# Corridor 114-241

*Milford to Rush Valley Corridor*

## Corridor Rationale

Input regarding alignment from AWEA, the Frontier Line, National Grid, the Rocky Mountain Area Transmission Study, the Seams Steering Group-Western Interconnection, and the Western Utility Group during the WWEC PEIS suggested following this route. There is an authorized 500-kV electric transmission line that generally follow the path of the corridor. A 600-kV transmission line (TransWest Express) has been recently authorized but has not been built. A UNEV pipeline ROW has been recently granted. TransCanyon LLC submitted an application for the Cross-Tie Transmission line, a 213-mile long 500-kV transmission line that would be adjacent and parallel to an existing 230-kV transmission line and within Corridor 114-241 for 17 miles. One authorized transmission line intersects the corridor.

**Corridor location:**
Utah (Beaver, Juab, Millard, and Tooele Co.)
BLM: Cedar City, Fillmore, and Salt Lake Field Offices
Regional Review Region(s): Region 3

**Corridor width, length:**
Width 3,500 ft
11.8 miles of designated corridor
174 mile-posted route, including gaps

**Sec 368 energy corridor restrictions:** (Y)
- corridor is multi-modal, except for MP 140.8 to MP 157.7, which was designated underground only in the 2015 Utah GRSG ARMPA (depicted in orange in Figures 1-5).

**Corridor of concern** (N)

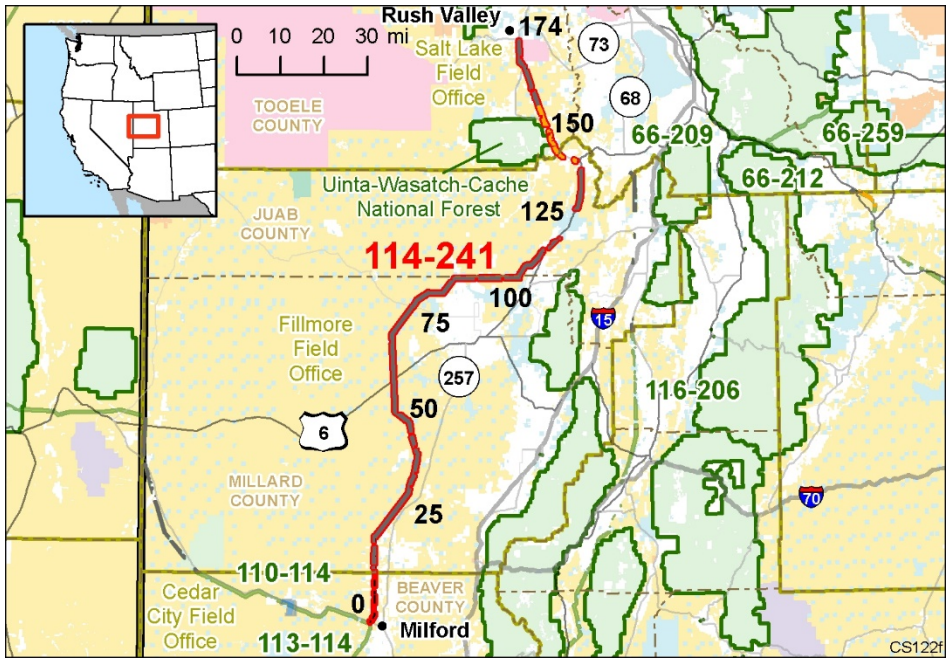
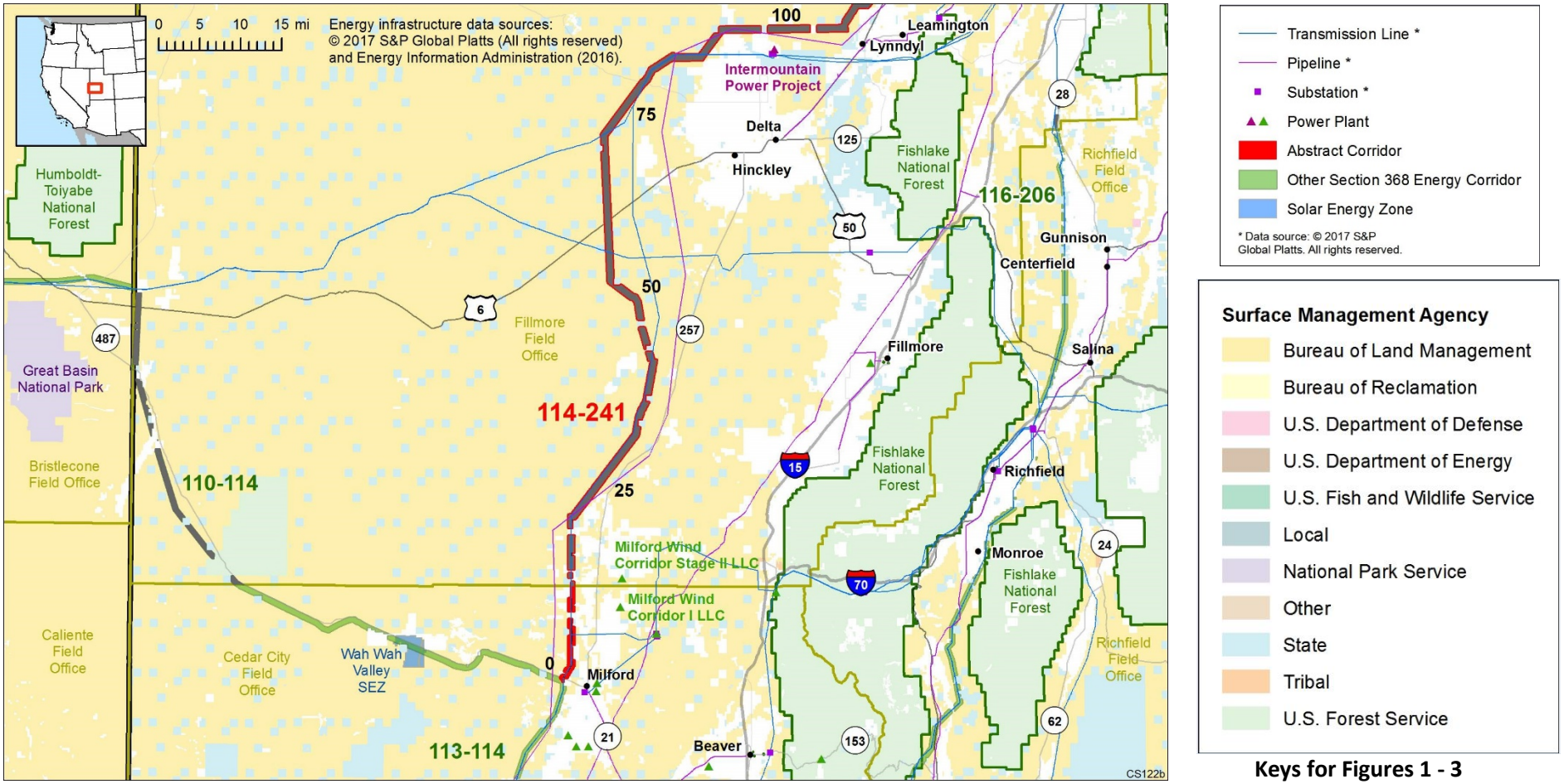



**Figure 1. Corridor 114-241**

**Corridor history:**
- Locally designated prior to 2009 (N)
- Existing infrastructure (Y)
  - Electric transmission:
    - 46 kV (MP 38 to MP 42)
    - 230 kV (MP 79 to MP 89)
    - 345 kV (MP 0 to MP 6)
    - 500 kV (MP 158 to MP 174)
    - 500 kV (MP 0 to MP 43, MP 79 to MP 89)
  - Highways:
    - U.S. 6 (MP 116 to MP 140)
    - CO Hwy 36 (MP 140 to MP 154)
- Energy potential near the corridor (Y)
  - 1 substation in corridor
  - coal power plant (1,800 MW) 2 mi from MP 99
  - 2 solar plants (3 MW each) 4 mi from MP 0
- Corridor changes since 2009 (Y)
  - Portion of corridor in Fillmore and Salt Lake FOs not designated due to NDAA for Fiscal Year 2000 (depicted in gray in Figures 1-5).
  - 2015 Utah GRSG ARMPA designated portion of corridor underground-only




**Keys for Figures 1 - 3**

**Figure 2. Corridor 114-241 (MP 0 to MP 100) and nearby electric transmission lines and pipelines**

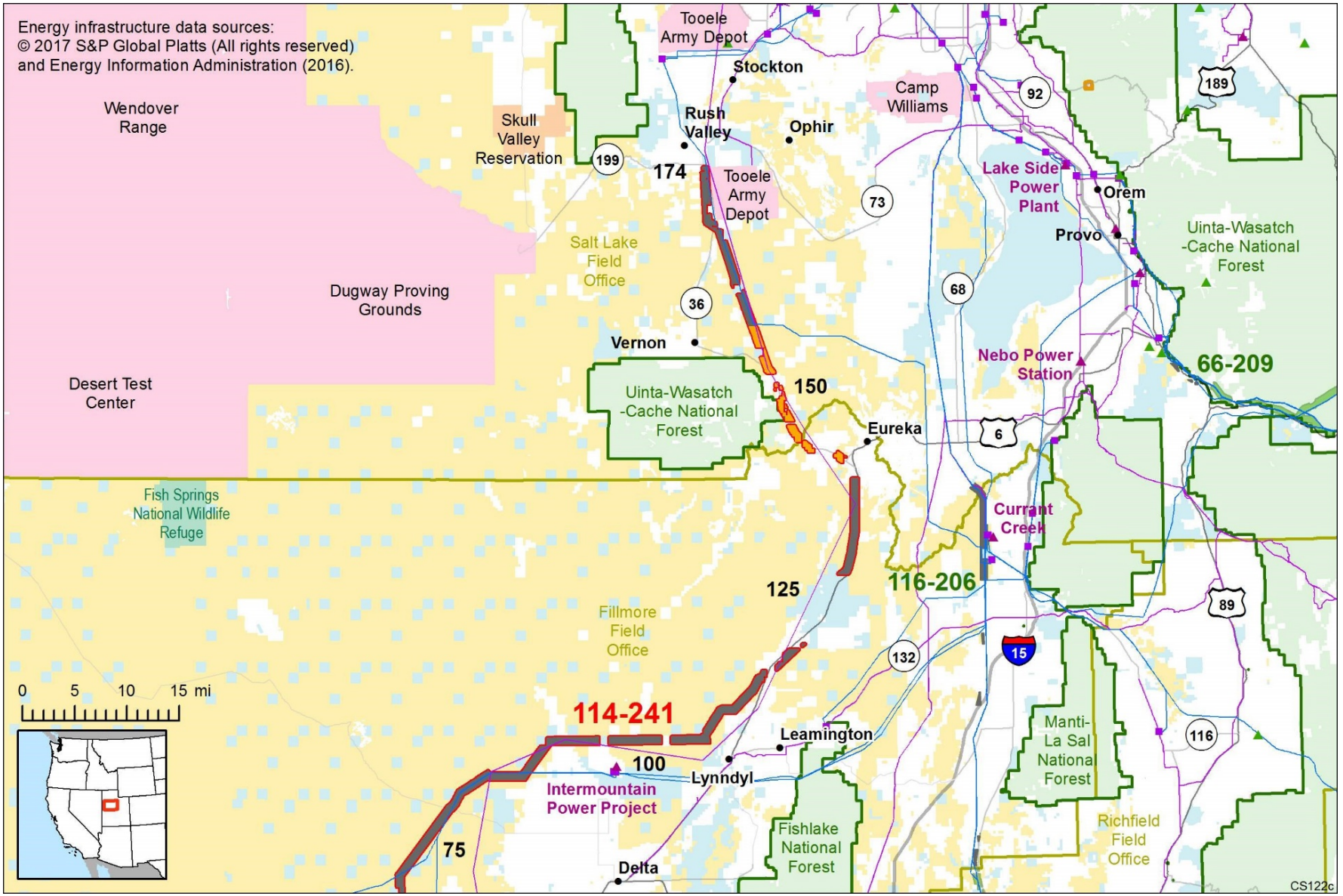



**Figure 3. Corridor 114-241 (MP 75 to MP 174) and nearby electric transmission lines and pipelines**

## Conflict Map Analysis

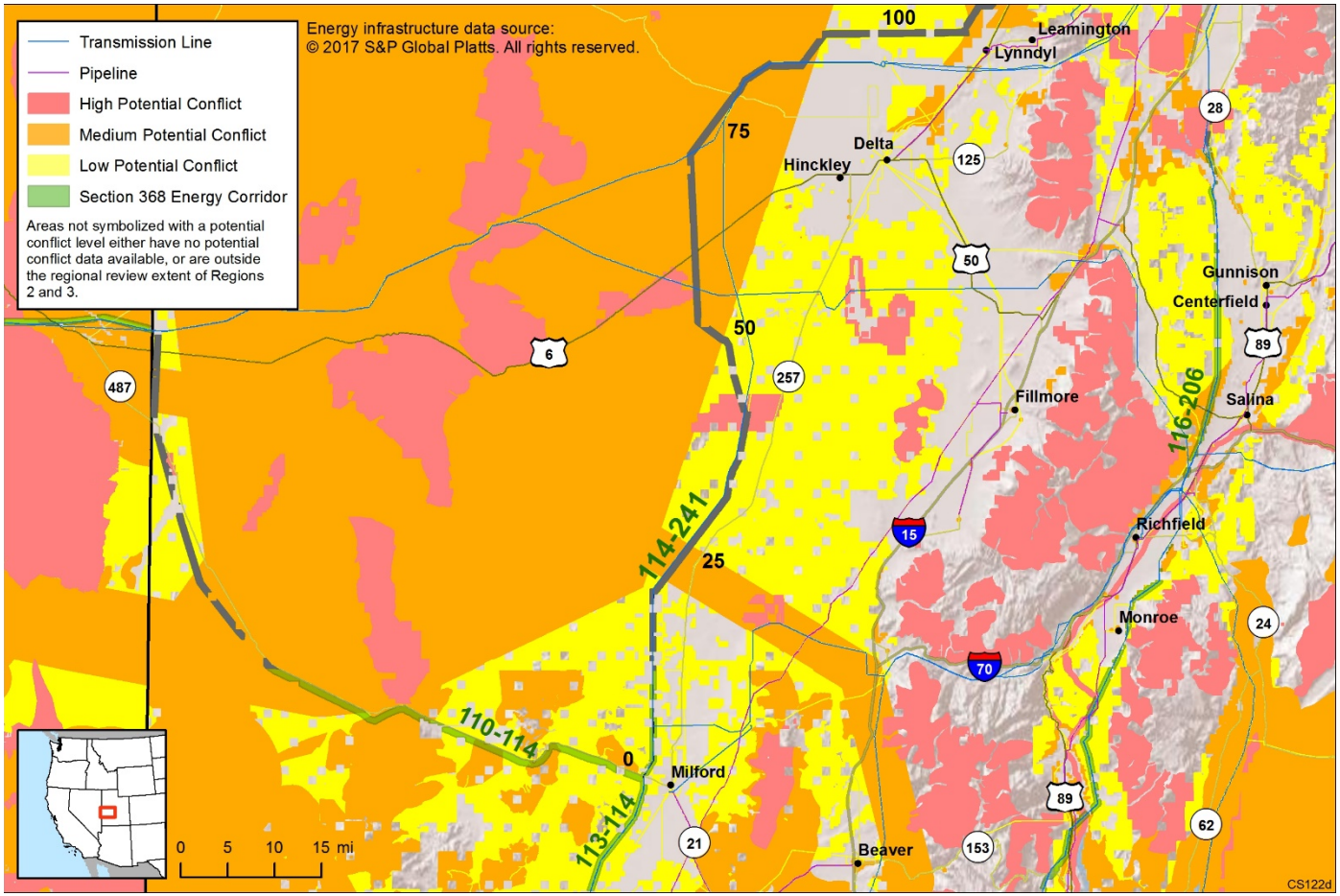



**Figure 4. Map of Conflict Areas in Vicinity of Corridor 114-241 (MP 0 to MP 100)**

Figures 4 and 5 reflect 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/)

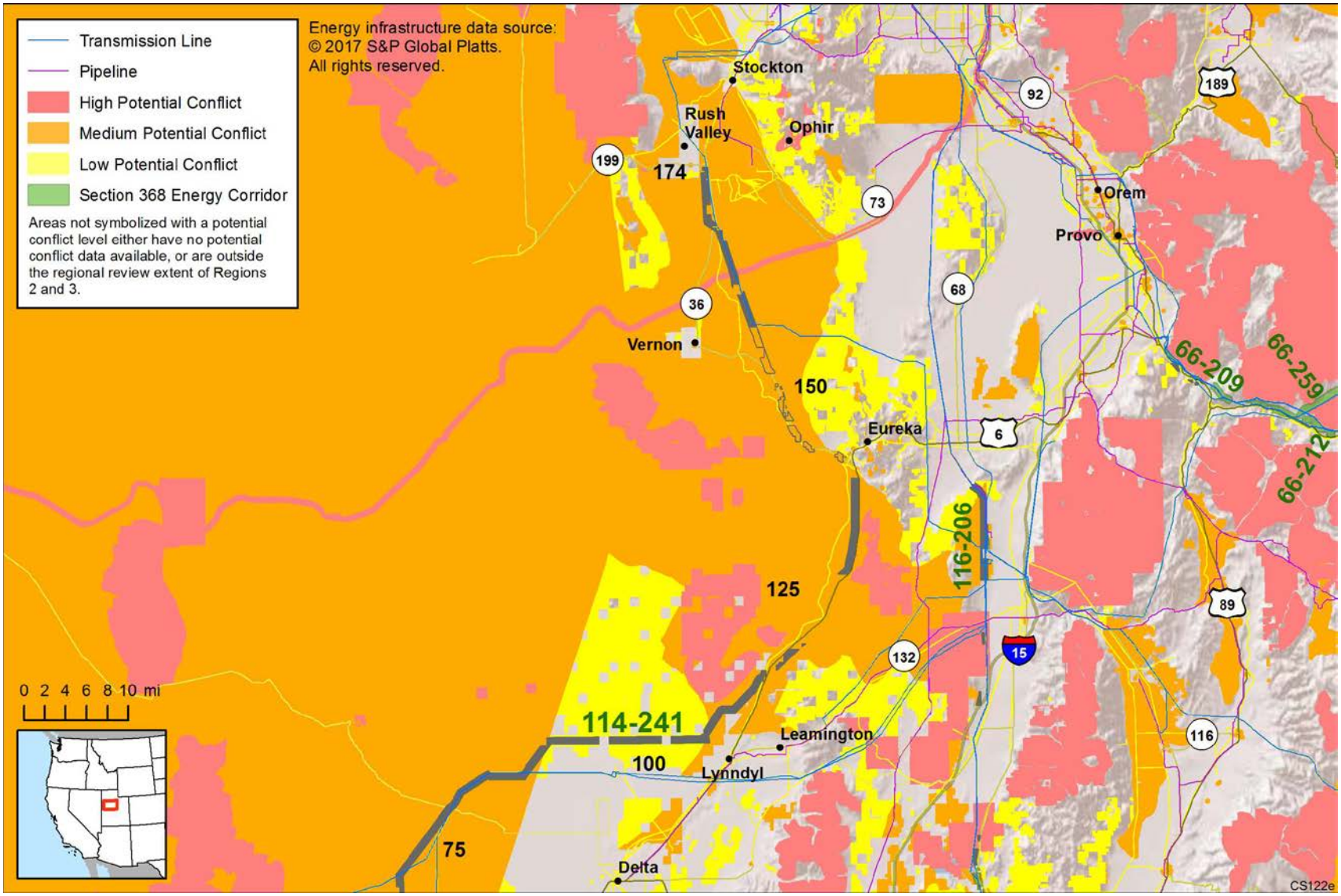



**Figure 5. Map of Conflict Areas in Vicinity of Corridor 114-241 (MP 75 to MP 174)**

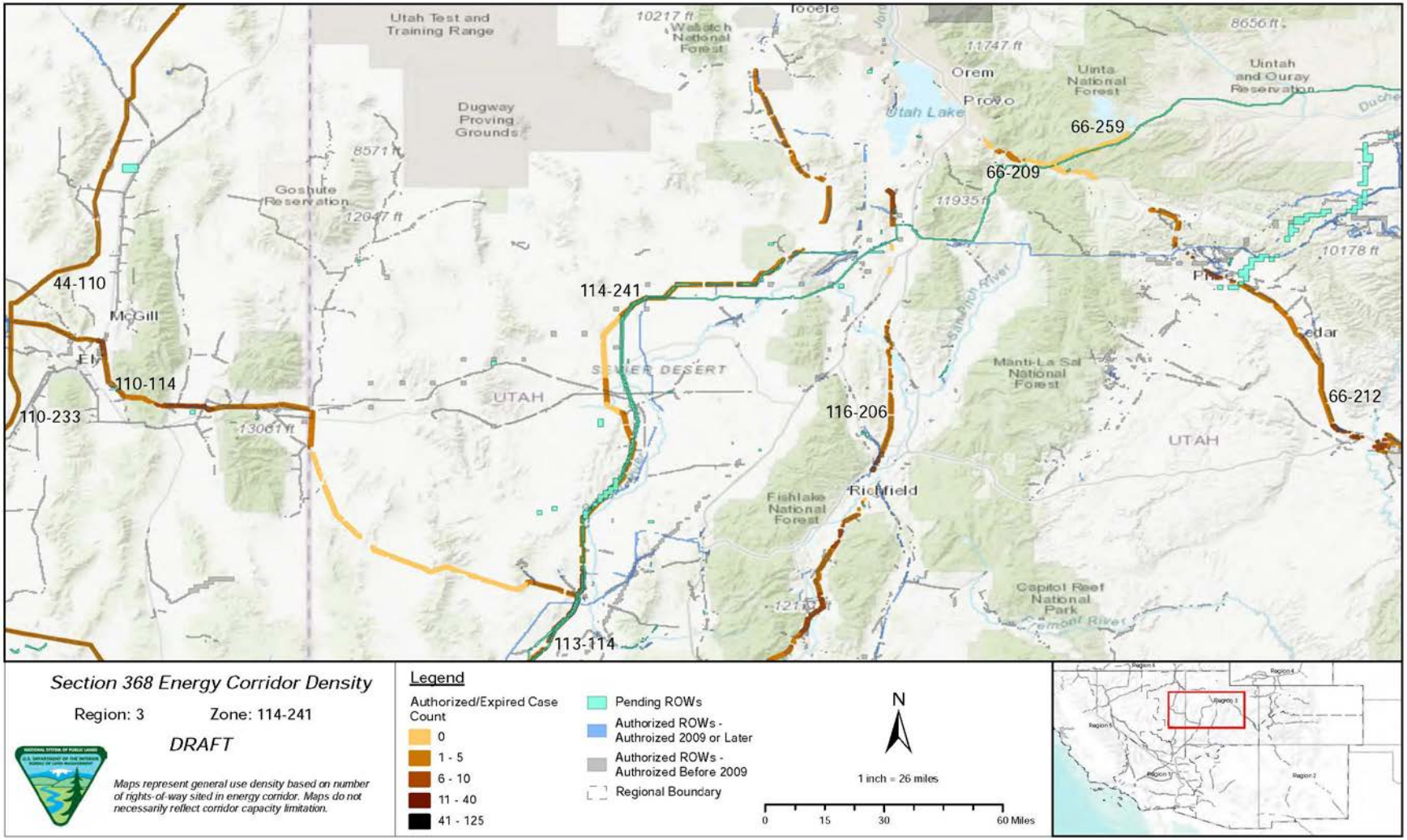



**Figure 6. Corridor 114-241, Corridor Density Map**

Figure 6 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 are currently improving their ROW GIS databases and anticipate more complete data in the near future.

## General Stakeholder Feedback on Corridor Utility

The State of Utah believes that the corridor plays an important role for existing energy infrastructure in western Utah, and requests that no change is made to the existing alignment of the corridor. In addition, the State of Utah believes that the corridor is important to Utah's growing renewable energy industry because the corridor is in close proximity to numerous solar, wind, and geothermal developments. An electrical transmission company provided supplementary information about the Cross-Tie transmission project. Cross-Tie would be adjacent and parallel to the existing 230-kV transmission line within the corridor and is within Corridor 114-241 for 17 miles. According to the stakeholder, the Cross-Tie project will greatly increase the transmission capability between the Utah/Wyoming and the BLM Nevada/California areas of WWEC; will help meet regional needs within NTTG, WestConnect, and the CAISO; will help facilitate the transmission of high capacity renewable resources from Wyoming and Utah to customers in southern Nevada and California; and will provide access for the oversupply of solar energy seen at times from the CAISO to customers in Utah and Wyoming. The stakeholder supports the continued designation of Corridor 114-241 and suggests the designation of a new Section 368 energy corridor in this area to support the Cross-Tie transmission project, to provide a connection between, and continuity with, corridors 110-114 and 114-241, and to promote the consolidation and co-location of transmission facilities. Another stakeholder suggested that the corridor should be eliminated because the Cross-Tie line is simply an extension of the Gateway South project, there are no proposed energy projects in the area, and because it would have great impacts for only speculative renewable energy projects.

## 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 114-241 REVIEW TABLE** | | | | | | | |
|---|---|---|---|---|---|---|---|
| **ID** | **Agency** | **Agency Jurisdiction** | **County** | **Primary Issue** | **Corridor Location (by Milepost [MP])** | **Source** | **Agency Review and Analysis[1, 2]** |
| **ENVIRONMENTAL RESOURCE ISSUES** | | | | | | | |
| ***Specially Designated Areas*** | | | | | | | |
| 114-241 .001 | BLM | Salt Lake FO | Tooele, UT | Pony Express NHT | MP 163 | GIS Analysis: NHT intersects corridor | The corridor in this location has not been designated due to the National Defense Authorization Act (Section 2815(d) of Public Law 106-65). At such time the restriction is lifted, the optimal corridor location would be examined prior to designation.<br><br>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 |
| 114-241 .002 | BLM | Salt Lake FO | Tooele, UT | Four Trails Feasibility Study Trail | MP 163 | GIS Analysis: study trail intersects corridor | |

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| | | | | | | | proposed development within the energy corridor. (2) |
| 114-241 .003 | BLM | Fillmore FO and Salt Lake FO | Millard, Juab, and Toole, UT | Sheeprock/Tintic OHV SRMA, Little Sahara Recreation Site, and Pony Express Route SRMA | MP 95 to MP 97, MP 98 to MP 106, MP 110 to MP 117, MP 129 to MP 130, MP 141 to MP 142, MP 162 to MP 163 | GIS Analysis: SRMAs intersect corridor. | The corridor in this location has not been designated due to the National Defense Authorization Act (Section 2815(d) of Public Law 106-65). At such time the restriction is lifted, the optimal corridor location would be examined prior to designation.<br><br>The Sheeprock/Tintic OHV SRMA restricts OHV traffic to developed roads and trails. This designation does not place any restrictions on the issuance of ROWs.<br><br>Pony Express Backcountry Byway is designated as a SRMA under the Pony Express RMP. There is no management plan for this byway. The Pony Express RMP does not have any management prescriptions for SRMAs within utility corridors.<br><br>Alternative routes would also intersect SRMAs. Thus, the existing corridor best meets the siting principles. (1) |
| ***Ecology*** | | | | | | | |
| 114-241 .004 | BLM | Fillmore FO and Salt Lake FO | Juab and Tooele, UT | GRSG PHMA | MP 141 to MP 174<br><br>MP 141 to MP 142, MP 144 to MP 157 | RFI: re-route or exclude new infrastructure ROWs and avoid all new energy infrastructure development within GRSG PACs (16% overlap).<br><br>GIS Analysis: GRSG PHMA intersects corridor. | The corridor in this location has not been designated due to the National Defense Authorization Act (Section 2815(d) of Public Law 106-65). At such time the restriction is lifted, the optimal corridor location would be examined prior to designation. |

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| | | | | | | Agency Input/GIS Analysis: ARMPA subsurface only area intersects corridor.<br><br>Comment on abstract: Reroute to avoid GRSG PACs. 33 mi of the corridor intersects with GRSG PHMA. | A portion of the corridor was designated underground only in the 2015 Utah GRSG ARMPA.<br><br>The ARMPA leaves the remainder of the corridor in place, but subsequent to the finalization of the ARMPA, the area has met the criteria for a hard trigger, as defined in the ARMPA, due to substantial population decreases. The portion of the corridor from Eureka to south of the sand dunes is now in PHMA. While this segment and the portion of the corridor that is north of Vernon are still available for above-ground structures, new lines are limited to the "same as existing structures, or not larger than 138 kV." The Pony Express and House RMPs have been amended by the ARMPA 2015, and PHMA and GHMA are subject to the habitat objectives and management actions in the ARMPA.<br><br>Alternative routes to avoid PHMA would likely require connecting with Corridor 166-206, without a clear northern route to Rush Valley.<br><br>GHMAs are open to new ROWs but are subject to ARMPA. (3) |
| 114-241 .005 | BLM | Fillmore FO. | Juab, UT | GRSG GHMA | MP 115 to MP 141, MP 172 to MP 174 | RFI: re-route or exclude new infrastructure ROWs and avoid all new energy infrastructure development within GRSG PACs (16% overlap).<br><br>GIS Analysis: GRSG GHMA intersects corridor. | |
| 114-241 .006 | | | | Special status species | Not specified. | Comment on abstract: threatened and endangered species that may occur along this corridor include California Condor, Western Yellow-billed Cuckoo, and Ute Ladies'-tresses. Projects taking place in this corridor may require ESA | This corridor location within the current range where these species may occur is not easily resolved or avoided by corridor-level planning. Further analysis to determine the presence of all species occurring within the area will be considered outside of corridor-level planning. (3) |

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| | | | | | | Section 7 consultation with the USFWS. We recommend that projects within this corridor are evaluated for impacts to listed species and their habitats, and measures are included to avoid, minimize, and mitigate impacts. Projects along this corridor should evaluate, avoid, and minimize impacts to Least Chub, a conservation agreement species that occurs along this corridor. | |
| ***Air Quality*** | | | | | | | |
| 114-241 .007 | BLM | Salt Lake FO | Tooele, UT | Air Quality | Entire length of corridor | Agency Input: the corridor could occur within a non-attainment area. | The corridor in this location has not been designated due to the National Defense Authorization Act (Section 2815(d) of Public Law 106-65). At such time the restriction is lifted, the optimal corridor location would be examined prior to designation.<br><br>Not a consideration for corridor-level planning. At the project-level, any new project would need to take non-attainment into consideration. IOPs would be followed to minimize fugitive dust generation. (3) |
| ***Lands with Wilderness Characteristics*** | | | | | | | |
| 114-241 .008 | | | | Citizens' proposed wilderness | Not specified.<br><br>MP 27 to MP 28<br><br>MP 33 to MP 37 | RFI: Cat Canyon, Cricket Mtn., Little Sage Valley<br><br>Comment on abstract: Corridor intersects with BLM wilderness-quality lands. 85 acres overlap (Cat Canyon-citizen).<br><br>157 acres overlap (Little Sage Valley-citizen). | The BLM's current inventory findings will be used in land use planning analyses related to the revision, deletion, or addition to the energy corridors. Consideration of citizens' wilderness proposals is beyond the Agencies scope and authority. As such, the corridor's current location best meets the siting principles. (1) At such time that citizens' inventory |

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| | | | | | | BLM should exclude energy corridors from all wilderness-quality lands. | information is formally submitted, the BLM will compare its official Agency inventory information with the submitted materials, determine if the conclusion reached in previous BLM inventories remains valid, and update findings regarding the lands ability to qualify as wilderness in character. |
| ***Visual Resources*** | | | | | | | |
| 114-241 .009 | BLM | Fillmore FO | Juab, UT | VRM Class II | MP 109 to MP 122, MP 128 to MP 137 | GIS Analysis: VRM Class II areas are as close as 1,600 ft east and west of the corridor. | The corridor in this location has not been designated due to the National Defense Authorization Act (Section 2815(d) of Public Law 106-65). At such time the restriction is lifted, the optimal corridor location would be examined prior to designation.<br><br>The corridor does not intersect with VRM Class II areas. (1) |
| 114-241 .010 | BLM | Fillmore FO | Millard and Juab, UT | VRM Class III | MP 107 to MP 142<br><br>MP 119 to MP 120 | GIS Analysis: VRM Class III areas intersect corridor.<br><br>Agency Input: Corridor is in a VRM Class III area and adjacent to US Highway 6, with views to the west of VRM Class II areas of Little Sahara Recreation Area. No transmission lines in this area currently. | The corridor in this location has not been designated due to the National Defense Authorization Act (Section 2815(d) of Public Law 106-65). At such time the restriction is lifted, the optimal corridor location would be examined prior to designation.<br><br>VRM Class III allows for moderate change to the characteristic landscape, although minimizing visual contrast remains a requirement. Management activities may attract the attention of the casual observer, but shall not dominate the view. (1) |
| 114-241 .011 | BLM | Cedar City FO, Fillmore FO, and Salt Lake FO | Beaver, Millard, Juab, and Tooele, UT | VRM Class IV | MP 0 to MP 109, MP 116 to MP 117, and MP 141 to MP 174 | GIS Analysis: VRM Class IV areas intersect corridor. | The existing corridor location best meets the siting principles. (1) |

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| | | | | | MP 163 | Agency Input: Corridor crosses Pony Express NHT and Four Trails Feasibility Study Trail. VRM Class IV in this area; two existing 500-kV transmission lines. | |
| ***Cultural Resources*** | | | | | | | |
| 114-241 .012 | NA | Private land | Juab, UT | Diamond Cemetery | MP 137 | GIS Analysis: property listed on NRHP is as close as 2 mi east of corridor. | The properties are not within the corridor and are not a consideration for corridor-level planning. Section 106 process would be followed to identify possible impact of development. (1) |
| 114-241 .013 | NA | Private land | Juab, UT | Silver City Cemetery | MP 139 | GIS Analysis: property listed on NRHP is as close as 1,100 ft east of corridor. | |
| 114-241 .014 | NA | Private land | Juab, UT | Sunbeam Mine<br><br>Eagle and Blue Bell Mine | MP 139<br><br>MP 139 | GIS Analysis: two properties listed on NRHP is over 1 mi east of corridor gap. | |
| 114-241 .015 | NA | Private land | Juab, UT | Tintic Smelter Site<br><br>Knight Grain Elevator | MP 140<br><br>MP 143 | GIS Analysis: two properties listed on NRHP intersect corridor gap. | |
| 114-241 .016 | NA | Private land | Juab, UT | Union Pacific Railroad Depot | MP 139.6 | GIS Analysis: property listed on NRHP is as close as 2 mi east of corridor gap. | |
| 114-241 .017 | NA | Private land | Juab, UT | Mammoth Historic District; Eureka Lilly Headframe; Grand Central Mine; Fitch Cemetery; and Eureka City Cemetery | MP 139 to 141 | GIS Analysis: six properties listed on NRHP are as close as 1,100 ft northeast of corridor gap. | |
| 114-241 .018 | NA | Private land | Tooele, UT | Davis, David E. House | MP 174 | GIS Analysis: property listed on NRHP is over 1 mi west of corridor. | |
| ***Land Use Concerns*** | | | | | | | |
| ***Corridor pinched by BLM or USFS authorized use*** | | | | | | | |
| 114-241 .019 | NA | State and private lands | Beaver, UT | Existing structures | MP 5, MP 7 to MP 9 | GIS Analysis: rock quarry processing area occupies half of | The presence of existing structures could affect future development at this |

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| | | | | | | corridor width, PV solar installations in line with corridor in corridor gap. | location. However, BLM can only authorize projects on BLM-administered lands. Development on corridor gaps would require coordination outside of the Agencies. There is a potential opportunity to re-align with existing infrastructure or widen the corridor between MP 0 to MP 22. For all alignment changes, the Agencies would have to coordinate with prior existing land use holders regarding future site location(s). (2) |
| ***Military and Civilian Aviation*** | | | | | | | |
| 114-241 .020 | | | | Utah Test and Training Range | MP 51 to MP 92, MP 169 to MP 171 | 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. | Current IOPs ensure coordination with Department of Defense on any proposed development within the energy corridor. (1) |
| 114-241 .021 | BLM | Fillmore FO | Millard, UT | MTR – VR | MP 22 to MP 27 | GIS Analysis: VR intersects corridor.<br><br>Agency Input: MTR VR-209, Floor of 200-ft AGL. | The corridor in this location has not been designated due to the National Defense Authorization Act (Section 2815(d) of Public Law 106-65). At such time the restriction is lifted, the optimal corridor location would be examined prior to designation.<br><br>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 time. In addition, there is an opportunity to consider a revision to the existing IOP to include height |

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| | | | | | | | restrictions for corridors in the vicinity of DoD training routes. (2)<br><br>DoD recommends the height of any proposed transmission structures not exceed the height of any existing infrastructure in the ROW. Taller structures will require further analysis for operational impact. |
| 114-241 .022 | BLM | Fillmore FO | Millard, UT | MTR – IR | MP 51 to MP 64 | GIS Analysis: IR intersects corridor. | The corridor in this location has not been designated due to the National Defense Authorization Act (Section 2815(d) of Public Law 106-65). At such time the restriction is lifted, the optimal corridor location would be examined prior to designation.<br><br>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 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) |
| 114-241 .023 | BLM | Fillmore FO | Millard, UT | DoD SUA - MOA | MP 51 to MP 92 | GIS Analysis: MOA intersects corridor. | The corridor in this location has not been designated due to the National Defense Authorization Act (Section 2815(d) of Public Law 106-65). At such time the restriction is lifted, the optimal corridor location would be examined prior to designation.<br><br>The concern related to MTRs is noted and the adherence to existing IOP regarding coordination with DoD would be required to ensure this potential |
| 114-241 .024 | BLM | Salt Lake FO | Tooele, UT | DoD SUA - Temporary Reserved Airspace | MP 169 to MP 171 | GIS Analysis: Temporary reserved airspace intersects and is adjacent to corridor. | |

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| | | | | | | | conflict is considered at the appropriate 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) |
| ***Other noted land use concerns*** | | | | | | | |
| 114-241 .025 | NA | Private lands | UT | Agricultural lands | Not specified. | Comment on abstract: energy development may have impact on agriculture in adjacent areas if not developed and maintained properly (e.g., invasive and noxious weed species). Ensure that all developments, changes, or alterations to energy corridors do not adversely affect agriculture and domestic livestock grazing in the affected areas. | Existing IOP addresses vegetation management including noxious weeds and invasive species. As such, the existing corridor best meets the siting principles. (1) |

[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; AWEA = American Wind Energy Association; ARMPA = Approved Resource Management Plan Amendment; BLM = Bureau of Land Management; CAISO = California Independent System Operator; DoD = Department of Defense; ESA = Endangered Species Act; FO = Field Office; GIS = geographic information system; GHMA = General Habitat Management Area; GRSG = Great Sage-grouse; IOP = interagency operating procedure; IR = Instrument Route; MP = milepost; MOA = Military Operations Area; MTR = Military Training Route; NHPA = National Historic Preservation Act; NHT = National Historic Trail; NRHP = National Register of Historic Places; NST = National Scenic Trail; NTTG = Northern Tier Transmission Group; OHV = off-highway vehicle; PAC =Priority Area for Conservation; PEIS = Programmatic Environmental Impact Statement; PHMA = Priority Habitat Management Area; PV = photovoltaic; RFI = request for information; RMP = Resource Management Plan; ROW = right-of-way; SRMA = Special Recreation Management Area; SUA = Special Use Airspace; USFS = U.S. Forest Service; USFWS = U.S. Fish and Wildlife Service; VR = Visual Route; VRM = Visual Resource Management; WWEC = West-wide Energy Corridor.