

Corridor 250-251

Baker City to Ontario Corridor

Corridor Purpose and Rationale

The corridor provides a pathway for energy transport in northeast Oregon. Input regarding alignment from multiple organizations¹ during the WVEC PEIS suggested following this route. The recently approved Boardman to Hemingway Transmission Line Project (B2H Project) is within the corridor for 7 miles.

Corridor location:

Oregon (Baker and Malheur Co.)
BLM: Baker and Malheur Field Offices
Regional Review Region: Region 6

Corridor width, length:

Width 3,500 ft
11 miles of designated corridor
49 miles of posted route, including gaps

Designated Use

- corridor is multi-modal

Corridor of concern (N)

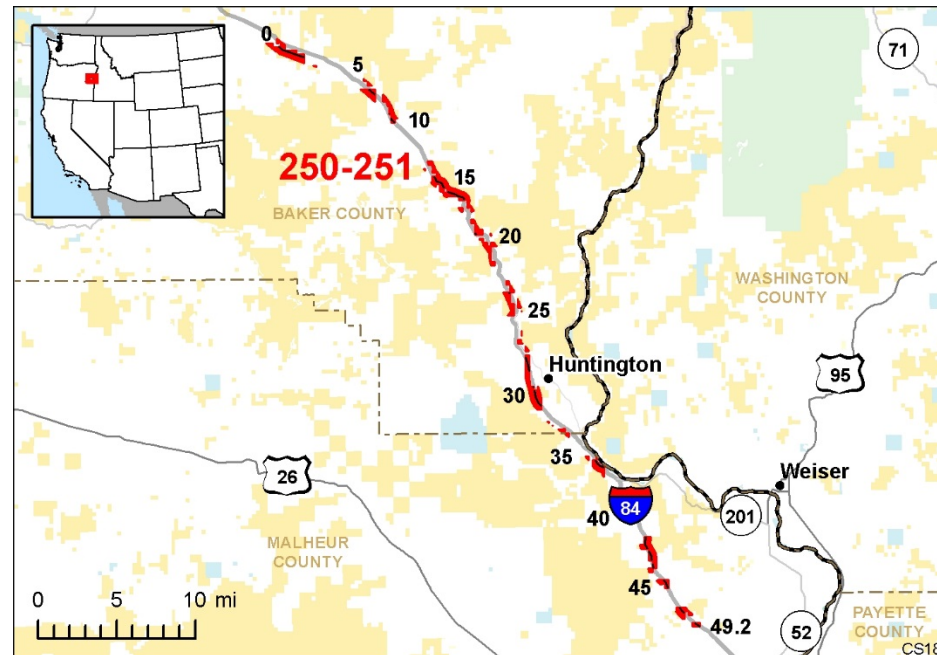


Figure 1. Corridor 250-251

Corridor history:

- Locally designated prior to 2009 (N)
- Existing infrastructure (Y)
 - 69- and 138-kV transmission lines are within and adjacent to the corridor.
 - Two natural gas pipelines are within and adjacent to the full length of the corridor.
 - Highway 84 is within the entire corridor length.
- Energy potential near the corridor (Y)
 - 6 wind and 1 solar power plant are within 5 mi.
 - 14 substations are within 5 mi.
- Corridor changes since 2009 (N)

¹ Chevron, Idaho Power Company, Maximus USA, PacifiCorp, and Western Utility Group

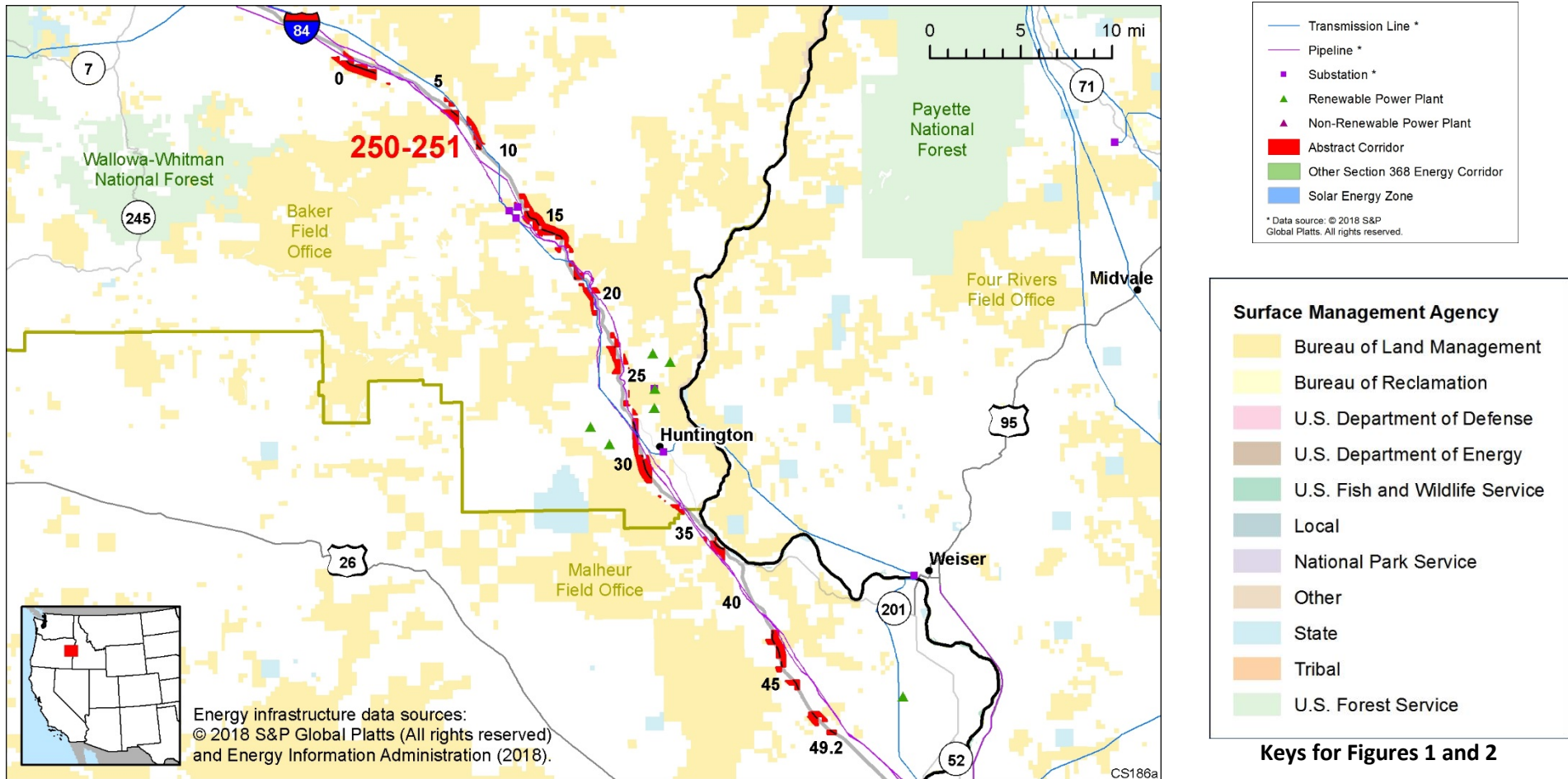


Figure 2. Corridor 250-251 and nearby electric transmission lines and pipelines

Conflict Map Analysis

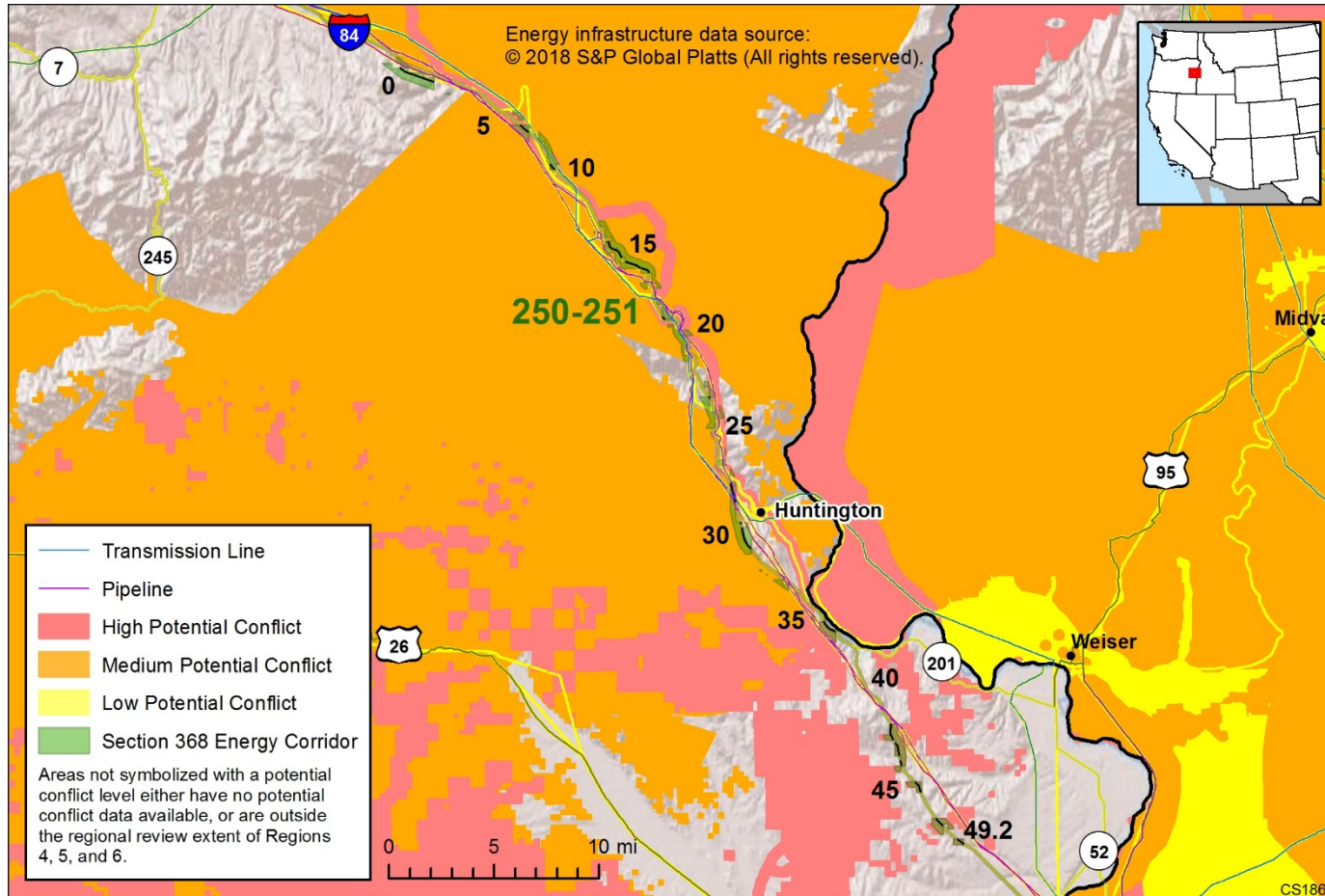


Figure 3. Map of Conflict Areas in Vicinity of Corridor 250-251

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/>)

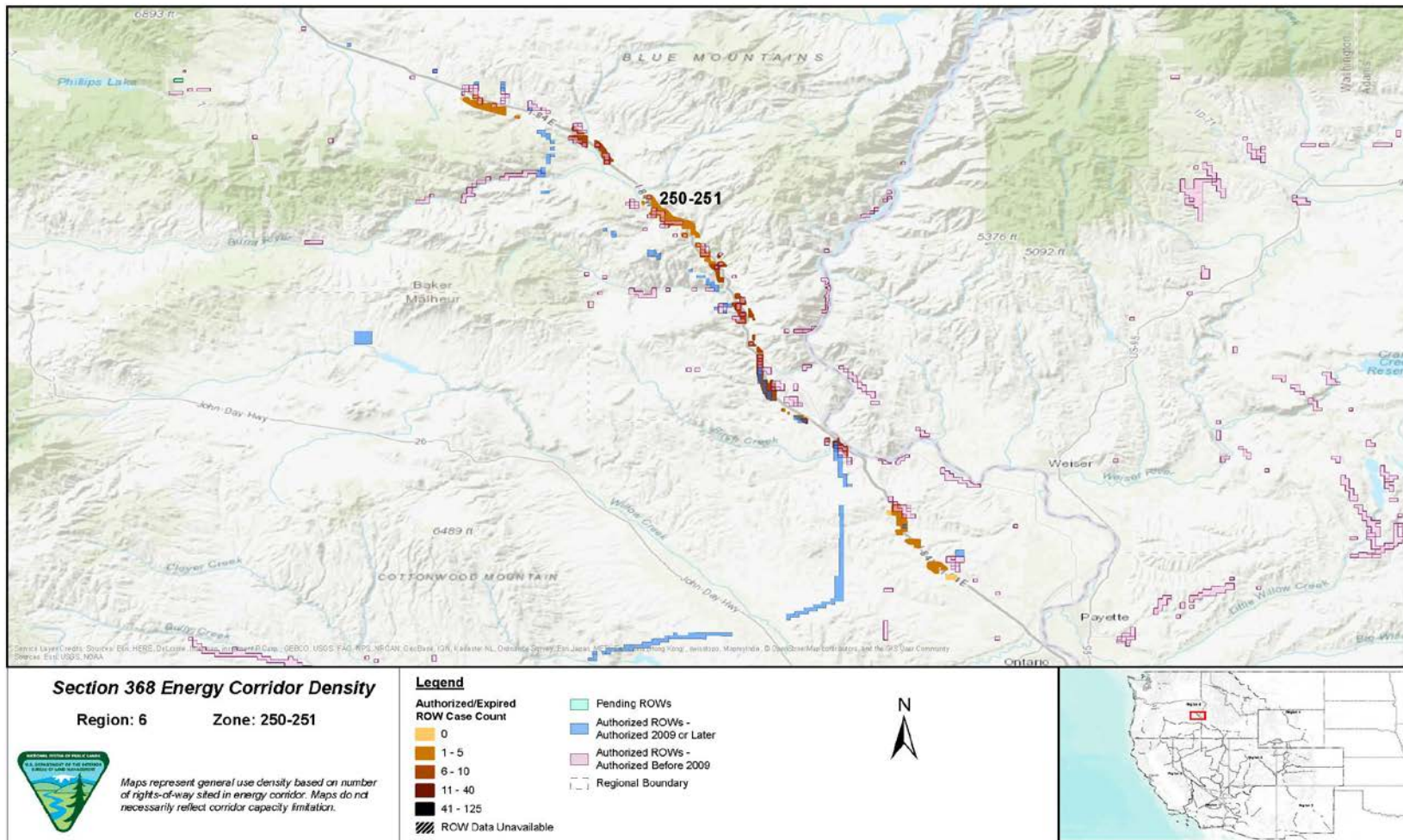


Figure 4. Corridor 250-251, Corridor Density Map

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 250-251 REVIEW			
POTENTIAL COMPATIBILITY ISSUES or CONCERNS TO EXAMINE	MILEPOST (MP) ¹	STAKEHOLDER INPUT and OTHER RELEVANT INFORMATION	POTENTIAL RESOLUTIONS BASED ON SITING PRINCIPLE ANALYSIS ²
BLM Jurisdiction: Baker Field Office Agency Land Use Plan: Baker RMP (1989)			
Oregon NHT and the corridor intersect – The Oregon NHT is not considered to be either a ROW exclusion or avoidance area in the RMP.	MP 6 to MP 9, MP 18 to MP 20, and MP 23 to MP 28	<p>In these locations the corridor generally follows the route of existing transmission lines and pipelines. The corridor intersects the Oregon NHT at various locations. For the Milepost ranges listed, the NHT generally runs parallel to the corridor.</p> <p>The National Trails System Act, as cited in the Comprehensive Plan for the California NHT (1999)³, states that the Secretary of the Interior or the Secretary of Agriculture may grant easements and rights-of-way upon, over, under, across, or along any component of the national trails system in accordance with the laws applicable to the national forest system, provided that any conditions contained in such easements and rights-of-way are related to the policy and purposes of this Act.</p>	<p>The corridor cannot be completely rerouted to avoid the NHT. At some locations (e.g., MP 19), future infrastructure could be located within the corridor but away from the NHT to lessen impacts. There may also be some locations where the corridor could be shifted to avoid the NHT (e.g., MP 18 to MP 20).</p> <p>Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.</p>

CORRIDOR 250-251 REVIEW			
POTENTIAL COMPATIBILITY ISSUES or CONCERNS TO EXAMINE	MILEPOST (MP)¹	STAKEHOLDER INPUT and OTHER RELEVANT INFORMATION	POTENTIAL RESOLUTIONS BASED ON SITING PRINCIPLE ANALYSIS²
Snake River-Mormon Basin BLM Back Country Byway intersects and is adjacent to the corridor – The land use plan pre-dates the establishment of the Byway and does not have specific guidance or objectives.	MP 22 to MP 28	The Snake River-Mormon Basin Back Country Byway was established in 1991. Transmission lines and pipelines exist within and/or adjacent to the corridor between MP 22 to MP 28.	At some locations (e.g., MP 23), future infrastructure could be located within the corridor but away from the byway to lessen impacts. There may also be some locations where the corridor could be shifted to avoid the byway.
BLM Jurisdiction: Vale Malheur Field Office Agency Land Use Plan: Southeastern Oregon RMP (2005)			
Oregon Trail, Birch Creek ACEC is adjacent to corridor – The ACEC is a ROW avoidance area. ROWs will be granted only if there is minimal conflict with identified resource values and impacts can be mitigated. However, the RMP does not prescribe ROW avoidance or exclusions for areas adjacent to an ACEC.	MP 36	Existing and proposed pipelines and the approved Boardman to Hemingway transmission line occur within the corridor at MP 36.	ROW avoidance areas are not compatible with the corridor’s purpose as a preferred location for infrastructure. However, the corridor location appears to best meet the siting principles because the corridor does not intersect the ACEC and the corridor is collocated with existing and proposed infrastructure.
BLM Jurisdiction: Baker Field Office Agency Land Use Plan: Oregon GRSG ROD and ARMPA – March 2019			
GRSG GHMA (ROW avoidance area) and the corridor intersect - The 2019 ARMPA did not make changes to GHMA in Oregon; designated utility corridors in GHMA may be available for utility rights-of-way with special stipulations.	MP 0, MP 19 to MP 20, MP 24 to MP 25, and MP 28	RFI comment: re-route or exclude new infrastructure ROWs and avoid all new energy infrastructure development within GRSG PACs (14% overlap). Use full mitigation hierarchy to avoid, minimize, and compensate for impacts within four miles of important GRSG breeding areas.	ROW avoidance areas may not be compatible with the corridor’s purpose as a preferred location for infrastructure. The corridor is collocated with the I-84 over its entire route and energy infrastructure for portions of its route. Opportunities to avoid GHMA are limited due to the lack of federal lands along the corridor. There may be an opportunity to shift small areas of the corridor to avoid the GHMA.
GRSG PHMA (ROW avoidance area) and the corridor intersect - The 2019 ARMPA did not make changes to PHMA in Oregon; designated utility corridors in PHMA may be available for utility rights-of-way with special stipulations.	MP 6 to MP 9 and MP 29 to MP 34	RFI comment: re-route or exclude new infrastructure ROWs and avoid all new energy infrastructure development within GRSG PACs (14% overlap). Use full mitigation hierarchy to avoid, minimize, and compensate for impacts within four miles of important GRSG breeding areas.	ROW avoidance areas may not be compatible with the corridor’s purpose as a preferred location for infrastructure. The corridor is collocated with the I-84 over its entire route and energy infrastructure for portions of its route. Opportunities to avoid PHMA are limited due to the lack of federal lands along the corridor. There may be an opportunity to shift small areas of the corridor to avoid the PHMA.

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.

³ Full Title: Comprehensive Management and Use Plan / Final Environmental Impact Statement - California National Historic Trail and Pony Express National Historic Trail. Management and Use Plan Update/Final Environmental Impact Statement - Oregon National Historic Trail and Mormon Pioneer National Historic Trail.

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.

Jurisdictional Concerns:

- Reduce routing challenges by using existing corridors. This is especially pertinent for areas where there is no connection to other public lands that do not align with Section 368 corridors, or do not have proximity to existing facilities that utilize the corridor for transmission (comment on abstract).

Analysis: The corridor is collocated with I-84, which also maximizes routing within public lands in the immediate area. Collocation with the interstate also reduces ecological and visual impacts.

Ecology:

- Consult closely with ODFW and WGA to implement the full mitigation hierarchy of avoidance, minimization, and compensation for CHAT resources at "Very High" risk (RFI comments).

Analysis: Adherence to existing IOPs would be required. Mitigation measures will occur at the project-specific pursuant to BLM policy.

Military and Civilian Aviation:

- MTR – VR and the corridor intersect from MP 6 to MP 21.

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

ACEC = Area of Critical Environmental Concern; ARMPA = Approved Resource Management Plan Amendment; BLM = Bureau of Land Management; BMP = best management practice; CHAT = Crucial Habitat Assessment Tool; DoD = Department of Defense; FO = Field Office; GHMA = general habitat management area; GIS = geographic information system; GRSG = Greater Sage-grouse; IOP = interagency operating procedure; MP = milepost; MTR = Military Training Route; NHT = National Historic Trail; NST = National Scenic Trail; ODFW = Oregon Department of Fish and Wildlife; PAC = priority area for conservation; 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; USFS = U.S. Forest Service; VR = visual route; VRM = visual resource management; WGA = Western Governors' Association; WWEC = West-wide Energy Corridor.