

Corridor 49-112

Burley Corridor

Corridor Purpose and Rationale

The corridor provides a pathway for energy transport through Burley, Idaho. The corridor connects to multiple Section 368 energy corridors to the west through Idaho and south to the Utah border. Input regarding alignment from multiple organizations¹ during the WVEC PEIS suggested following this route. The corridor is located within the recently approved 500-kV Gateway West transmission project between MP 0 and MP 11, deviates from the Gateway West corridor to the north near MP 18, and then parallels the corridor within 1.5 miles from MP 63 to MP 72. Zephyr Project, formerly Northern Lights Inland Project, a 345-kV planned transmission line, generally follows the path of the corridor. There has been interest in wind energy, geothermal, and solar that could support the corridor.

Corridor location:

Idaho (Blaine, Jerome, Lincoln, Minidoka, and Power Co.)

BLM: Burley and Shoshone Field Offices
Regional Review Region: Region 6

Corridor width, length:

Width 3,500 ft

44 miles of designated corridor

73 miles of posted route, including gaps

Designated Use:

- corridor is multi-modal

Corridor of concern (N)

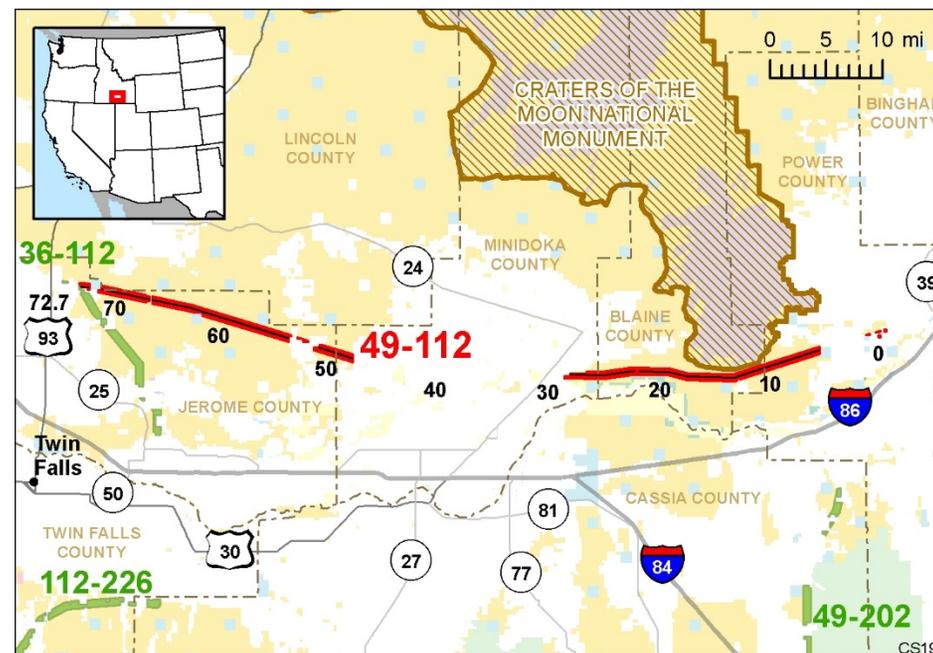


Figure 1. Corridor 49-112

Corridor history:

- Locally designated prior to 2009 (N)
- Existing infrastructure (Y)
 - A 345-kV transmission line follows the entire corridor. Two 34-kV, a 230- and a 500-kV transmission line are within and adjacent to a portion of the corridor.
- Energy potential near the corridor (Y)
 - 5 hydroelectric power plants are within 5 mi.
 - 1 substation is within the corridor and 15 more substations are within 5 mi of the corridor.
- Corridor changes since 2009 (N)

¹ Idaho Power Company, Maximus USA, National Grid, PacifiCorp, Rocky Mountain Area Transmission Study, Western Interconnect Transmission Paths, and Western Utility Group

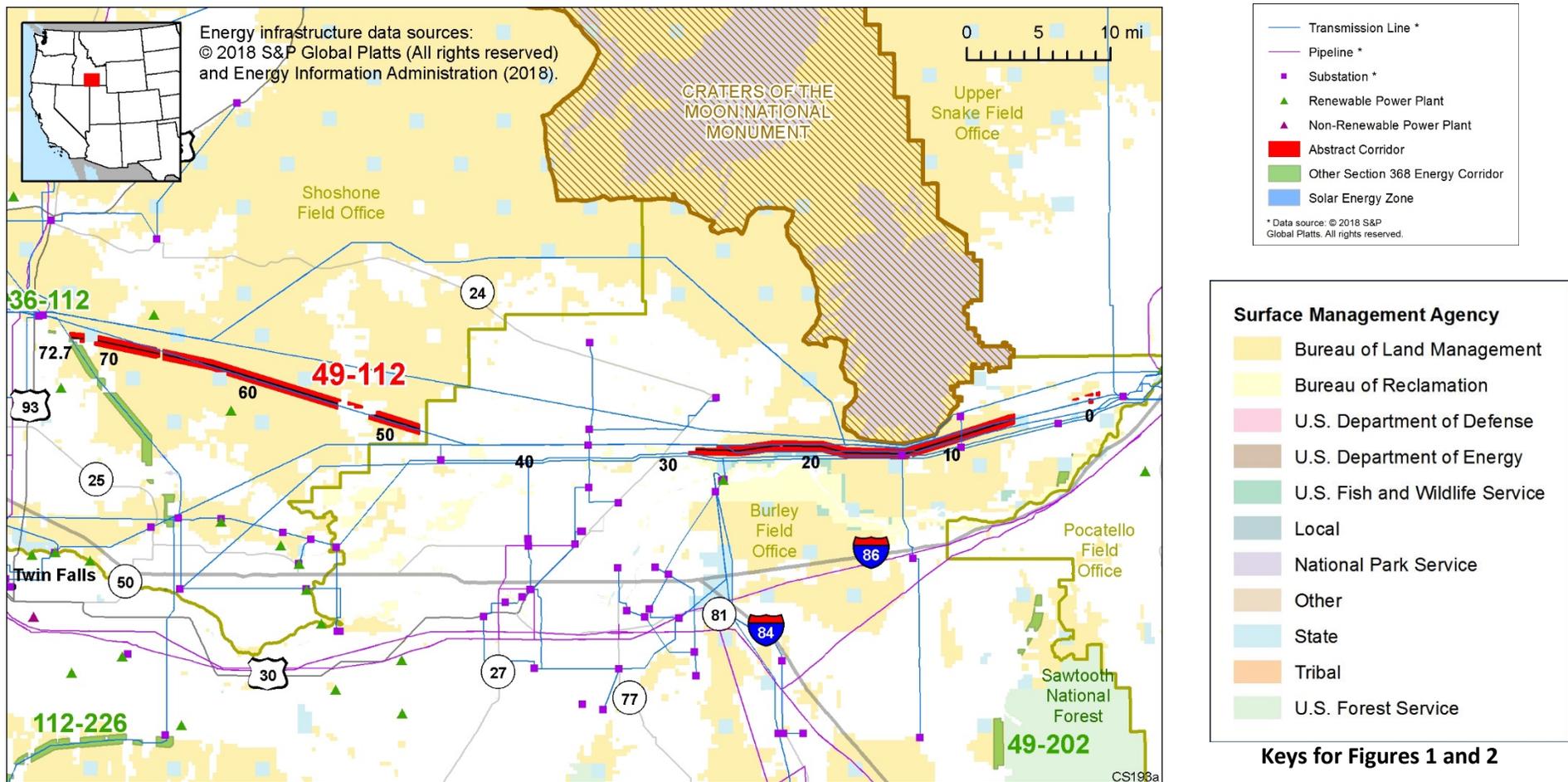


Figure 2. Corridor 49-112 and nearby electric transmission lines and pipelines

Conflict Map Analysis

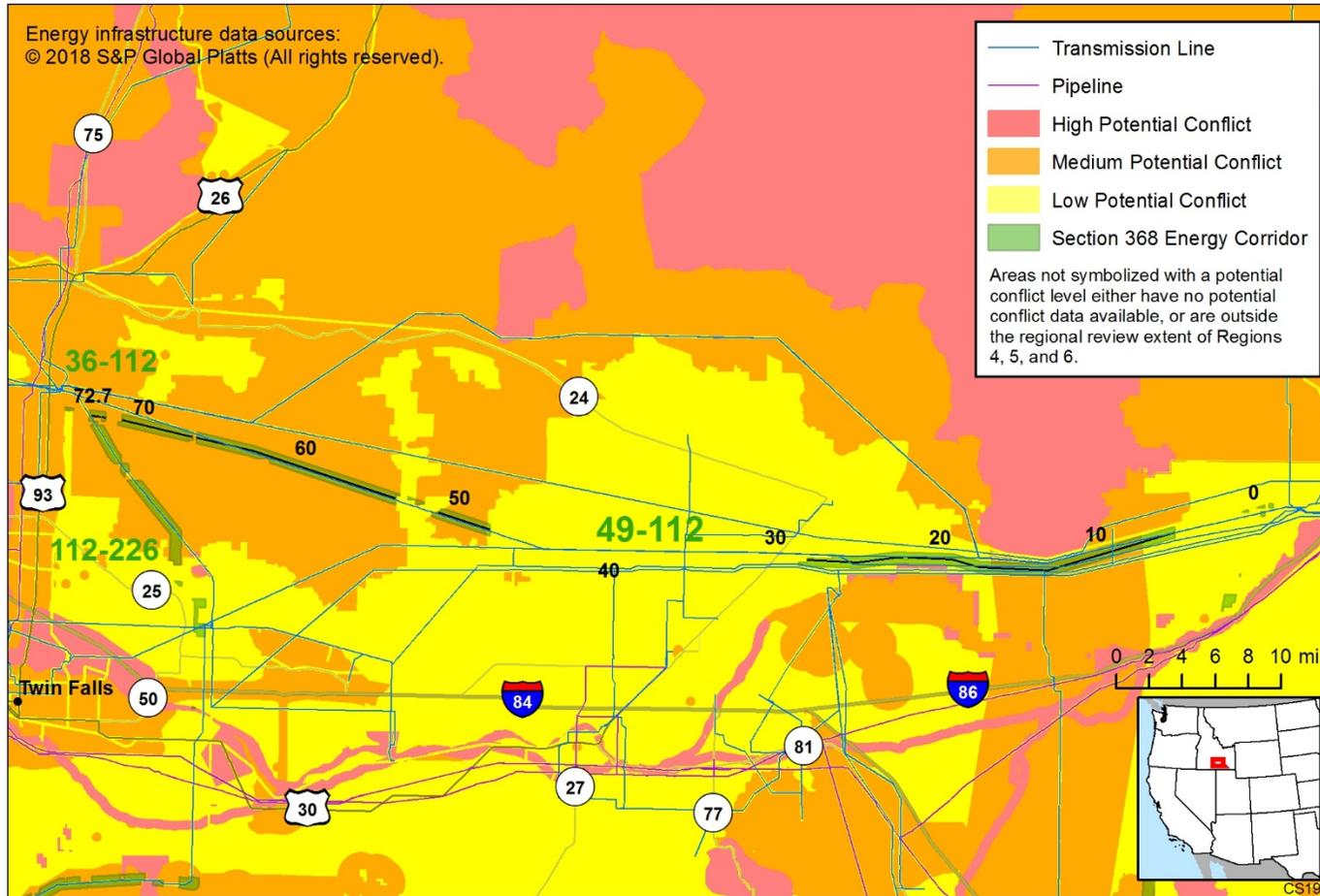


Figure 3. Map of Conflict Areas in Vicinity of Corridor 49-112

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 WVEC Information Center at www.corridoreis.anl.gov. To meet the intent of the Energy Policy Act and the Settlement Agreement siting principles, corridors may be located in areas where there is potentially high resource conflict; however, where feasible, opportunity for corridor revisions should be identified in areas with potentially lower conflict.

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

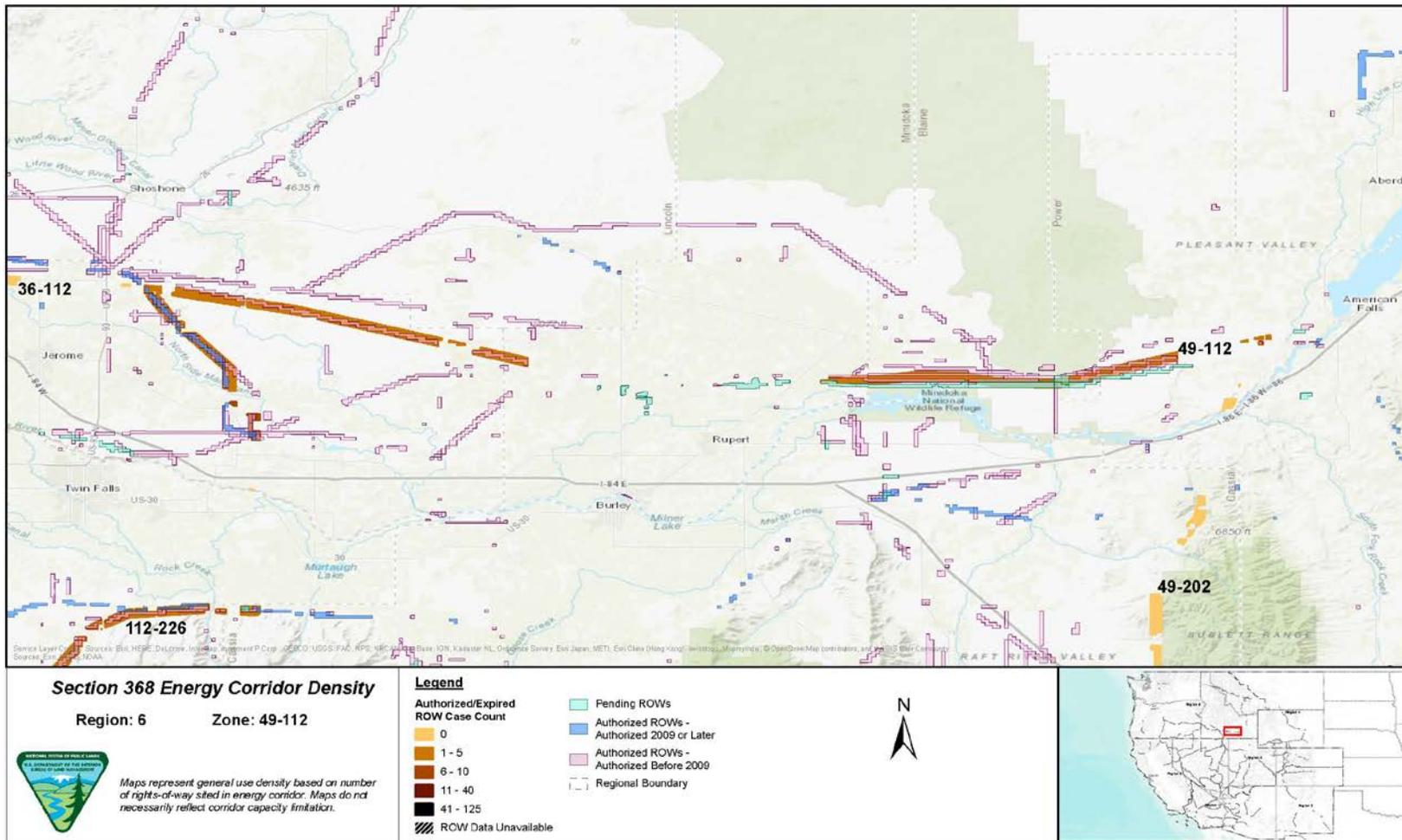


Figure 4. Corridor 49-112, Corridor Density Map

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

Corridor Review Table

Designated energy corridors are areas of land prioritized for energy transmission infrastructure and are intended to be predominantly managed for multiple energy transmission infrastructure lines. Other compatible uses are allowable as specified or practicable. Resource management goals and objectives should be compatible with the desired future conditions (i.e., responsible linear infrastructure development of the corridor with minimal impacts) of the energy transmission corridor. Land management objectives that do not align with desired future conditions should be avoided. The table below identifies serious concerns or issues and presents potential resolution options to better meet corridor siting principles.

The preliminary information below is provided to facilitate further discussion and input prior to developing potential revisions, deletions, or additions.

CORRIDOR 49-112 REVIEW			
POTENTIAL COMPATIBILITY ISSUES or CONCERNS TO EXAMINE	MILEPOST (MP)¹	STAKEHOLDER INPUT and OTHER RELEVANT INFORMATION	POTENTIAL RESOLUTIONS BASED ON SITING PRINCIPLE ANALYSIS²
<i>BLM Jurisdiction: Burley Field Office and Shoshone Field Office</i>			
<i>Agency Land Use Plan: Monument RMP (1986)</i>			
Other than the GRSG GHMA intersections discussed below, no issues related to resource intersections with the corridor in the Burley and Shoshone Field Offices have been identified.			
<i>BLM Jurisdiction: Shoshone Field Office</i>			
<i>Agency Land Use Plan: Idaho GRSG ROD and ARMPA – March 2019</i>			
GRSG GHMA and the corridor intersect - The 2019 ARMPA states that existing designated corridors in GHMA will remain open to utility ROWs. Collocating new infrastructure within existing ROWs and maintaining and upgrading ROWs is preferred over the creation of new ROWs. Colocation in designated corridors can be built within the existing corridor or adjacent to the existing corridor.	MP 48 to MP 52 and MP 54 to MP 73		The location appears to best meet the siting principles because collocation is preferred and the corridor is collocated with a transmission line. The ARMPA states that designated corridors will remain open to new ROWs. The GHMA encompasses a broad area both north and south of the corridor which cannot be avoided.

¹ Mileposts are rounded to the nearest mile.

² Siting Principles include: *Corridors are thoughtfully sited to provide maximum utility and minimum impact on the environment; Corridors promote efficient use of landscape for necessary development; Appropriate and acceptable uses are defined for specific corridors; and Corridors provide connectivity to renewable energy generation to the maximum extent possible, while also considering other generation, in order to balance the renewable sources and to ensure the safety and reliability of electricity transmission.* Projects proposed in the corridor would be reviewed during their ROW application review process and would adhere to Federal laws, regulations, and policy.

Additional Compatibility Concerns

The issues and concerns listed below are not explicitly addressed through agency land use plans or are too general in nature to be addressed without further clarification. Although difficult to quantify, the concerns listed have potential to affect future use and/or development within this designated corridor. The Agencies have provided a preliminary general analysis. The information below is provided to facilitate further discussion during stakeholder review.

Potential Corridor Revisions:

- There are areas where the corridor deviates from existing infrastructure and there do not appear to be resource conflicts (MP 66 to MP 72).

Analysis: Agencies could consider re-routing the corridor along the authorized Gateway West route beginning at MP 13 to better collocate with existing and planned infrastructure.

Cultural Resources:

- Cultural resources could be a concern in the Shoshone FO.

Analysis: Section 106 of the NHPA requires federal agencies to consider the effects of an undertaking on cultural resources listed on the NRHP.

Ecology:

- Destruction of wildlife and plant communities and habitats could be a concern if future development occurs within the corridor.

Analysis: Existing IOPs and BMPs would be required. The corridor follows existing transmission lines.

Military and Civilian Aviation:

- MTR – VR and the corridor intersect from MP 8 to MP 17.
- MTR – IR and the corridor intersect from MP 8 to MP 17.

Analysis: Adherence to 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.

Abstract Acronyms and Abbreviations

ARMPA = Approved Resource Management Plan Amendment; BLM = Bureau of Land Management; DoD = Department of Defense; FO = field office; GHMA = general habitat management area; GIS = geographic information system; GRSG = Greater Sage-grouse; IOP = interagency operating procedure; IR = instrument route; MP = milepost; MTR = Military Training Route; NHPA = National Historic Preservation Act; NRHP = National Register of Historic Places; PEIS = Programmatic Environmental Impact Statement; RFI = request for information; RMP = Resource Management Plan; ROD = Record of Decision; ROW = right-of-way; USFS = U.S. Forest Service; VR = visual route; WWEC = West-wide Energy Corridor.