

Figure 2. Corridor 8-104 and nearby electric transmission lines and pipelines

Conflict Map Analysis

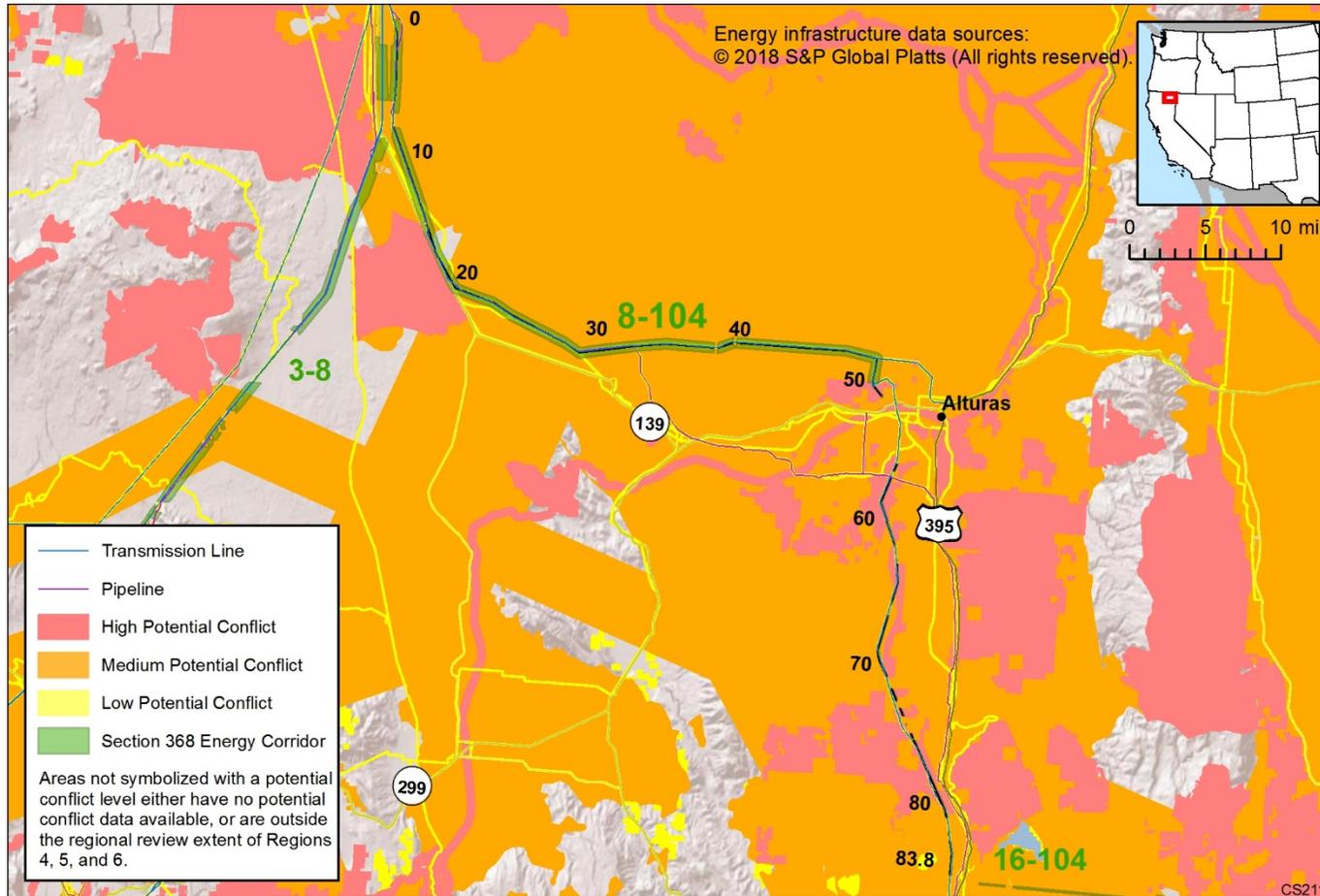


Figure 3. Map of Conflict Areas in Vicinity of Corridor 8-104

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/>)

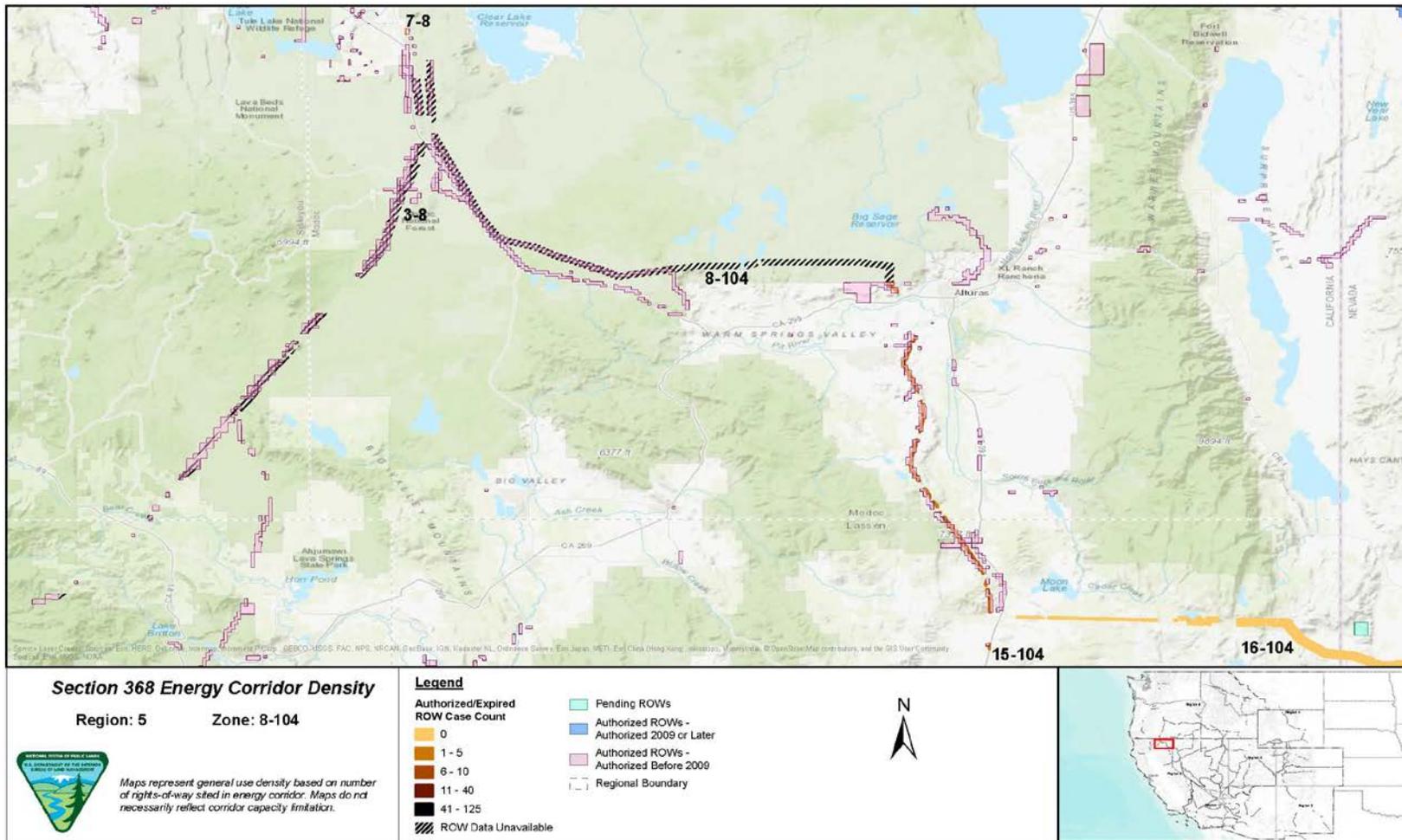


Figure 4. Corridor 8-104, Corridor Density Map

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 8-104 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>USFS Jurisdiction: Modoc National Forest</i>			
<i>Agency Land Use Plan: Modoc NF LMP (1991)</i>			
GRSG GHMA intersects and is adjacent to the corridor—The LMP does not prescribe restrictions for GHMAs within designated energy corridors. No changes to the LMP were included in 2015 GRSG amendments to USFS LMPs. The October 2018 USFS Draft EIS addressing planning issues for GRSG did not include California NFs, so no changes to GRSG management prescriptions in the Modoc NF are anticipated in the forthcoming ROD.	MP 0 to MP 11, MP 27 to MP 29, MP 33 to MP 48		There are no management prescriptions preventing future development within the corridor. GRSG GHMA encompasses a broad area around the corridor, which cannot be avoided. The location appears to best meet the siting principles because collocation (existing transmission and pipelines) is preferred.
Four Trails Feasibility Study Trail and the corridor intersect— The LMP does not include the Four Trails Feasibility Study Trail since it pre-dates the 2009 legislation designating the Study Trail (Public Law 111-11).	MP 13 to MP 16	The trail is within the western boundary of the corridor and runs parallel along the same general path. The Act (Public Law 111-11; 2009) directs the Secretary of the Interior to revise the original feasibility studies of the Oregon, Mormon Pioneer, California, and Pony Express NHTs. BLM Manual 6280 directs the BLM to maintain the values, characteristics, and settings for which the trail is being studied or for which the trail was recommended as suitable.	The corridor is collocated with existing infrastructure. However, the corridor could be shifted slightly so that the existing transmission line is the west boundary of the corridor, to further minimize impacts to the Study Trail and maintain the corridor width in the Modoc National Forest. Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor

CORRIDOR 8-104 REVIEW			
POTENTIAL COMPATIBILITY ISSUES or CONCERNS TO EXAMINE	MILEPOST (MP)¹	STAKEHOLDER INPUT and OTHER RELEVANT INFORMATION	POTENTIAL RESOLUTIONS BASED ON SITING PRINCIPLE ANALYSIS²
Emigrant Trail National Forest Scenic Byway intersects and is adjacent to the corridor— The LMP does not prescribe restrictions for areas within and adjacent to the scenic byway.	MP 13 to MP 18	The Scenic Byway is within and parallels the corridor.	There are no management prescriptions preventing development within the corridor and the corridor is collocated with existing infrastructure. However, the corridor could be shifted slightly so that the existing transmission line is the west boundary of the corridor to further minimize impacts to the National Forest Service Scenic Byway.
Damon Butte Roadless Area is adjacent to the corridor—The LMP does not prescribe restrictions for areas adjacent to the roadless area.	MP 14 to MP 18	The Roadless Area Conservation Rule (2001) prohibits road construction, reconstruction, and timber harvest in inventoried roadless areas.	The roadless area parallels the corridor. The corridor could be shifted slightly so that the existing transmission line is the west boundary of the corridor to further avoid the roadless area. Because management prescriptions prevent new roads in roadless areas, it is possible that the opportunity to expand or shift the corridor would be more limited.
BLM Jurisdiction: Applegate Field Office			
Agency Land Use Plan: Alturas RMP (2008)			
VRM Class II areas intersect the corridor - The RMP states that new ROWs will be designed to meet the VRM class of the affected area. The objective of VRM Class II designation is to retain the existing character of the landscape.	MP 49 to MP 50, MP 55 to MP 64, MP 69 to MP 80		Areas with the VRM Class II designation may not be compatible with future overhead transmission line development; however, the corridor is collocated with an existing transmission line. In order to best meet the siting principles, a change in the VRM class could be considered.
BLM Jurisdiction: Battle Mountain, Carson City, Elko, Ely and Winnemucca DOs in Nevada and Northern California DO			
Agency Land Use Plan: Nevada and Northeastern California GRSR ROD and ARMPA – March 2019			
GRSG GHMA (ROW avoidance area) intersects and is adjacent to the corridor— The 2019 ARMPA indicates that PHMA and GHMA areas are designated as major pipeline (≥24-inch diameter) ROW avoidance areas, unless the major pipeline meets one of the allocation exception criteria outlined (in MD SSS 5). The ARMPA also states that collocating new infrastructure within or next to existing infrastructure is a priority when PHMA and GHMA areas cannot be avoided.	MP 48 to MP 50, MP 55 to MP 56, MP 62 to MP 69, MP 79 to MP 80, and MP 84		ROW avoidance areas are not compatible with the corridor’s purpose as a preferred location for infrastructure. However, the corridor is collocated with existing infrastructure. Also, the GHMA areas cannot be readily avoided because they encompass a broad area around both sides of the corridor.

¹Mileposts are rounded to the nearest mile.

²Siting 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.

Corridor Revision:

- Reduce corridor width between MP 0 and MP 50 to 500 ft for consistency with segment through the National Forest (comment on abstract).

Analysis: Maintaining the higher width for the corridor may be environmentally preferable, because it allows avoidance of more sensitive areas within the corridor if they are identified during project-level planning.

Jurisdictional Concerns:

- The California NHT is located on private lands between MP 51 and MP 52. The logical extension of the corridor between the designated corridor segments would cross and could potentially impact the California NHT.

Analysis: Section 368 energy corridors cannot be designated on private land. If future development was located along the private land segments, the intersection of a future transmission line or pipeline with the NHT would be perpendicular (minimizing impact on trail values). Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.

Military and Civilian Aviation:

- SUA and the corridor intersect from MP 0 to MP 6, and MP 21 to MP 48.
- MTR – VR and the corridor intersect from MP 10 to MP 14.
- MTR – Slow-speed Route and the corridor intersect from MP 17 to MP 29.

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; BMP = best management practice; DoD = Department of Defense; FO = Field Office; GHMA = general habitat management area; GIS = geographic information system; GRSG = Greater Sage-grouse; IOP = interagency operating procedure; LMP = land management plan; MP = milepost; MTR = Military Training Route; NF = National Forest; NHT = National Historic Trail; NST = National Scenic Trail; PEIS = Programmatic Environmental Impact Statement; PHMA = priority habitat management area; RFI = request for information; RMP = resource management plan; ROD = Record of Decision; ROW = right-of-way; SUA = special use airspace; USFS = U.S. Forest Service; VR = visual route; VRM = visual resource management; WWEC = West-wide Energy Corridor.