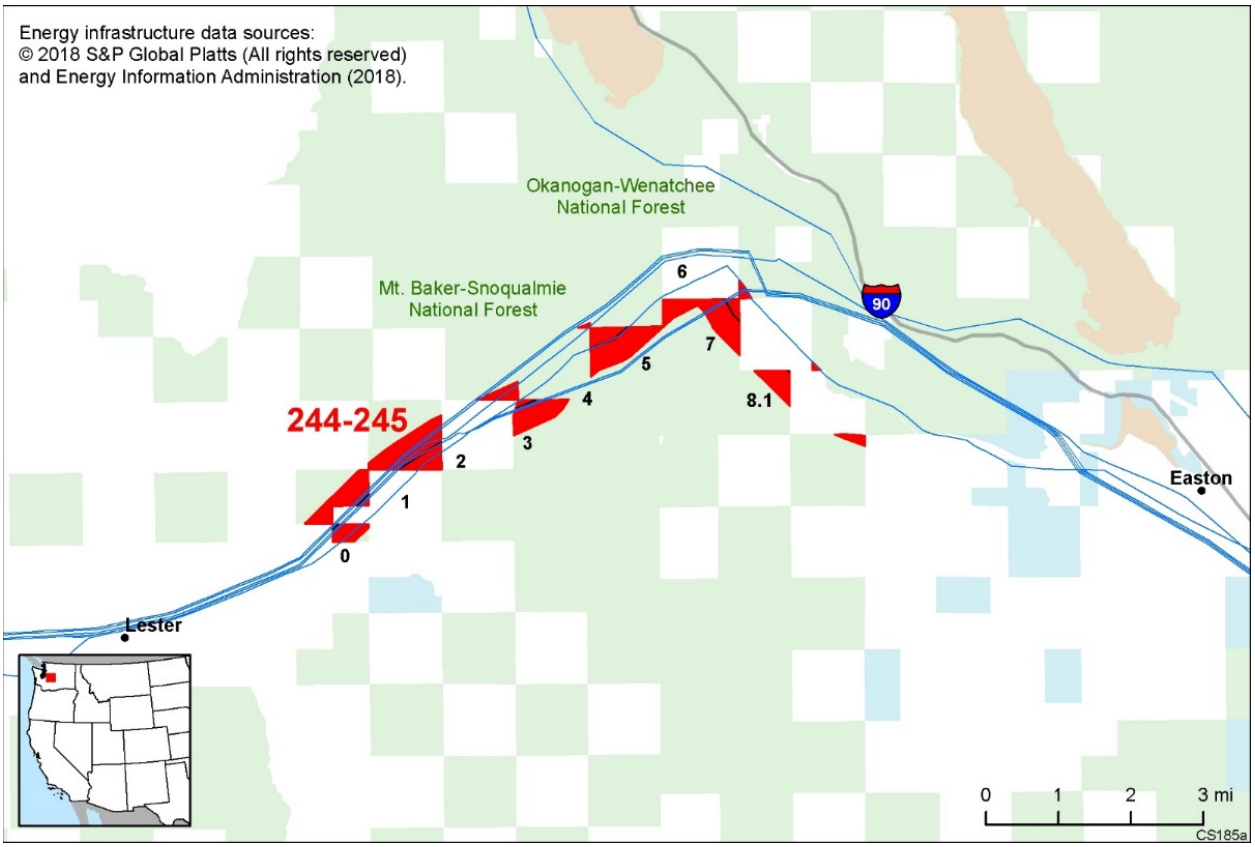

Figure 3.5-57. Corridor 244-245 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Mt. Baker-Snoqualmie National Forest LMP (1990)
Wenatchee National Forest LMP (1990)

Corridor width: 3,500 ft.
Designated use: multi-modal for electric transmission and pipelines.

Potential Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment to better follow existing infrastructure and allow maximum future build-out capacity (see Chapter 3, Section 3.2).
- The Agencies could suggest collocating future development closely with the existing infrastructure to avoid the steep topography and water quality concerns on either side of the corridor.
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy and technical standards for improved management (see Chapter 3, Section 3.3).
- Consider adding lands acquired after 2009 to the designated corridor in future land use planning.

At the time of the review, the existing corridor location with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a path for transmitting generated energy from eastern Washington to the Puget Sound metropolitan area. Collocating future development closely with existing infrastructure would minimize concerns regarding steep topography and river water quality concerns within the Green River Municipal Watershed while maintaining a preferred route for potential future energy development collocated with existing infrastructure. Options to shift the corridor are limited because of the checkerboard pattern of USFS-administered lands in the area.

In addition to the revisions identified above, the following concerns were identified during the stakeholder workshops and should be considered during any land use planning revisions that would affect the corridor:

- Consider USFS allocations in this area with respect to old growth forests and timber.
- Water quality-Green River Municipal Watershed for city of Tacoma –road maintenance can impact water quality by adding sediment.
- Old growth forest late successional reserves are not within corridor but would need to be considered if corridor is widened.
- Pacific Crest Trail is already impacted by existing transmission lines.
- Corridor has noxious weeds/invasive plant issues. The 2015 USFS EIS requires that project proponents replace weeds with low height pollinator-friendly species; maintain vegetation in ROW.

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Chapter 3, Section 3.4. For Corridor 244-245, specific issues that would be addressed through potential IOP revisions or additions include:

- The Pacific Crest NST and the corridor intersect. Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.
- MTR-VR and the corridor intersect. Adherence to the 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.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 244-245 which is available on the West-wide Energy Corridor Information Center project website at http://www.corridoreis.anl.gov.

Corridor 250-251 Baker City to Ontario Corridor

Agency Jurisdictions

Bureau of Land Management
Baker Field Office
Malheur Field Office

Oregon Counties

Baker County
Malheur County

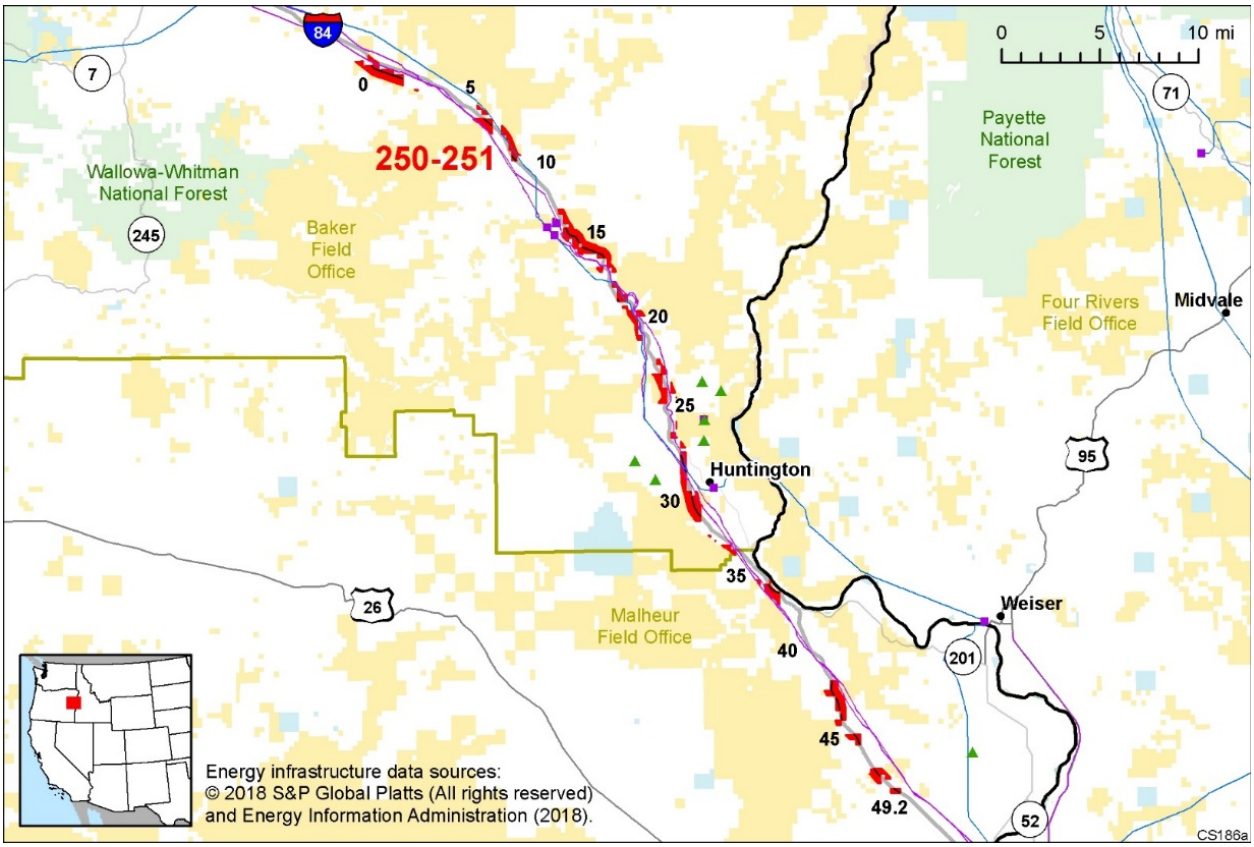

Figure 3.5-58. Corridor 250-251 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Baker RMP (1989)
Southeastern Oregon RMP and ROD (2002)
Oregon GRSG ARMPA (2019)

Corridor width: 3,500 ft.
Designated use: multi-modal for electric transmission and pipelines.

Potential Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment to better follow existing infrastructure and allow maximum future build-out capacity (see Chapter 3, Section 3.2).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy and technical standards for improved management (see Chapter 3, Section 3.3).
- Implement minor adjustments to avoid environmentally sensitive areas.

  From MP 18 to MP 28, shift corridor slightly to minimize impacts on the Oregon NHT.

At the time of the review, the existing corridor location with the above changes is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a pathway for energy transport in northeast Oregon. The potential minor revisions would minimize impacts on the Oregon NHT and Snake River-Mormon Basin BLM Back Country Byway to the greatest extent possible while maintaining a preferred route for potential future energy development collocated with existing infrastructure (i.e., 138-kV transmission line).

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Chapter 3, Section 3.4. For Corridor 250-251, specific issues that would be addressed through potential IOP revisions or additions include:

- The Oregon NHT and the corridor intersect. Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.
- MTR-VR and the corridor intersect. Adherence to the 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.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 250-251 which is available on the West-wide Energy Corridor Information Center project website at http://www.corridoreis.anl.gov.

Corridor 261-262 Mount Shasta Corridor

Agency Jurisdictions

Bureau of Land Management
Redding Field Office

Forest Service
Klamath National Forest
Shasta-Trinity National Forest

California Counties

Shasta County
Siskiyou County

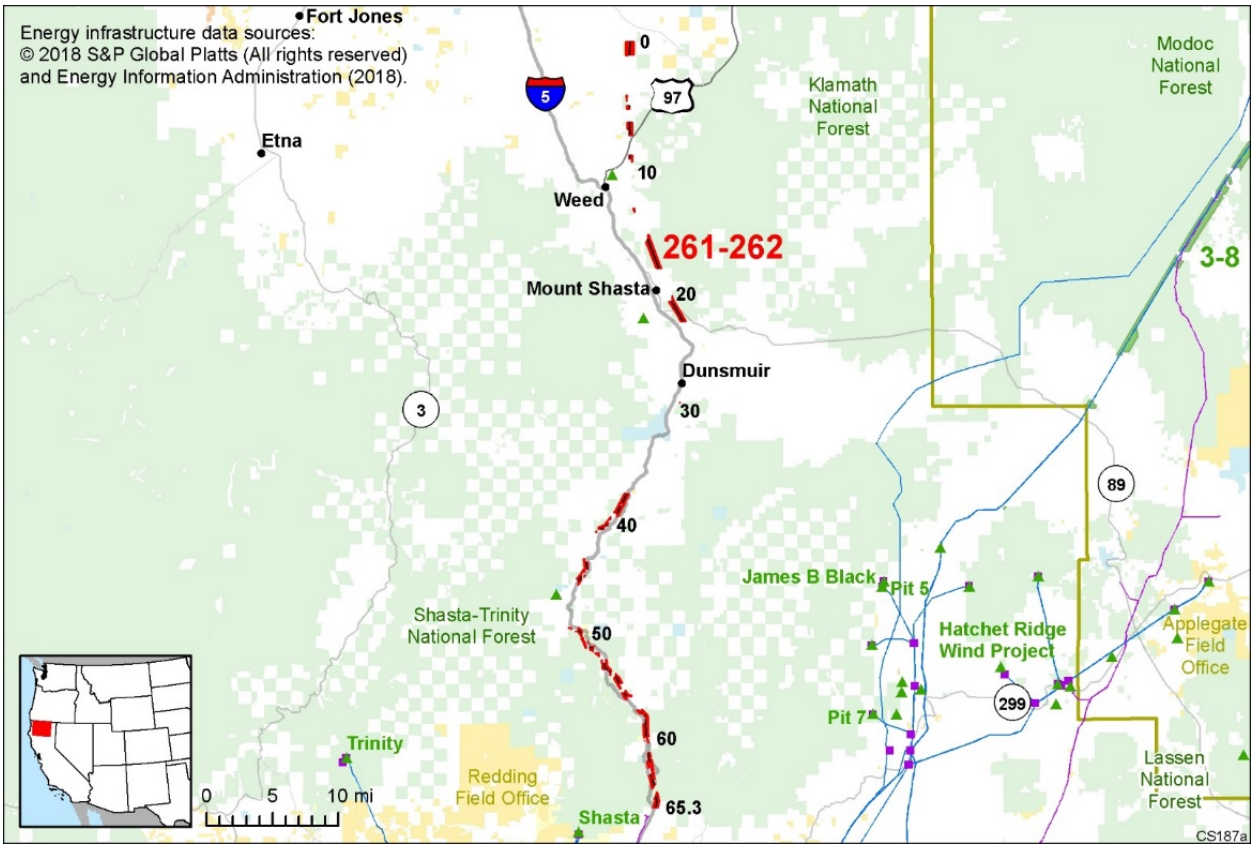

Figure 3.5-59. Corridor 261-262 and nearby electric transmission lines and pipelines (subject corridor in red)

Land and Resource Management Plans

Redding RMP (1993)
Klamath National Forest LMP (1995)
Shasta-Trinity National Forest LMP (1995)

Corridor width: 2,000 ft in Redding Field Office and Klamath National Forest, remainder 3,500 ft.
Designated use: electric only in Redding Field Office and Shasta-Trinity National Forest, remainder multi-modal for electric transmission and pipelines.

Potential Corridor Enhancements Summary and Rationale

- Implement minor adjustments as appropriate to improve corridor alignment to better follow existing infrastructure and allow maximum future build-out capacity (see Chapter 3, Section 3.2).
- Develop a specific Energy Corridor Management Plan and incorporate into Agency land use plans to provide applicable guidance, current policy and technical standards for improved management (see Chapter 3, Section 3.3).

At the time of the review, the existing corridor location is considered to be the best balance in meeting the siting principles. The corridor promotes efficient use of the landscape by providing a north-south pathway through Shasta National Forest along Interstate 5 in California. The corridor appears to best meet the siting principles as it is collocated with existing infrastructure (i.e., 69- and 115-kV transmission lines).

Interagency Operating Procedures (IOPs)

Revisions, deletions, and additions to IOPs are discussed in Chapter 3, Section 3.4. For Corridor 261-262, specific issues that would be addressed through potential IOP revisions or additions include:

- The Dog Creek Roadless Area and the corridor are adjacent. Agencies could consider a coordination IOP related to Roadless Areas to help minimize conflicts with the Roadless Rule.
- MTR-Slow-speed route and VR intersect the corridor. Adherence to the existing IOP regarding coordination with DoD would be required. Agencies considering a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.

Corridor Abstract

Comprehensive background information and the Agency's review and analysis of the existing corridor can be located in Corridor Abstract 261-262 which is available on the West-wide Energy Corridor Information Center project website at http://www.corridoreis.anl.gov.

Potential Energy Corridor Additions

The summaries for each of the six potential energy corridor additions in Regions 4, 5, and 6 include the route for the potential energy corridor addition, corridor-specific discussion of existing use and opportunity for future development, and the rationale for how the corridor meets the siting principles identified in the Settlement Agreement.

Potential Energy Corridor Addition—Wamsutter-Powder Rim Corridor

Agency Jurisdictions

Bureau of Land Management

Rawlins Field Office

Wyoming Counties

Rawlins County
Sweetwater County

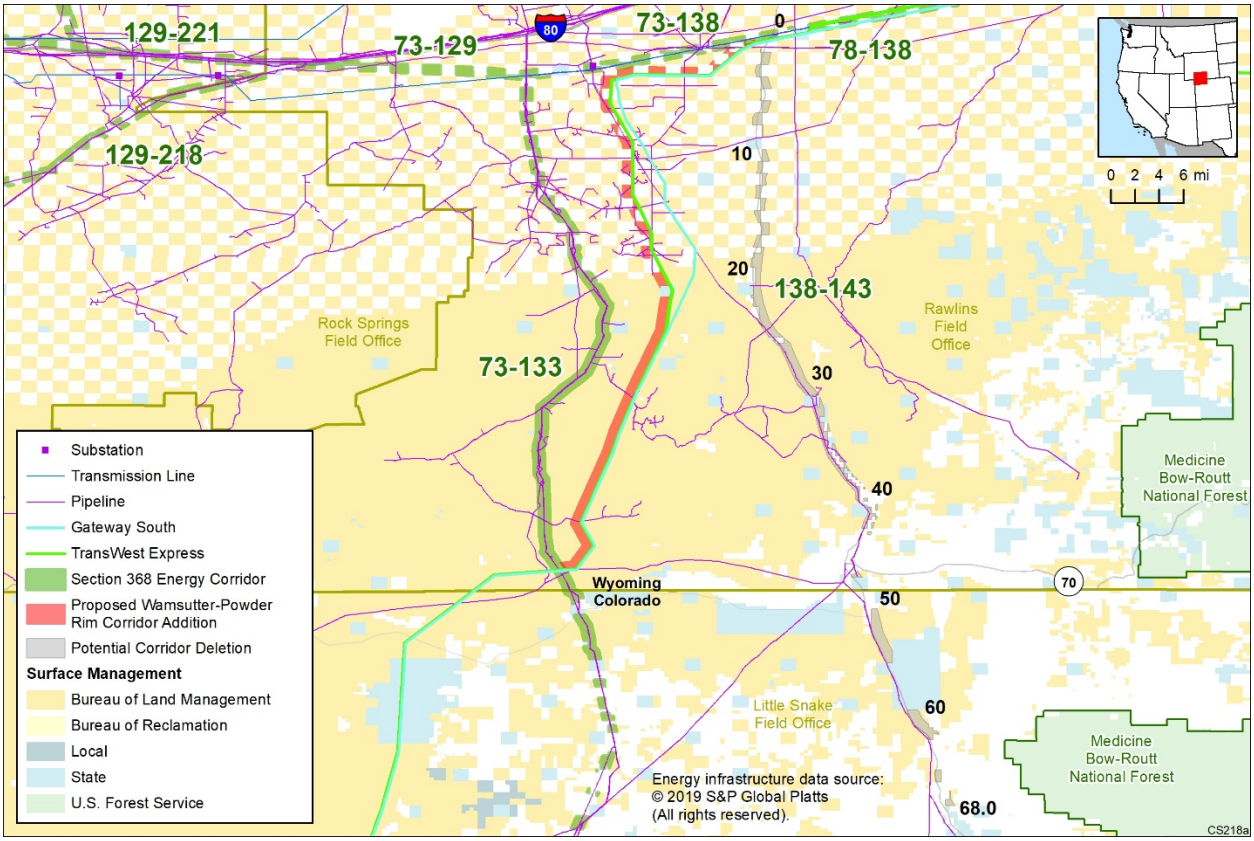

Figure 3.6-1. Wamsutter-Powder Rim Corridor Potential Addition

Land and Resource Management Plan

Rawlins RMP (2008)
Wyoming GRSG ARMPA (2019)

Suggested Energy Corridor width: 3,500 ft.
Suggested Energy Corridor designated use: electric-only.

Summary and Rationale for Potential Corridor Addition

The potential energy corridor addition was developed through the energy corridor regional reviews (Figure 3.6-1). The corridor would provide a north-south pathway from Wyoming through Colorado on federally administered land and would follow the recently authorized TransWest Express 500-kV transmission line. The corridor was designated a 3,500-foot-wide north-south multi-modal utility corridor in the Record of Decision for the TransWest Express Transmission Project along the Sweetwater/Carbon County, Wyoming line.

There are three north-south corridors in the Rawlins, Wyoming to Craig, Colorado vicinity: (1) Wamsutter-Powder Rim (local utility corridor) is designated multi-modal along the TransWest Express authorized route; (2) Corridor 73-133 is designated underground-only and follows pipelines along its entire route; and (3) Corridor 138-143 follows Highway 789 along its entire route and contains a pipeline as well. There is some redundancy in having three energy corridors following the same general pathway, and the Agencies have identified the Wamsutter-Powder Rim corridor as a preferred pathway for electrical transmission in the area.

The potential corridor addition would meet the siting principles identified in the Settlement Agreement; specifically, the potential corridor addition would:

- maximize utility by strengthening the electric power grid that serves the Western United States from south-central Wyoming to southern Nevada;
- minimize potential impacts by collocating along planned infrastructure (600-kV TransWest Express transmission line). The Agencies also suggest deleting Corridor 138-143 because it does not contain existing or planned transmission lines and there are habitat concerns in the area, including mule deer migration. The Wamsutter-Powder Rim corridor contains fewer conflicts and potential habitat concerns;
- promote efficient use of the landscape by providing a north-south pathway for electricity transmission through from Wyoming to Colorado. Designating the corridor as electric-only minimizes the need for separation integrity required for collocation with pipelines; and
- provide connectivity to renewable energy generation to the maximum extent possible by facilitating the transmission of renewable energy, including wind energy from Wyoming to the Desert Southwest Region and solar or other renewable energy from the Desert Southwest to the Rocky Mountain Region.

If designated through the Agency's land use planning process, an Energy Corridor Management Plan should be developed as part of the land use planning designation process to provide applicable guidance, current policy and technical standards for improved management (see Chapter 3, Section 3.3).

Interagency Operating Procedures (IOPs)

Revisions, deletions, and addition to IOPs are discussed in Chapter 3, Section 3.4. For the potential energy corridor addition, specific issues that would be addressed through proposed IOP revisions or additions include:

- The Four Trails Feasibility Study Trail and the corridor intersect. Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.

Potential Energy Corridor Addition—Gateway West Corridor

Agency Jurisdictions

Bureau of Land Management

Rock Springs Field Office
Rawlins Field Office

Wyoming Counties

Sweetwater County
Lincoln County

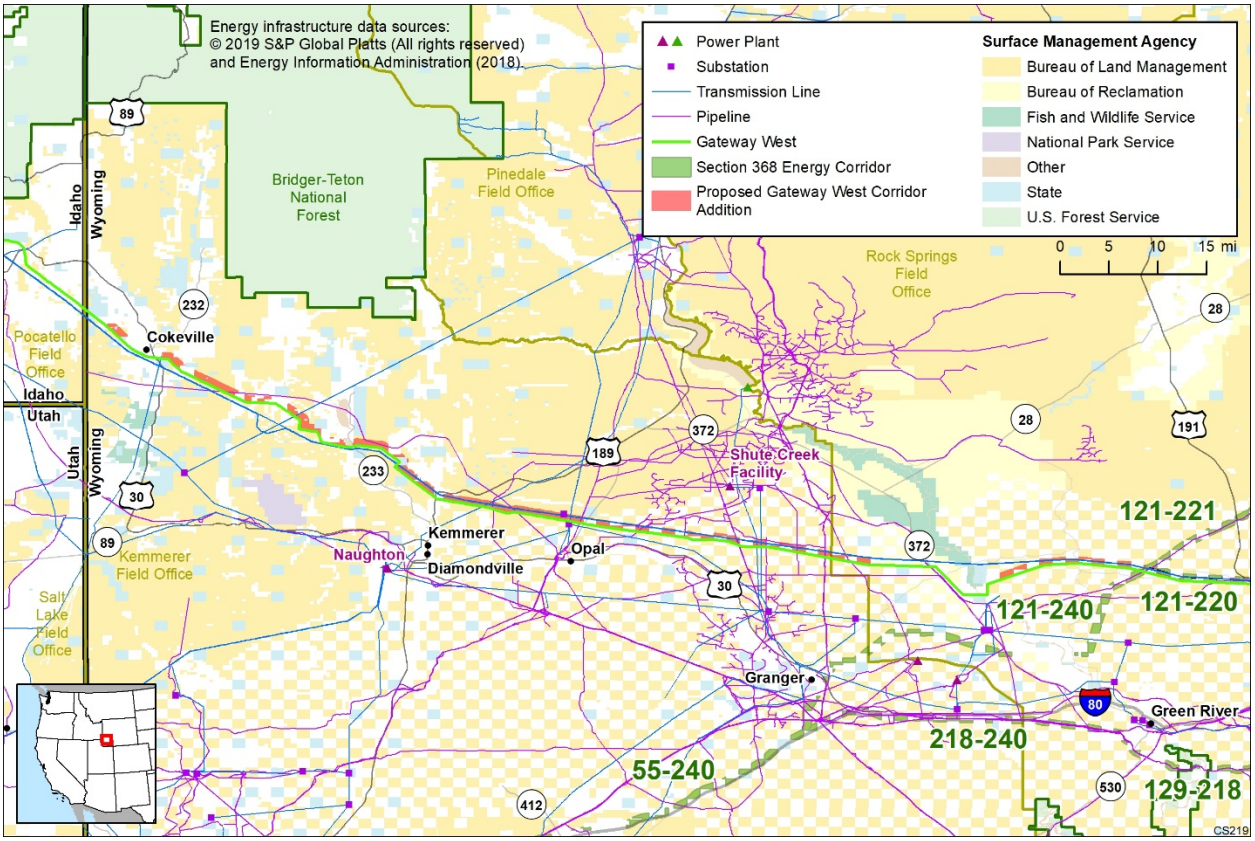

Figure 3.6-2. Gateway West Corridor Potential Addition

Land and Resource Management Plan

Rawlins RMP (2008)
Green River RMP (1997)
Wyoming GRSG ARMPA (2019)

Suggested Energy Corridor width: 3,500 ft.
Suggested Energy Corridor designated use: multi-modal.

Summary and Rationale for Potential Corridor Addition

The potential energy corridor addition was developed through the energy corridor regional reviews (Figure 3.6-2). The corridor would provide an east-west pathway from Wyoming into Idaho on federally administered land and would follow the recently authorized Gateway West 500-kV transmission line. The potential corridor addition along Gateway West would locate the corridor where demand for energy is high. The Agencies should incorporate lessons learned from the Gateway West project. The rationale for transmission line alignment could help inform the location of Section 368 energy corridors.

The potential corridor addition would meet the siting principles identified in the Settlement Agreement; specifically, the potential corridor addition would:

- maximize utility by providing strength and reliability to the region's transmission system across Wyoming and Idaho along planned infrastructure;
- minimize potential impacts on visual resources and GRSG habitat by collocating along planned infrastructure;
- promote efficient use of the landscape by connecting to other Section 368 energy corridors and providing an east-west pathway for electricity transmission through from Wyoming to Idaho; and
- provide connectivity to renewable energy generation to the maximum extent possible by delivering power from existing and future electric resources (including renewable resources such as wind energy). Solar energy development in Lincoln County will be in proximity to the Gateway West transmission line, providing additional connectivity to renewable energy development.

If designated through the Agency's land use planning process, an Energy Corridor Management Plan should be developed as part of the land use planning designation process to provide applicable guidance, current policy and technical standards for improved management (see Chapter 3, Section 3.3).

Interagency Operating Procedures (IOPs)

Revisions, deletions, and addition to IOPs are discussed in Chapter 3, Section 3.4. For the potential energy corridor addition, specific issues that would be addressed through proposed IOP revisions or additions include:

- The corridor intersects the Oregon NHT, California NHT, and the Four Trails Feasibility Study Trail. Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.

Potential Energy Corridor Addition—Wagontire Mountain Corridor

Agency Jurisdictions

Bureau of Land Management

Three Rivers Field Office
Lakeview Field Office

United States Forest Service

Fremont-Winema National Forests

Oregon Counties

Harney County
Lake County

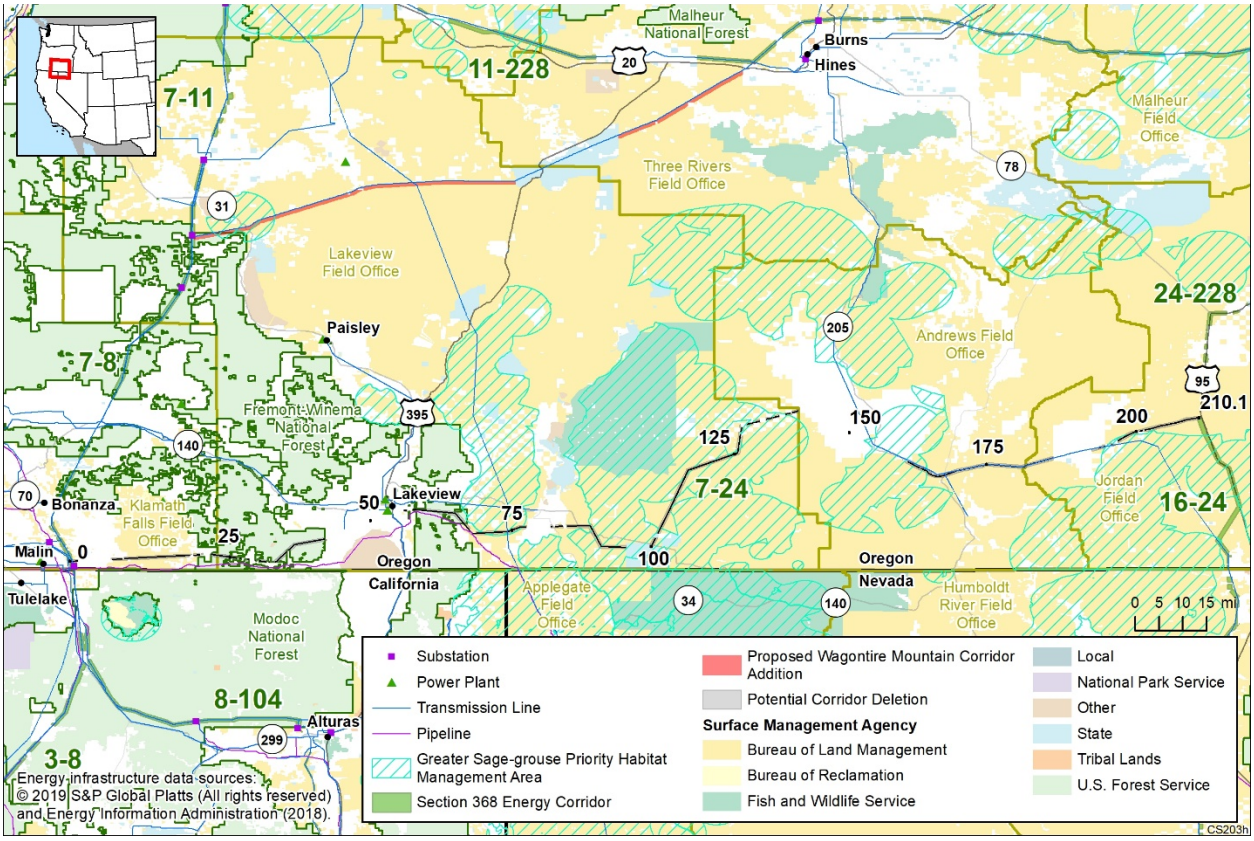

Figure 3.6-3. Wagontire Mountain Corridor Potential Addition

Land and Resource Management Plan

Lakeview ROD/RMP (2003)
Three Rivers ROD/RMP (1992)
Fremont-Winema National Forest LRMP (1990)
Oregon GRSG ARMPA (2019)

Suggested Energy Corridor width: 3,500 ft.
Suggested Energy Corridor designated use: multi-modal for electric transmission and pipelines.

Summary and Rationale for Potential Corridor Addition

The potential energy corridor addition was developed through the energy corridor regional reviews (Figure 3.6-3). The corridor would provide a northeast-southwest pathway from Burns, Oregon to connect to Corridor 7-11 along an existing 500-kV transmission line. There is increasing renewable energy potential near Wagontire Mountain (south of Corrido 11-228 and east of Corridor 7-11) but there is a lack of transmission infrastructure to connect the energy resources to demand centers in California. The current location of Corridor 11-228 does not meet transmission needs for wind energy in the Wagontire Mountain area.

The potential corridor addition would meet the siting principles identified in the Settlement Agreement; specifically, the potential corridor addition would:

- maximize utility by locating the corridor along a crucial pathway, connecting renewable energy sources to load centers in California;
- minimize potential impacts by collocating along existing infrastructure (500-kV PacifiCorp transmission line). The Agencies also suggest deleting Corridor 7-24 because it does not contain existing or planned transmission lines and there are concerns within the corridor, including lands with wilderness characteristics, GRSG habitat and potential impacts on visual and cultural resources. The Wagontire Mountain potential corridor addition contains fewer conflicts and is collocated with an existing transmission line;
- promote efficient use of the landscape connecting multiple Section 368 energy corridors to create a continuous corridor network in Oregon; and
- provide connectivity to renewable energy generation to the maximum extent possible by siting a corridor near Wagon Tire Mountain where renewable energy potential is high (wind, geothermal, solar).

If designated through the Agency's land use planning process, an Energy Corridor Management Plan should be developed as part of the land use planning designation process to provide applicable guidance, current policy and technical standards for improved management (see Chapter 3, Section 3.3).

Interagency Operating Procedures (IOPs)

Revisions, deletions, and addition to IOPs are discussed in Chapter 3, Section 3.4. For the potential energy corridor addition, specific issues that would be addressed through proposed IOP revisions or additions include:

- The Four Trails Feasibility Study Trail and the corridor intersect. Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.
- Lands with undetermined status for wilderness characteristics intersect the corridor. Agencies could consider an IOP to provide guidance on the review process for applications within corridors with incomplete inventories. The potential IOP would assist with avoiding, minimizing, and/or mitigating impacts on lands with wilderness characteristics.

Potential Energy Corridor Addition—Southern Idaho Corridor

Agency Jurisdictions

Bureau of Land Management

Owyhee Field Office
Jarbidge Field Office
Burley Field Office
Pocatello Field Office

Wyoming Counties

Cassia County
Power County

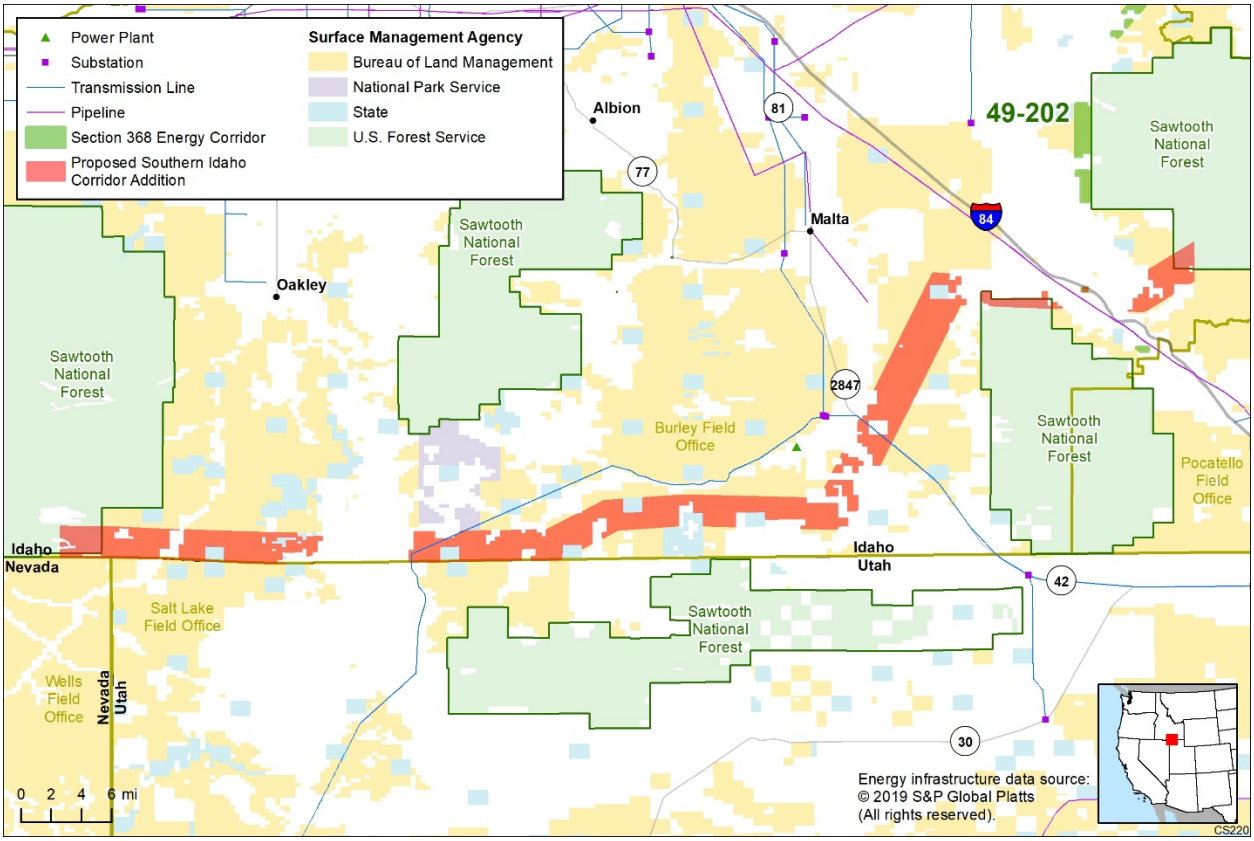

Figure 3.6-4. Southern Idaho Corridor Potential Addition

Land and Resource Management Plan

Owyhee RMP (1999)
Bruneau MFP (1983)
Jarbidge RMP (2015)
Twin Falls MFP (1982)
Cassia MFP (1985)
Pocatello RMP (2012)
Idaho GRSG ARMPA (2019)

Suggested Energy Corridor width: 3,500 ft.
Suggested Energy Corridor designated use: multi-modal.

Summary and Rationale for Potential Corridor Addition

The potential energy corridor addition was developed through the energy corridor regional reviews (Figure 3.6-1). The corridor would provide an east-west pathway through southern Idaho on federally administered land. There has been coordination among the counties in southern Idaho for a potential corridor addition. Both Cassia County and Power County oppose new Section 368 energy corridor development located where the corridor would traverse corridor gaps along agricultural lands.

Power County's Transmission Line Ordinance outlines parameters for transmission lines located within the county. Parameters include: alternatives on public land should be preferred; transmission lines should not be located on irrigated farmland, and if a transmission line is sought on working agricultural land it must be placed underground, unless project proponents have the approval of the landowner, adjacent landowners, landowners within 1,500 ft of the transmission lines, the Power County planning and zoning commission, and the board of county commissioners. In its comprehensive plan, Cassia County has identified an electrical transmission corridor overlay zone (EO) as the County's preferred route for transmission lines. Transmission lines sited outside of the EO must adhere to performance standards before construction and development of future transmission lines would be authorized. The EO runs east-west near the southern border of Cassia County and along the border between Idaho and Utah.

The potential corridor addition would maximize utility by providing an east-west route through southern Idaho that has local government consensus. However, there is no existing infrastructure along this potential route and the area contains PHMA.

If designated through the Agency's land use planning process, an Energy Corridor Management Plan should be developed as part of the land use planning designation process to provide applicable guidance, current policy and technical standards for improved management (see Chapter 3, Section 3.3).