

Corridor 44-110

SWIP North

Corridor Rationale

This energy corridor provides north-south connectivity between Idaho and Las Vegas, Nevada. Input regarding alignment from AWEA, Maximus USA, the Rocky Mountain Area Transmission Study, and the Western Utility Group during the WWEC PEIS suggested following this route. There is a planned 500-kV electric transmission line that generally follows the path of the corridor. Currently, there are no pending or recently authorized ROW applications for transmission lines or pipelines within the corridor.

Corridor location:

Nevada (Elko and White Pine Co.)
 BLM: Bristlecone and Wells Field Offices
 Regional Review Region(s): Region 3

Corridor width, length:

Width 2,640 ft
 110.2 miles of designated corridor
 123 mile-posted route, including gaps

Sec 368 energy corridor restrictions: (N)

- corridor is multi-modal

Corridor of concern (Y)

- Greater Sage-grouse habitat.

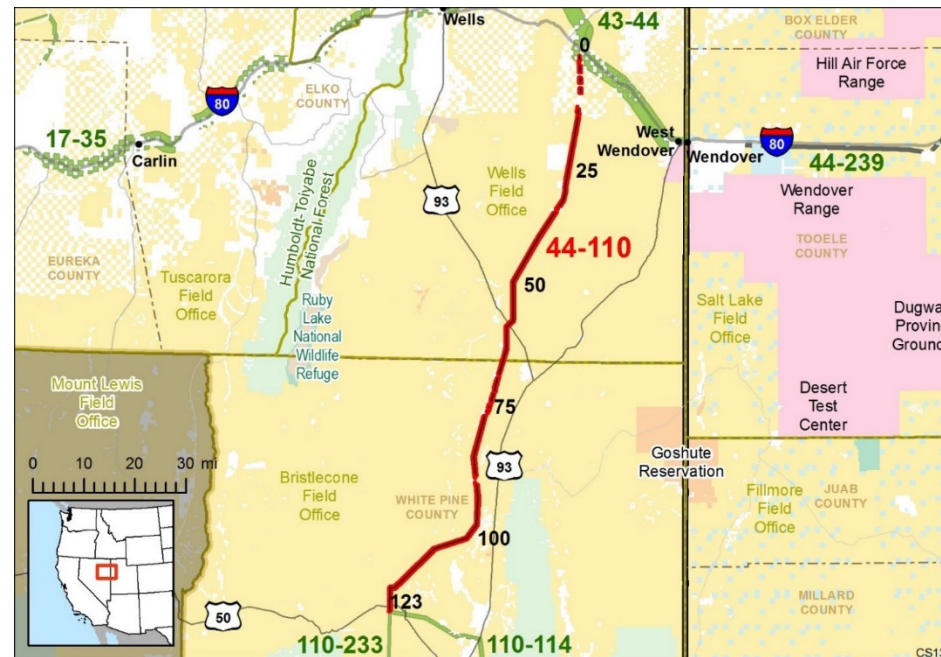


Figure 1. Corridor 44-110

Corridor history:

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

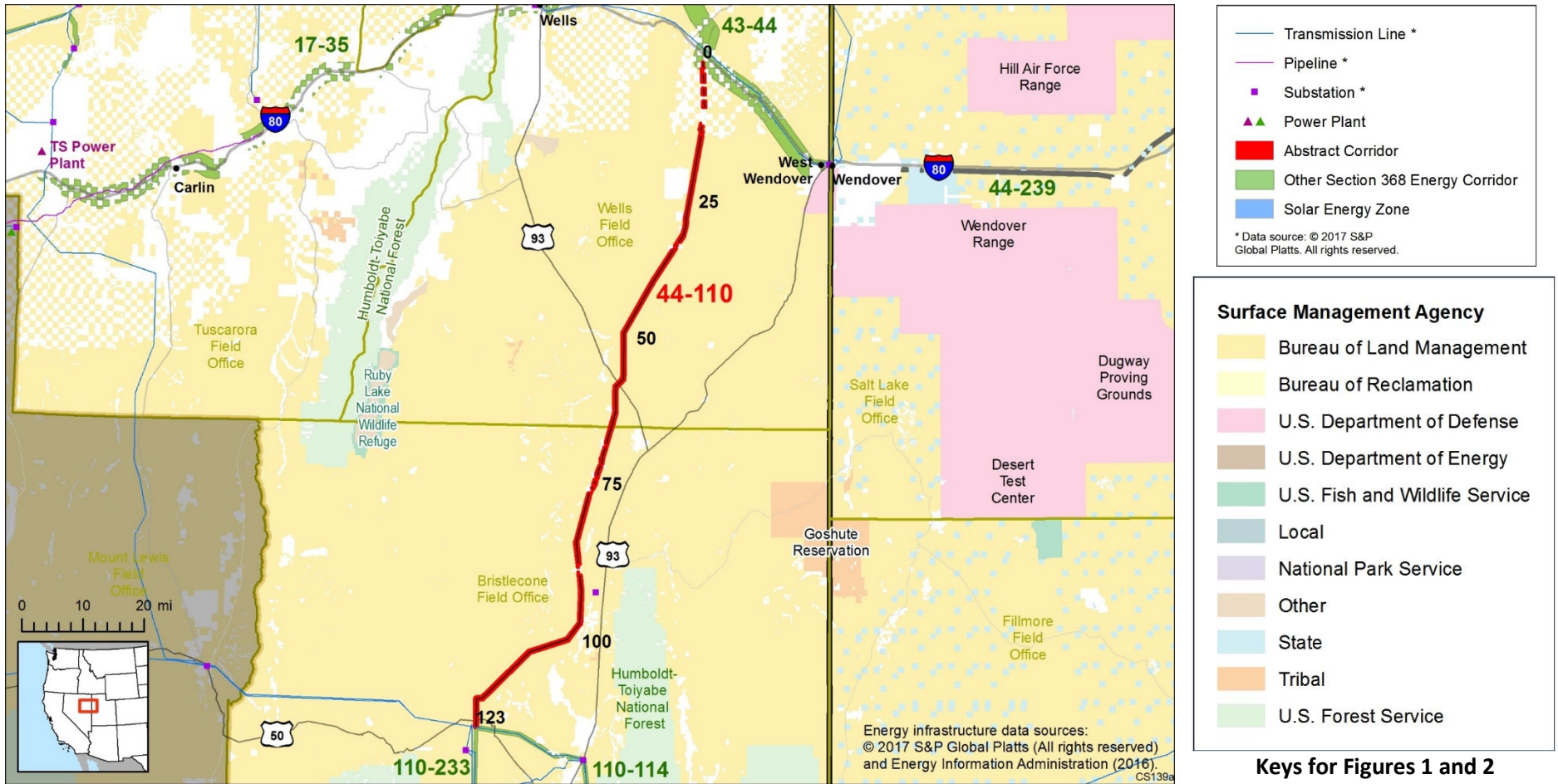


Figure 2. Corridor 44-110 and nearby electric transmission lines and pipelines

Conflict Map Analysis

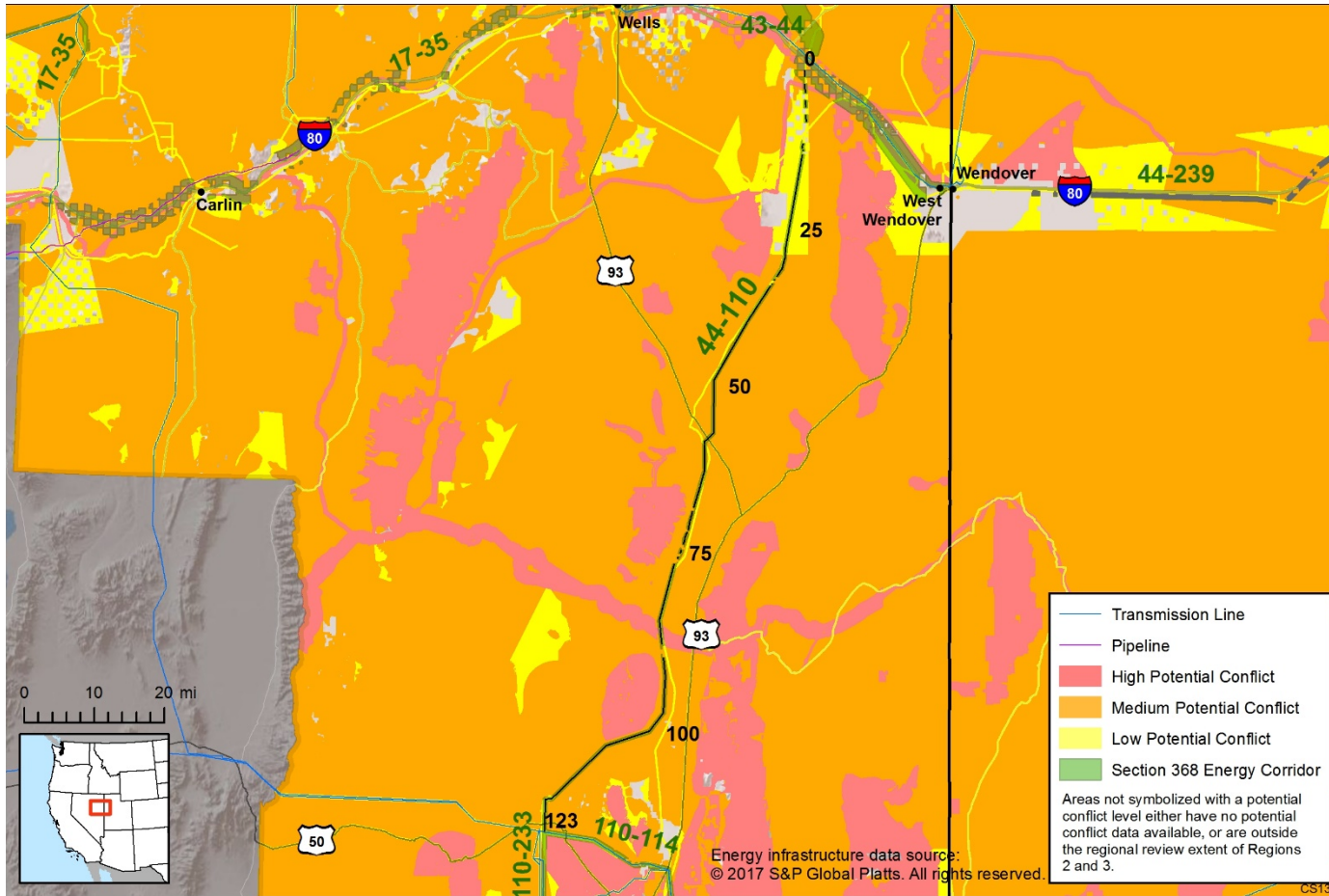


Figure 3. Map of Conflict Areas in Vicinity of Corridor 44-110

Figure 3 reflects a comprehensive resource conflict assessment developed to enable the Agencies and stakeholders to visualize a corridor’s proximity to environmentally sensitive areas and to evaluate options for routes with lower potential conflict. The potential conflict assessment (low, medium, high) shown in the figure is based on [criteria](#) found on the WWEC Information Center at www.corridoreis.anl.gov. To meet the intent of the Energy Policy Act and the Settlement Agreement siting principles, corridors may be located in areas where there is potentially high resource conflict; however, where feasible, opportunity for corridor revisions should be identified in areas with potentially lower conflict.

Visit the 368 Mapper for a full view of the Potential conflict map (<https://bogi.evs.anl.gov/section368/portal/>)

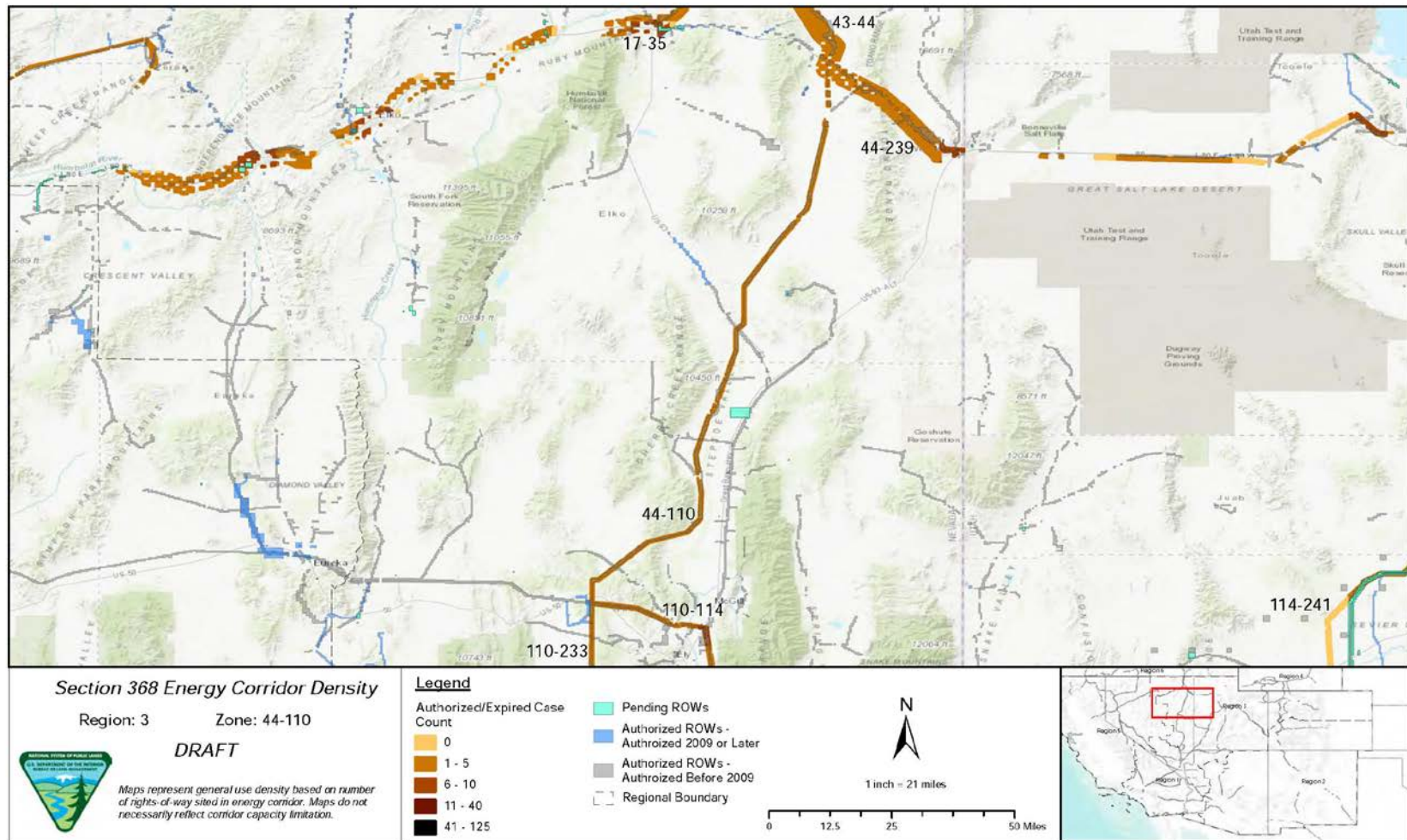


Figure 4. Corridor 44-110, Corridor Density Map

Figure 4 shows the density of energy use to assist in evaluating corridor utility. ROWs granted prior to the corridor designation (2009) are shown in grey; ROWs granted after corridor designation are shown in blue; and pending ROWs under current review for approval are shown in turquoise. Note the ROW density shown for the corridor is only a snapshot that does not fully illustrate remaining corridor capacity. Not all ROWs have GIS data at the time this abstract was developed. BLM and USFS agencies are currently improving their ROW GIS databases and anticipate more complete data in the near future.

General Stakeholder Feedback on Corridor Utility

Stakeholders did not provide specific input on corridor utility.

Corridor Review Table

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

CORRIDOR 44-110 REVIEW TABLE							
ID	Agency	Agency Jurisdiction	County	Primary Issue	Corridor Location (by Milepost [MP])	Source	Agency Review and Analysis ^{1, 2}
ENVIRONMENTAL RESOURCE ISSUES							
<i>Specially Designated Areas</i>							
44-110 .001	BLM	Bristlecone FO	White Pine, NV	Pony Express NHT (also see under cultural)	MP 85	GIS Analysis: NHT intersects corridor.	There is an opportunity for the Agencies to consider adding an IOP for NSTs and NHTs as well as adding an IOP related to Visual Resources to ensure appropriate consideration occurs with proposed development within the energy corridor. (2)
44-110 .002	NA	Bristlecone FO	White Pine, NV	Great Basin Heritage Corridor (The Loneliest Road in America)	MP 122	Agency Input: the Great Basin Heritage Corridor (The Loneliest Road in America) was congressionally designated.	The Ely RMP has no ROW exclusion or avoidance prescriptions for the Great Basin Heritage Corridor. The Loneliest Road in America runs perpendicular to the corridor. Therefore, there is no option to improve corridor placement. The corridor contains a proposed transmission line at MP 122, making this a preferred location for future infrastructure, compared to adding a different corridor location that would increase impacts on the Heritage Corridor. (1)
44-110 .003	BLM	Wells FO	Elko, NV	California NHT	MP 2 to MP 3	GIS Analysis: NHT intersects corridor.	There is an opportunity for the Agencies to consider adding an IOP for NSTs and NHTs as well as adding an IOP related to Visual Resources to ensure

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							appropriate consideration occurs with proposed development within the energy corridor. (2)
44-110 .004	BLM	Bristlecone FO and private land	White Pine, NV	Goshute Canyon Wilderness	MP 64 to MP 76	GIS Analysis: wilderness area as close as 1 mi west of corridor.	Wilderness Areas are an important resource that are considered carefully during corridor planning. The corridor's current location does not intersect the Wilderness and best meets the siting principles. (1)
44-110 .005	BLM	Bristlecone FO	White Pine, NV	Four Trails Feasibility Study Trail	MP 2 to 3 and MP 84	GIS Analysis: Four Trails study trail intersects corridor.	There is an opportunity for the Agencies to consider adding an IOP for NSTs and NHTs as well as adding an IOP related to Visual Resources to ensure appropriate consideration occurs with proposed development within the energy corridor. (2)
44-110 .006	BLM	Wells FO, private land	Elko, NV	South Pequop WSA	MP 23 to MP 32	GIS Analysis: WSA as close as 2 mi west of corridor and corridor gap on private land.	WSAs are an important resource that are considered carefully during corridor planning. The corridor's current location does not intersect the WSA and best meets the siting principles (1).
Ecology							
44-110 .007	BLM	Wells FO, Bristlecone FO	Elko and White Pine, NV	GRSG (BLM and USFS sensitive species) NVCA GRSG PHMA	Not specified. MP 73 to MP 76, MP 80 to MP 101, MP 107 to MP 116	Settlement Agreement. RFI: re-route to avoid GRSG habitat. Re-route or exclude new infrastructure ROWs and avoid all new energy infrastructure development within GRSG PACs (53% overlap). Use full mitigation hierarchy to avoid, minimize, and compensate for impacts within 4 mi of important GRSG breeding areas. GIS Analysis: GRSG PHMA intersects corridor.	The 2015 NVCA ARMPA for Greater Sage-grouse retains Corridor 44-110 in PHMAs and GHMAs available to new uses, subject to a maximum corridor width of 3,500 ft or as designated by congressional action. In addition, a planned transmission line also runs through most of the corridor. There could also be an opportunity to revise the corridor to the east along Highway 93 south of MP 96 to minimize habitat fragmentation for GRSG. (2)

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ID	Agency	Agency Jurisdiction	County	Primary Issue	Corridor Location (by Milepost [MP])	Source	Agency Review and Analysis ^{1, 2}
				NVCA GRSG GHMA	MP 0 to MP 3, MP 50 to MP 60, MP 61 to MP 66, MP 67 to MP 73, MP 75 to MP 78, MP 79 to MP 80, MP 101 to MP 108, MP 116 to MP 117	<p>GIS Analysis: GRSG GHMA intersects corridor.</p> <p>Comment on abstract: apply a 4-mi buffer around corridor. This corridor contains 150,341 acres of GRSG PHMA and 184,413 acres of GRSG GHMA. These categories of habitat are essential for the GRSG life cycle.</p> <p>Comment on abstract: Re-route to avoid GRSG PACs.</p>	
44-110 .008	BLM	Wells FO, Bristlecone FO	Elko and White Pine, NV	GRSG Lek locations	<p>MP 56, MP 59, MP 88</p> <p>MP 114 to MP 115</p> <p>MP 71 to MP 121</p> <p>MP 70 to MP 105</p> <p>MP 103 to MP 223</p>	<p>Comment on abstract: 1 unknown status lek</p> <p>Comment on abstract: 2 unknown status leks.</p> <p>Comment on abstract: 9 active status and 1 pending status lek.</p> <p>Comment on abstract: 6 active status leks within 4 miles of corridor.</p> <p>Comment on abstract: 5 active status leks within 4 miles of corridor.</p> <p>Unknown status means that more information or data needs to be collected at this time, but this is likely to be a significant area for breeding. Pending status indicates that GRSG breeding activity has been observed at the site and the site</p>	<p>The Agencies could consider opportunities to revise the corridor east along Highway 93 in White Pine County to minimize impacts on GRSG leks. However, the corridor location within the current range where GRSG leks may occur is not easily resolved or avoided by corridor-level planning because alternate routes may still require siting within several miles of leks. Further analysis to determine the presence of leks occurring within the area will be considered outside of corridor-level planning. (3)</p>

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ID	Agency	Agency Jurisdiction	County	Primary Issue	Corridor Location (by Milepost [MP])	Source	Agency Review and Analysis ^{1, 2}
						is awaiting additional data collection. Active status sites are crucial for breeding season and should be avoided. If avoidance is not possible extra planning and/or measures should be incorporated to reduce or minimize impacts to this habitat.	
44-110 .009				Special Status Species	Not specified.	<p>Comment on abstract: Additional species not identified in the corridor abstract may be present: Clover Valley Speckled Dace, Hiko White River Springfish, Independence Valley Speckled Dace, Lahontan Cutthroat Trout, Pahump Poolfish, White River Spinedace, White River Springfish, and Whitebark Pine.</p> <p>Conduct further analysis to determine the presence of abovementioned species.</p>	This corridor location within the current range where these species may occur is not easily resolved or avoided by corridor-level planning because alternate routes might still require siting through the current range of these species. Further analysis to determine the presence of these species occurring within the area will be considered outside of corridor-level planning. (3)
44-110 .010	BLM	Bristlecone FO	White Pine, NV	Pygmy Rabbit habitat	Not specified.	Agency Input: survey, avoidance and mitigation would be required prior to construction of a new ROW to minimize impacts.	
44-10 .011	BLM	Bristlecone FO	White Pine, NV	Golden Eagles	Not specified.	Agency Input: survey, avoidance and mitigation would be required prior to construction of a new ROW to minimize impacts.	
44-110 .012	BLM	Wells FO, Bristlecone FO	White Pine NV	Crucial Big Game habitat	Entire Corridor MP 31 to MP 47, MP 54 to MP 65,	<p>Agency Input: crucial big game habitat is located along the corridor.</p> <p>Comment on abstract: these areas have been identified as</p>	

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ID	Agency	Agency Jurisdiction	County	Primary Issue	Corridor Location (by Milepost [MP])	Source	Agency Review and Analysis ^{1, 2}
					MP 73 to MP 91, MP 109 to MP 116 MP 91 to MP 104, MP 91 to MP 111, MP 115 to MP 121 MP 114 to MP 123	crucial winter habitat for Pronghorn Antelope and should be avoided if at all possible. These areas have been identified as crucial winter habitat for Mule Deer and should be avoided if at all possible. If avoidance is not possible, extra planning and/or measures should be incorporated to reduce or minimize impacts to this habitat. These areas have been identified as Mule Deer migration corridors and should be avoided if at all possible. Unimpaired migration is crucial to Mule Deer life cycles.	The Agencies are exploring an opportunity for adding an IOP related to wildlife migration corridors and habitat to ensure appropriate consideration occurs with proposed development within the energy corridor. (2)
Visual Resources							
44-110 .013	BLM	Bristlecone FO	White Pine, NV	VRM Class I	MP 65 to MP 69	GIS Analysis: VRM Class I area is more than 1mi west of the corridor.	The corridor's current location does not intersect VRM Class I areas and best meets the siting principles. (1)
44-110 .014	BLM	Wells FO, Bristlecone FO	Elko and White Pine, NV	VRM Class II	MP 0 to MP 1.1	GIS Analysis: VRM Class II area intersects corridor.	Future development within the corridor could be limited as VRM Class II allows for low level of change to the characteristic landscape. Management activities may be seen, but should not attract the attention of the casual observer. (3) The corridor's current location within BFO does not intersect VRM Class II and best meets the siting principles. (1)
44-110 .015	BLM	Wells FO, Bristlecone FO	Elko and White Pine, NV	VRM Class IV	MP 1 to MP 3, MP 4 to MP 5, MP 7 to MP 8, MP 10 to MP 31,	GIS Analysis: VRM Class IV areas intersect corridor.	The existing corridor location best meets the siting principles. (1)

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					MP 31 to MP 70, MP 70 to MP 72, MP 73 to MP 74, MP 75 to MP 87, MP 88 to MP 123		
Lands with Wilderness Characteristics							
44-110 .016	BLM	Bristlecone FO	White Pine, NV	Lands with wilderness characteristics	NA	GIS Analysis: There are no lands with wilderness characteristics units in the corridor	The corridor's current location does not intersect any lands with wilderness characteristics unit and best meets the siting principles. (1)
Cultural Resources							
44-110 .017	BLM	Wells FO, Bristlecone FO	White Pine and Elko, NV	Cultural resources	MP 1 to MP 63	Agency Input: portions of this corridor are known to have a high concentration of sensitive cultural resources.	The potential for cultural resources is a concern for the Agencies that cannot be resolved during corridor-level planning. Surveys will occur as part of the ROW application process. Existing IOPs specific to cultural resources and tribal consultation would be followed in connection with any proposed energy project in the corridor. (3)
Tribal Concerns							
44-110 .018	BLM	Bristlecone FO	White Pine, NV	Traditional Use Areas	Scattered throughout	Agency Input: evaluated in the Ethnographic Study for SWIP North	The Agencies acknowledge this is an issue that cannot be easily resolved during corridor-level planning. The Agencies are aware of the existence of traditional use areas but will defer to the tribes for exact locations. The Agencies would consult with the tribes as required, for any proposed project in the corridor. (3)
Land Use Concerns							
Military and Civilian Aviation							
44-110 .019	BLM	Wells FO	Elko, NV	MTR – VR	MP 29 to MP 42 MP 29 to MP 42	GIS Analysis: VR intersects corridor. Comment on abstract: MTR VR-1259, Floor of 200-ft AGL.	The concern related to MTRs is noted and the adherence to existing IOP regarding coordination with DoD would be required to ensure this potential conflict is considered at the appropriate

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44-110 .020	BLM	Bristlecone FO	White Pine, NV	MTR – IR	MP 65 to MP 75	GIS Analysis: IR intersects corridor.	time. In addition, there is an opportunity to consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes. (2) DoD recommends the height of any proposed transmission structures not exceed height of any existing infrastructure in the ROW. Taller structure will require further analysis for operational impact.
44-110 .021	BLM	Wells FO, Bristlecone FO	Elko and White Pine, NV	DoD SUA - MOA	MP 27 to MP 97	GIS Analysis: MOA intersects corridor. Comment on abstract: corridor is adjacent to the Utah Test and Training Range Operations. All Restricted Airspace needs to be avoided due to hazardous operations and access to any sites. Height should be no higher than existing structures if outside the Restricted Airspace.	
Public Access and Recreation							
44-110 .022	BLM	Bristlecone FO	White Pine, NV	The Loneliest Road in America	MP 122	GIS Analysis: State scenic highway intersects corridor.	The Ely RMP has no ROW exclusion or avoidance prescriptions for utility corridors intersecting scenic highways. Coordination with NDOT would be required to identify any management prescriptions related to the scenic highway. (3)
Other noted land use concerns							
44-110 .023	NA	Private land	White Pine and Elko, NV	Private lands in corridor gaps	Various locations between MP 0 and MP 89	GIS Analysis: private lands in corridor gaps.	There may be an opportunity to potentially revise the corridor in White Pine County along Highway 93 to avoid private land. However, this might increase impacts resulting from the proposed transmission line and future energy projects being located in separate corridors. (2) BLM can only authorize a project on BLM-administered lands. Development in corridor gaps would require coordination outside of the Agencies.

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

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

Abstract Acronyms and Abbreviations

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