

# Corridor 11-103

## Prineville Corridor

### Corridor Purpose and Rationale

The corridor provides a north-south pathway for energy transport east of Bend north to private land near Prineville, Oregon. To the south, the corridor connects to multiple Section 368 energy corridors, creating a continuous corridor network across BLM- and USFS-administered lands south into California and east across the state of Oregon into Idaho. Input regarding alignment from PacifiCorp and the 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.

#### Corridor location:

Oregon (Cook and Deschutes Co.)  
BLM: Deschutes Field Office  
Regional Review Region: Region 6

#### Corridor width, length:

Width 3,500 ft  
17 miles of designated corridor  
18 miles of posted route, including gaps

#### Designated Use:

- corridor is multi-modal

#### Corridor of concern (N)

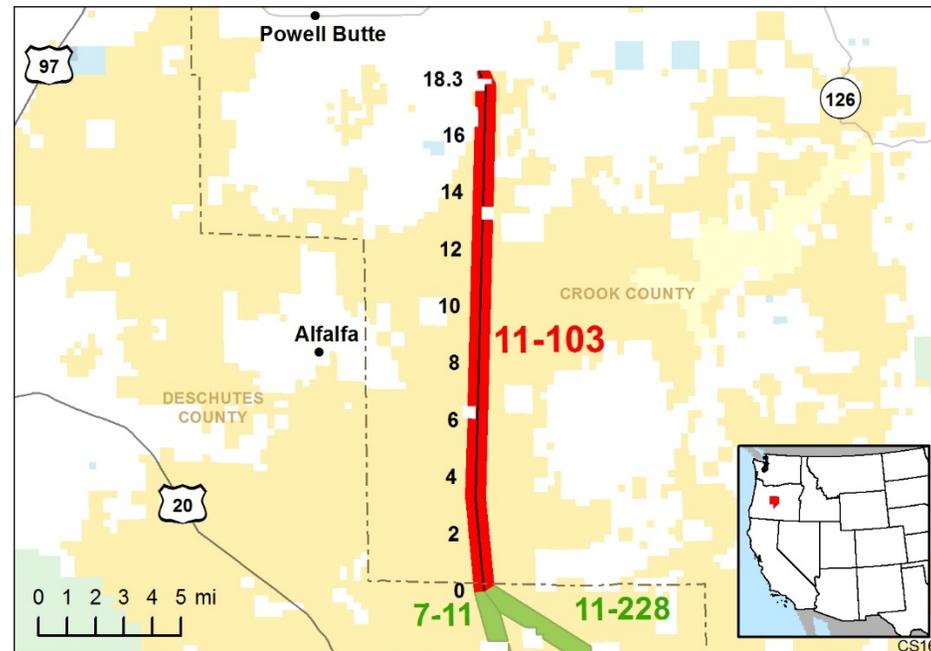


Figure 1. Corridor 11-103

#### Corridor history:

- Locally designated prior to 2009 (Y)
- Existing infrastructure (Y)
  - A 1,000-kV transmission line runs the entire length of the corridor. Three 500-kV transmission lines are within and adjacent to the corridor for its entire length.
- Energy potential near the corridor (Y)
  - A solar power plant is within 1 mi.
  - 1 substation is within 5 mi of the corridor.
- Corridor changes since 2009 (N)

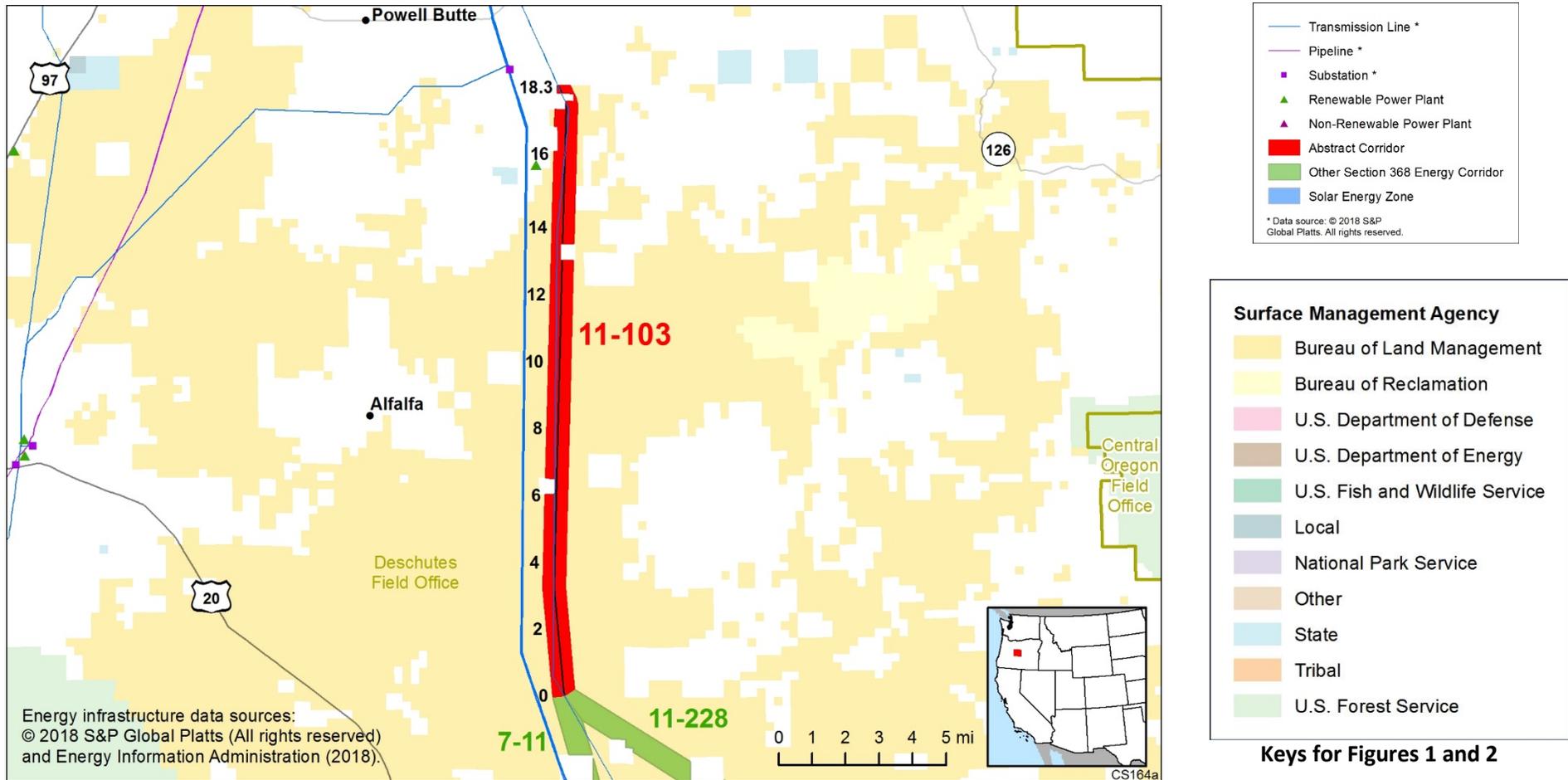
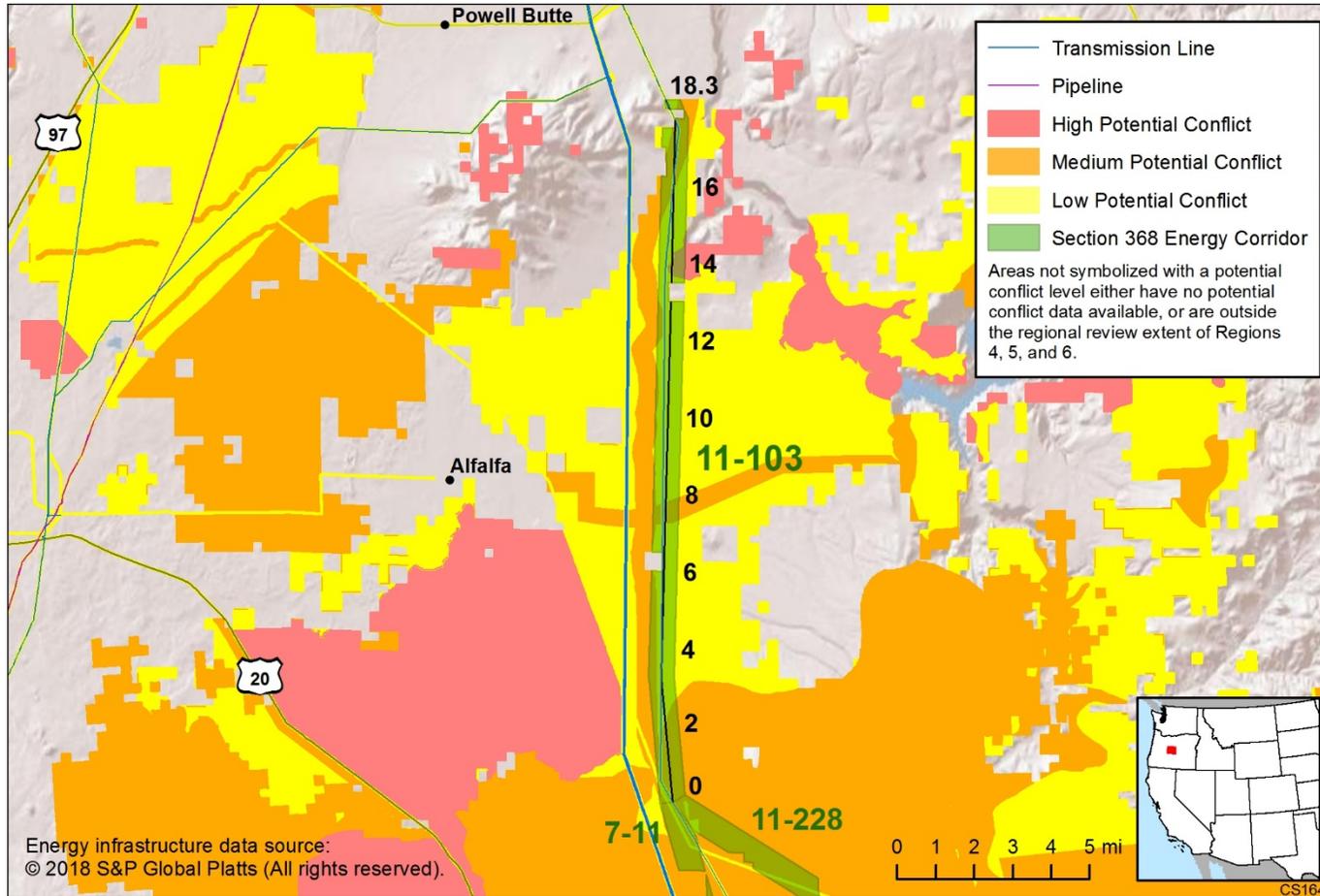


Figure 2. Corridor 11-103 and nearby electric transmission lines and pipelines

## Conflict Map Analysis



**Figure 3. Map of Conflict Areas in Vicinity of Corridor 11-103**

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](http://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/>)

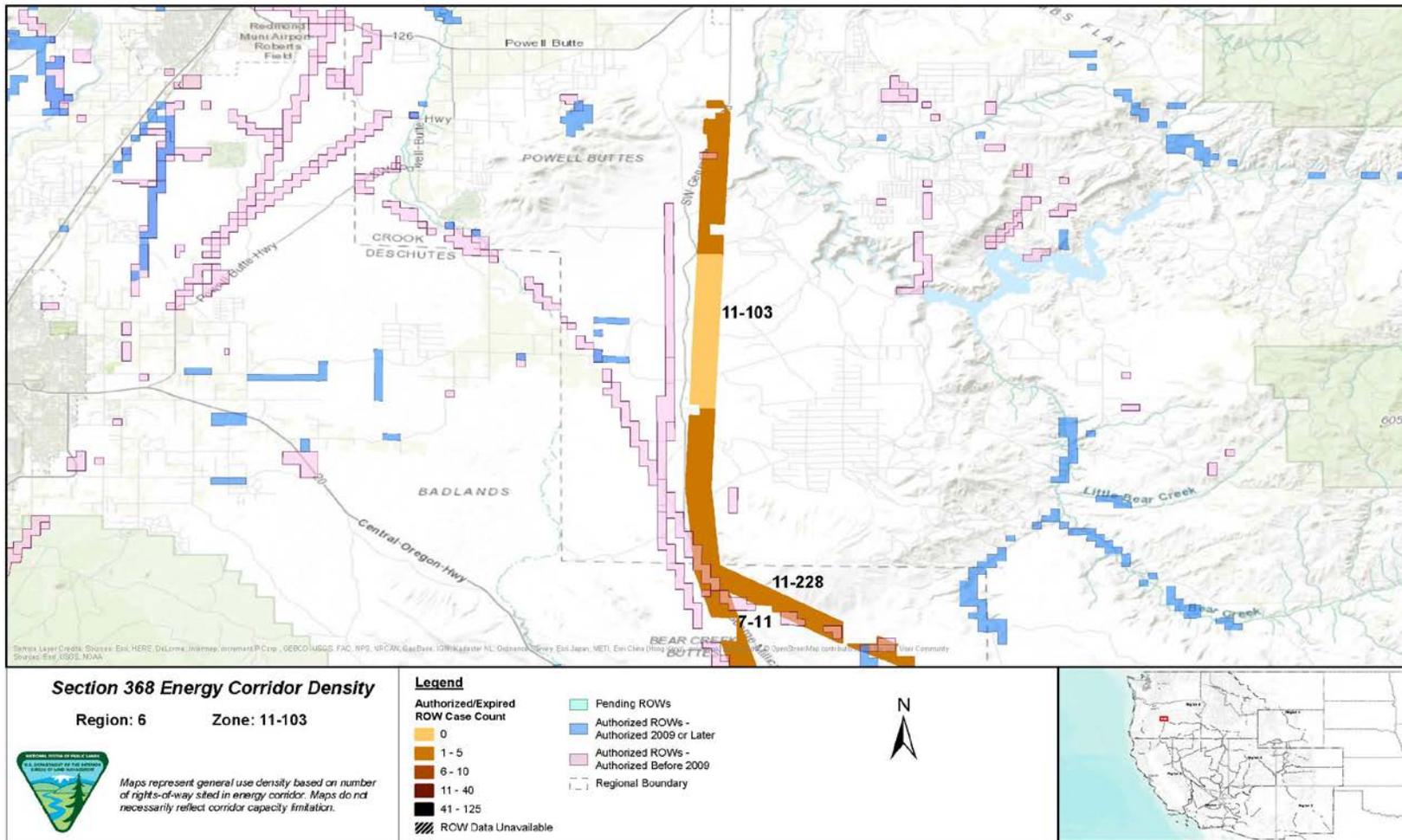


Figure 4. Corridor 11-103, Corridor Density Map

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.

<b>CORRIDOR 11-103 REVIEW</b>			
<b>POTENTIAL COMPATIBILITY ISSUES or CONCERNS TO EXAMINE</b>	<b>MILEPOST (MP)<sup>1</sup></b>	<b>STAKEHOLDER INPUT and OTHER RELEVANT INFORMATION</b>	<b>POTENTIAL RESOLUTIONS BASED ON SITING PRINCIPLE ANALYSIS<sup>2</sup></b>
<i>BLM Jurisdiction: Prineville Deschutes Field Office</i>			
<i>Agency Land Use Plan: Upper Deschutes RMP (2005)</i>			
Lands with undetermined status for wilderness characteristics are adjacent to the corridor.	MP 0 to MP 15	BLM Manual Section 6320 (Considering lands with wilderness characteristics in the BLM Land Use Planning Process), 3/15, 2012, provides policy and guidance for considering lands with wilderness characteristics in land use planning under FLPMA.	The corridor appears to best meet the siting principles because it is collocated with an existing transmission line and does not intersect the potential lands with wilderness characteristics.
VRM Class II area and the corridor intersect – The RMP states that all areas having high or sensitive visual qualities (VRM Class I-III areas) will be avoided or appropriate mitigation measures taken. The objective of VRM Class II designation is to retain the existing character of the landscape.	MP 14	An existing transmission line occurs within the corridor where it and the VRM Class II area intersect.	Areas with the VRM Class II designation may not be compatible with future overhead transmission line development. In order to best meet the siting principles, a change in the VRM class could be considered. Alternatively, the corridor location at MP 14 to MP 15 could be shifted west and/or a new transmission line could be located within the corridor west of the existing transmission line to avoid the VRM Class II area. The corridor could be restricted to developing new infrastructure underground only which would alleviate some concerns.
<i>BLM Jurisdiction: Prineville Deschutes Field Office</i>			
<i>Agency Land Use Plan: Oregon GRSG ROD and ARMPA – March 2019</i>			
The corridor and GRSG GHMA (ROW avoidance area) intersect – The 2019 ARMPA did not make changes to GHMA in Oregon; designated utility	MP 0 to MP 1	Comment on corridor: recognize that the corridor could be moved or shifted to avoid GHMA.	ROW avoidance areas may not be compatible with the corridor’s purpose as a preferred location for infrastructure. However, the corridor is collocated with

<b>CORRIDOR 11-103 REVIEW</b>			
<b>POTENTIAL COMPATIBILITY ISSUES or CONCERNS TO EXAMINE</b>	<b>MILEPOST (MP)<sup>1</sup></b>	<b>STAKEHOLDER INPUT and OTHER RELEVANT INFORMATION</b>	<b>POTENTIAL RESOLUTIONS BASED ON SITING PRINCIPLE ANALYSIS<sup>2</sup></b>
corridors in GHMA may be available for utility ROWs with special stipulations.			existing transmission lines. The corridor could be shifted slightly to the west to avoid GHMA.

<sup>1</sup> Mileposts are rounded to the nearest mile.

<sup>2</sup> 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

No additional concerns have been identified for Corridor 11-103.

### Abstract Acronyms and Abbreviations

ARMPA = Approved Resource Management Plan Amendment; BLM = Bureau of Land Management; FLPMA = Federal Land Policy and Management Act; GHMA = general habitat management area; GIS = geographic information system; GRSG = Greater Sage-grouse; MP = milepost; 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; VRM = visual resource management; WWEC = West-wide Energy Corridor.