

Corridor 16-17

Pyramid Lake

Corridor Purpose and Rationale

The corridor provides a north south pathway for energy transport east of Pyramid Lake. The corridor connects multiple Section 368 energy corridors, creating a continuous north-south corridor network across BLM- and USFS-administered lands through western Nevada. Input regarding alignment from the American Wind Energy Association, Western Interconnect Transmission Paths, and Western Utility Group during the WWEC PEIS suggested following this route. There are no major pending ROWs for transmission line or pipeline projects within the corridor at this time. The existing geothermal plant may expand, and a small power line may be added to export energy from the geothermal plant to an existing substation.

Corridor location:

Nevada (Churchill, Pershing, and Washoe Co.)

BLM: Black Rock and Humboldt Field Offices
Regional Review Region: Region 5

Corridor width, length:

Width 3,500 ft

51 miles of designated corridor

61 miles of posted route, including gaps

Designated Use:

- corridor is multi-modal

Corridor of concern (N)

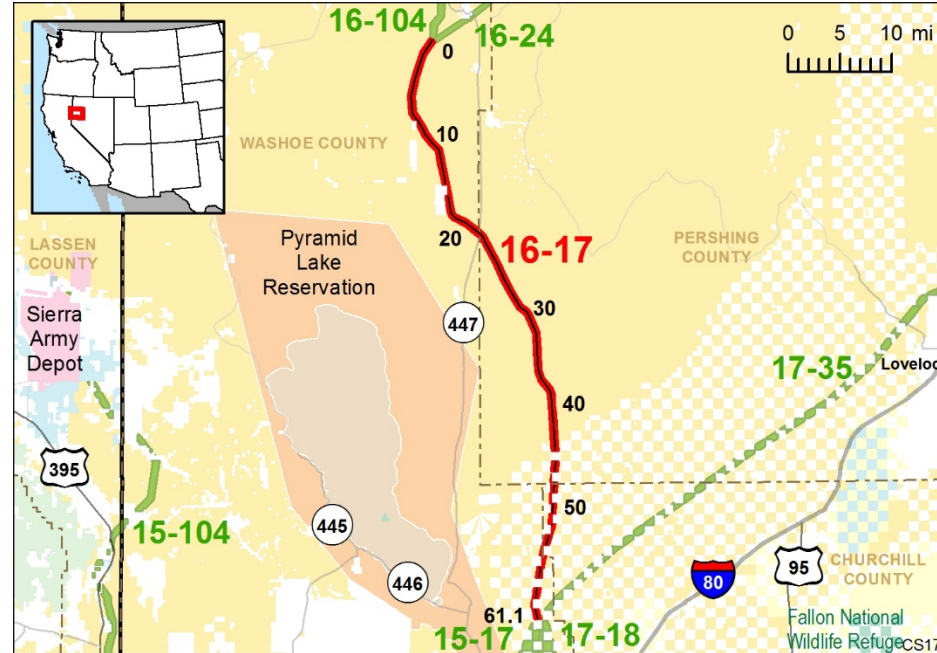


Figure 1. Corridor 16-17

Corridor history:

- Locally designated prior to 2009 (N)
- Existing infrastructure (Y)
 - A 1,000-kV transmission line is within and adjacent to the full length of the corridor and a 60-kV transmission line is within a portion of the corridor.
- Energy potential near the corridor (Y)
 - A geothermal power plant is within 1 mi of the corridor.
 - 3 substations are within the corridor and 10 more substations are within 5 mi of the corridor.
- Corridor changes since 2009 (N)

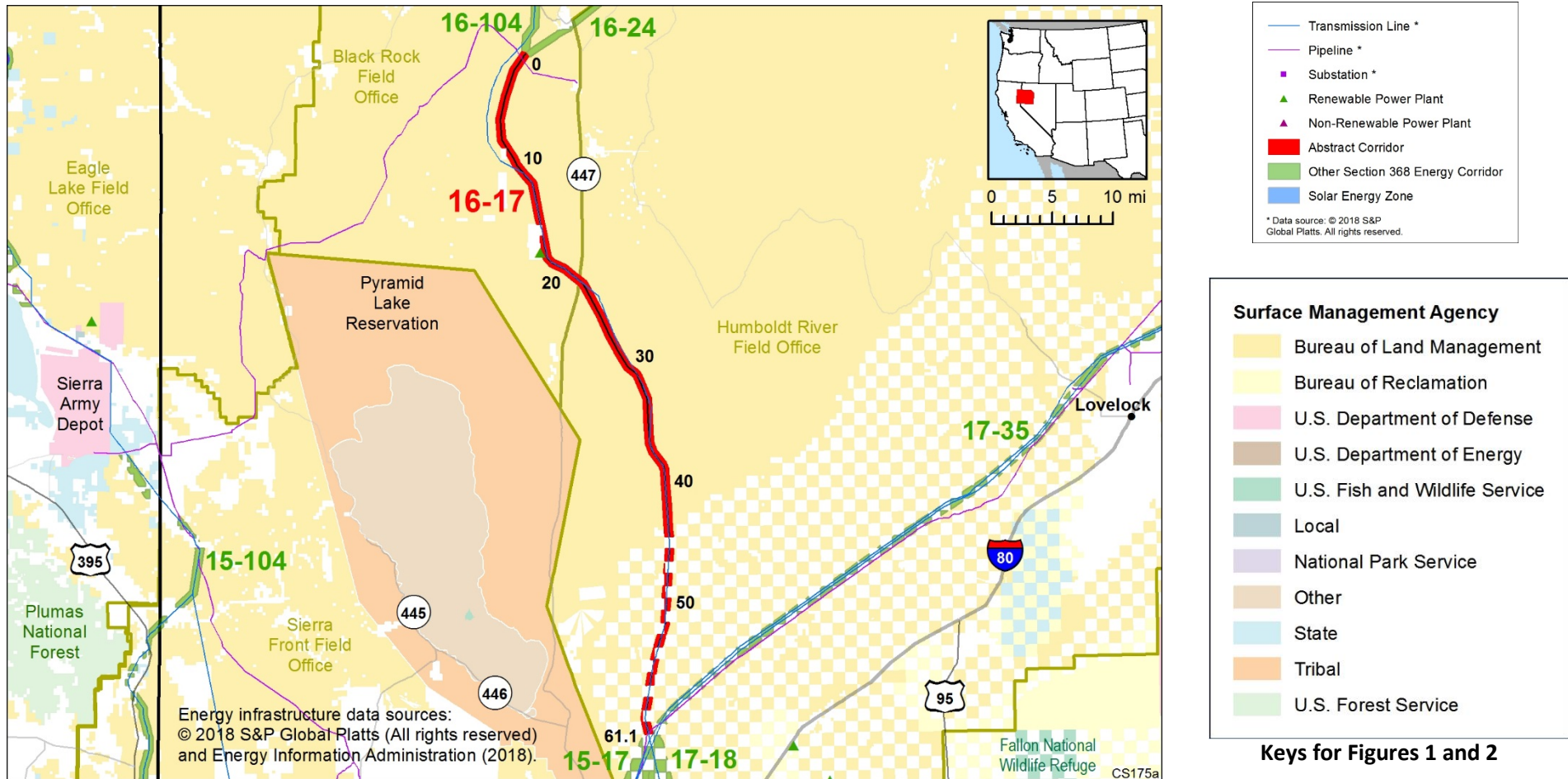


Figure 2. Corridor 16-17 and nearby electric transmission lines and pipelines

Conflict Map Analysis

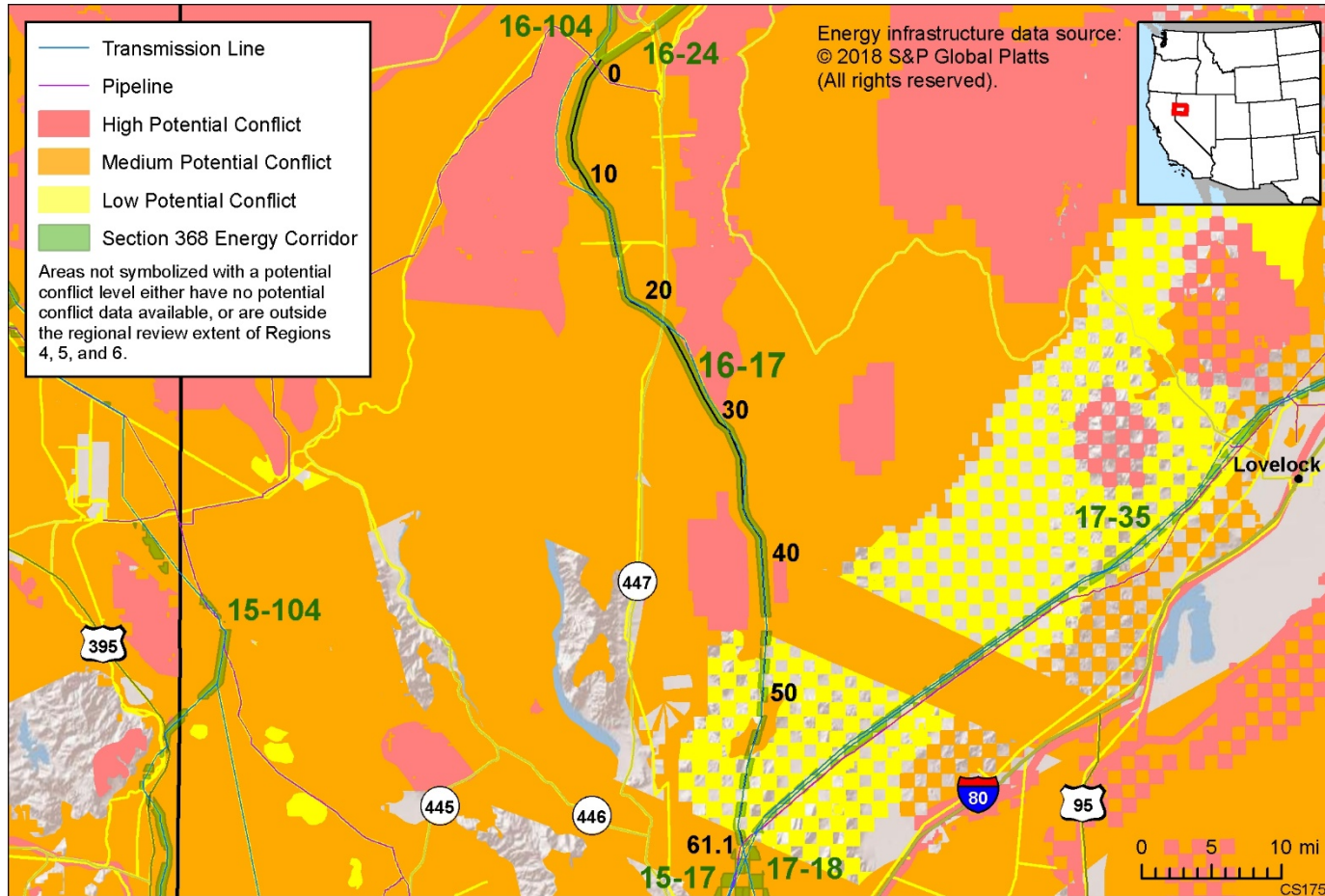


Figure 3. Map of Conflict Areas in Vicinity of Corridor 16-17

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/>)

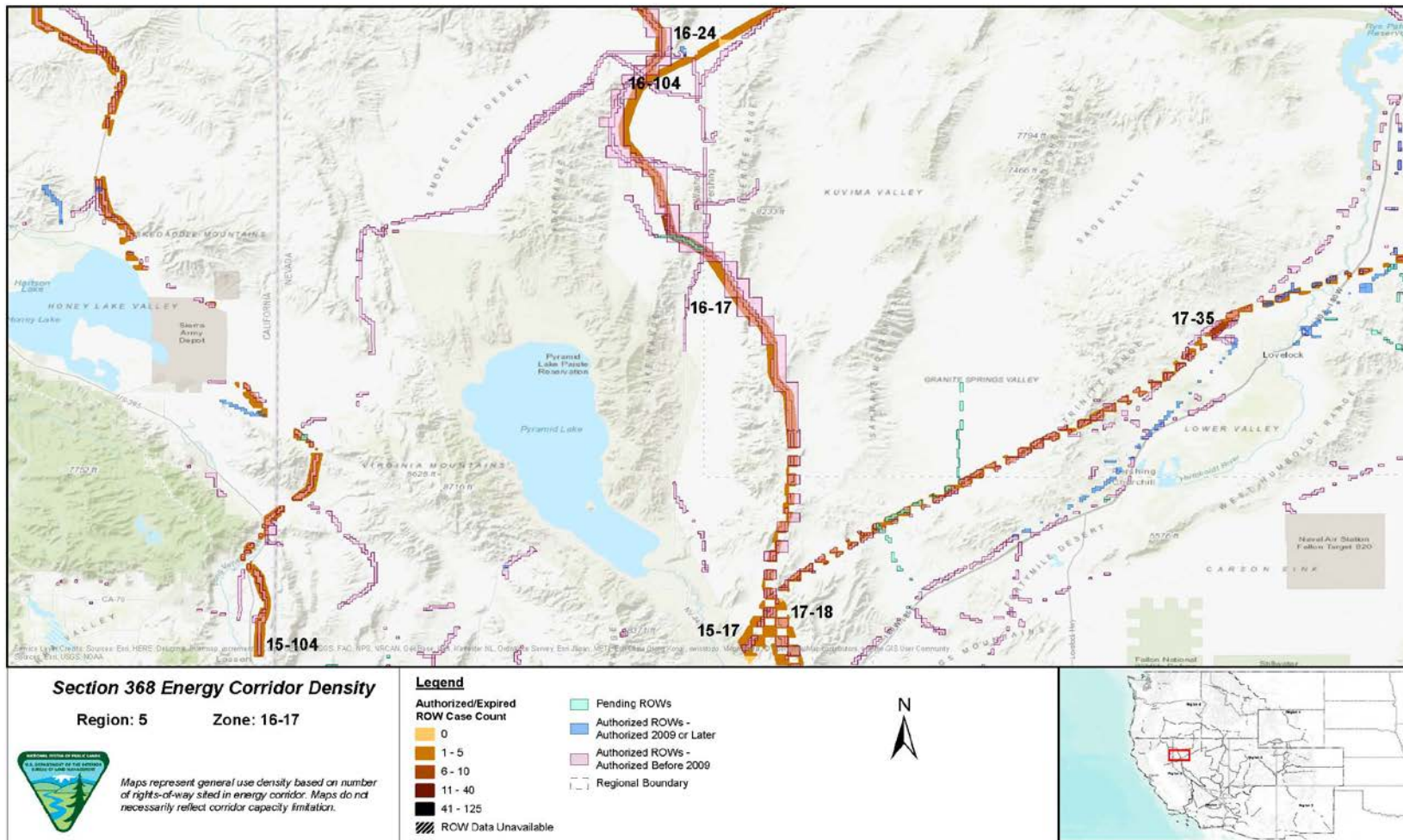


Figure 4. Corridor 16-17, Corridor Density Map

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 16-17 REVIEW			
POTENTIAL COMPATIBILITY ISSUES or CONCERNS TO EXAMINE	MILEPOST (MP)¹	STAKEHOLDER INPUT and OTHER RELEVANT INFORMATION	POTENTIAL RESOLUTIONS BASED ON SITING PRINCIPLE ANALYSIS²
<p><i>BLM Jurisdiction:</i> Black Rock and Humboldt Field Offices <i>Agency Land Use Plan:</i> Winnemucca District Planning Area RMP (2015)</p>			
VRM Class I area is adjacent to the corridor – The VRM Class I area is the Mount Limbo WSA. The RMP does not prescribe ROW avoidance or exclusions for areas adjacent to VRM Class I areas.	MP 22 to MP 30		The corridor location appears to best meet the siting principles. The corridor is collocated or adjacent (on the same side as the VRM Class I area) to an existing transmission line, minimizing impacts on the VRM Class I area. Because the corridor is not located in the VRM Class I area, development and management inside of the corridor would not be affected. However, the Agencies could consider shifting the corridor to the west at this location to further minimize potential impacts on the VRM Class I area.
Mount Limbo WSA and the corridor are adjacent – The RMP does not prescribe ROW avoidance or exclusions for areas adjacent to WSAs.	MP 22 to MP 30	Under the Wilderness Act (1964), WSA must be managed as Wilderness, pending final determination by Congress. It is unlikely that ROWs could be approved in WAs or WSAs.	The corridor location appears to best meet the siting principles. The corridor is collocated or adjacent (on the same side as the WSA) to an existing transmission line, minimizing impacts on the WSA. Because the corridor is not located in the WSA, development and management inside of the corridor would not be affected. However, the Agencies could consider shifting the corridor to the west at this location to further minimize potential impacts on the WSA.

CORRIDOR 16-17 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: Black Rock and Humboldt Field Offices</i>			
<i>Agency Land Use Plan: Nevada and Northeastern California GRSG ROD and ARMPA –March 2019</i>			
The corridor does not intersect with GHMA or PHMA areas.			
GRSG OHMA and the corridor intersect – The ARMPA states that OHMA is allocated as Open for major ROWs.	MP 33 to MP 38, MP 43 to MP 48, and MP 50 to MP 55		The corridor appears to best meet the siting principles. The corridor is collocated with an existing transmission line. In addition, OHMA areas are open to major ROWs.

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.

Corridor Revision:

- Reduce corridor width between MP 0 and MP 51 to correspond with footprint of existing facilities (comment on abstract).

Analysis: Maintaining the higher width may be environmentally preferable, because it allows greater flexibility to avoid sensitive resources and still locate future development within the corridor.

Jurisdictional Concerns:

- Private land narrows corridor width from MP 15 to MP 17, creating a pinch point.

Analysis: Agencies could consider shifting the corridor to the east from MP 15 to MP 17 to avoid pinch point.

Military and Civilian Aviation:

- MTR – IR and the corridor intersect MP 39 to MP 45.
- MTR – VR and the corridor intersect from MP 39 to MP 46.

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; OHMA = other habitat management area; PEIS = Programmatic Environmental Impact Statement; PHMA = priority habitat management area; RFI = request for information; RMP = resource management plan; ROW = right-of-way; USFS = U.S. Forest Service; VR = visual route; VRM = visual resource management; WSA = Wilderness Study Area; WWEC = West-wide Energy Corridor.