

Corridor 5-201

Northwest Portland Corridor

Corridor Purpose and Rationale

The corridor provides a north-south pathway for energy transport into Portland, Oregon along existing infrastructure. Input regarding alignment from the Western Utility Group during the WVEC 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 (Columbia, Multnomah, and Washington Co.)

BLM: Tillamook Field Office

Regional Review Region: Region 6

Corridor width, length:

Width 3,500 ft

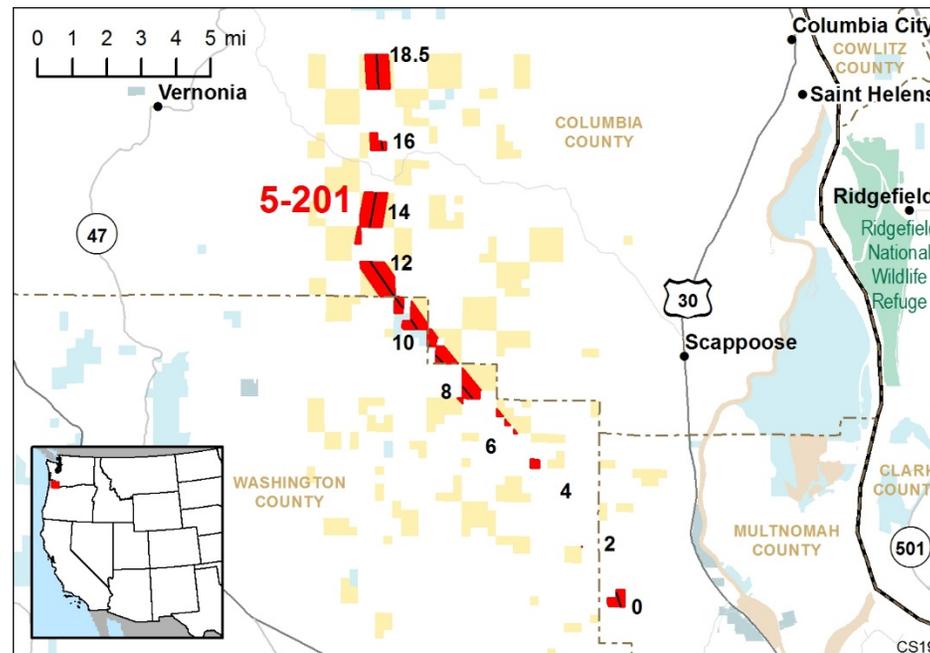
6 miles of designated corridor

19 miles of posted route, including gaps

Designated Use:

- corridor is multi-modal

Corridor of concern (N)



Corridor history:

- Locally designated prior to 2009 (N)
- Existing infrastructure (Y)
 - The corridor is centered on a 500-kV transmission line for its entire length.
- Energy potential near the corridor (Y)
 - 1 substation within 5 mi of the corridor.
- Corridor changes since 2009 (N)

Figure 1. Corridor 5-201

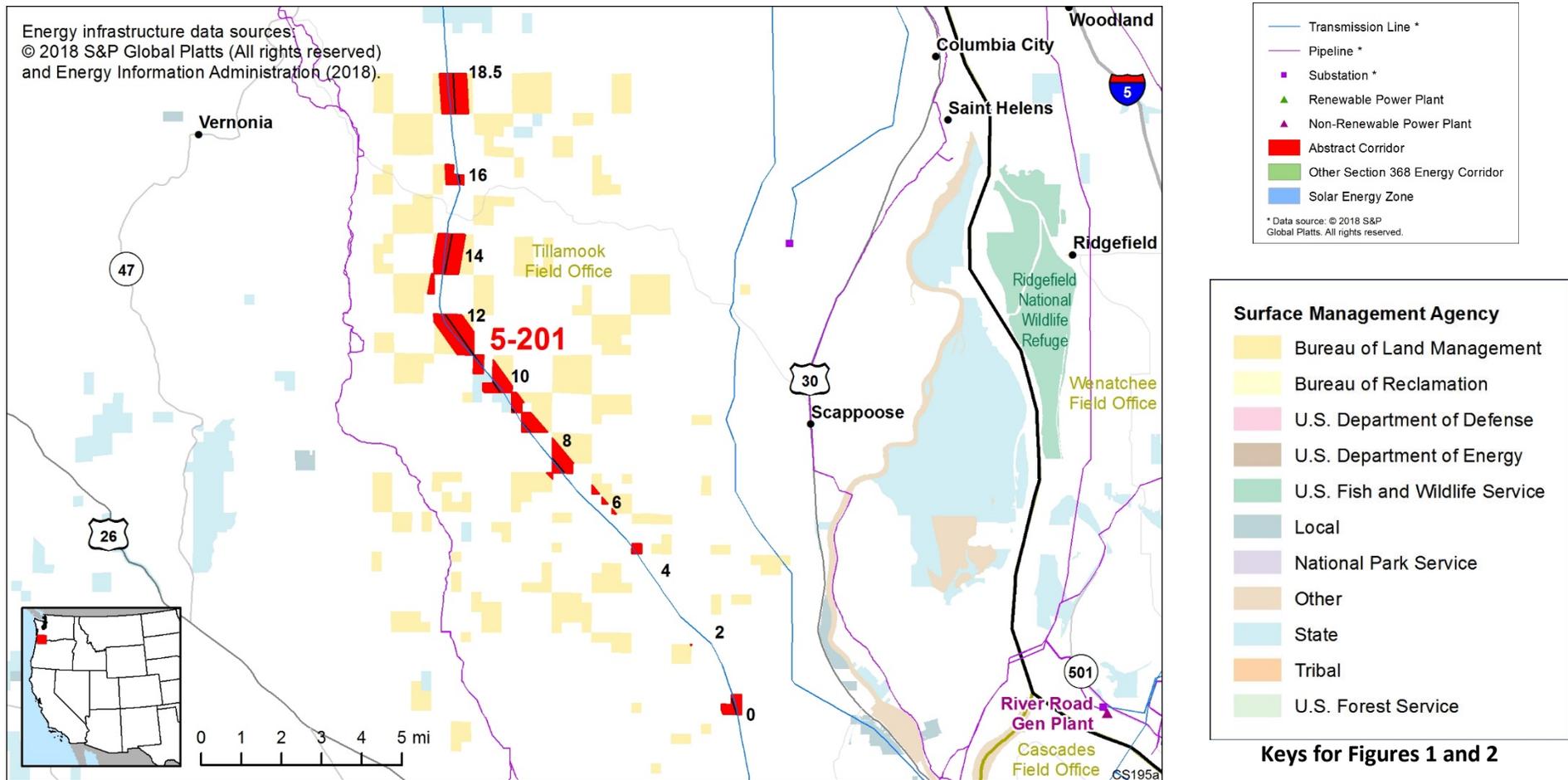


Figure 2. Corridor 5-201 and nearby electric transmission lines and pipelines

Conflict Map Analysis

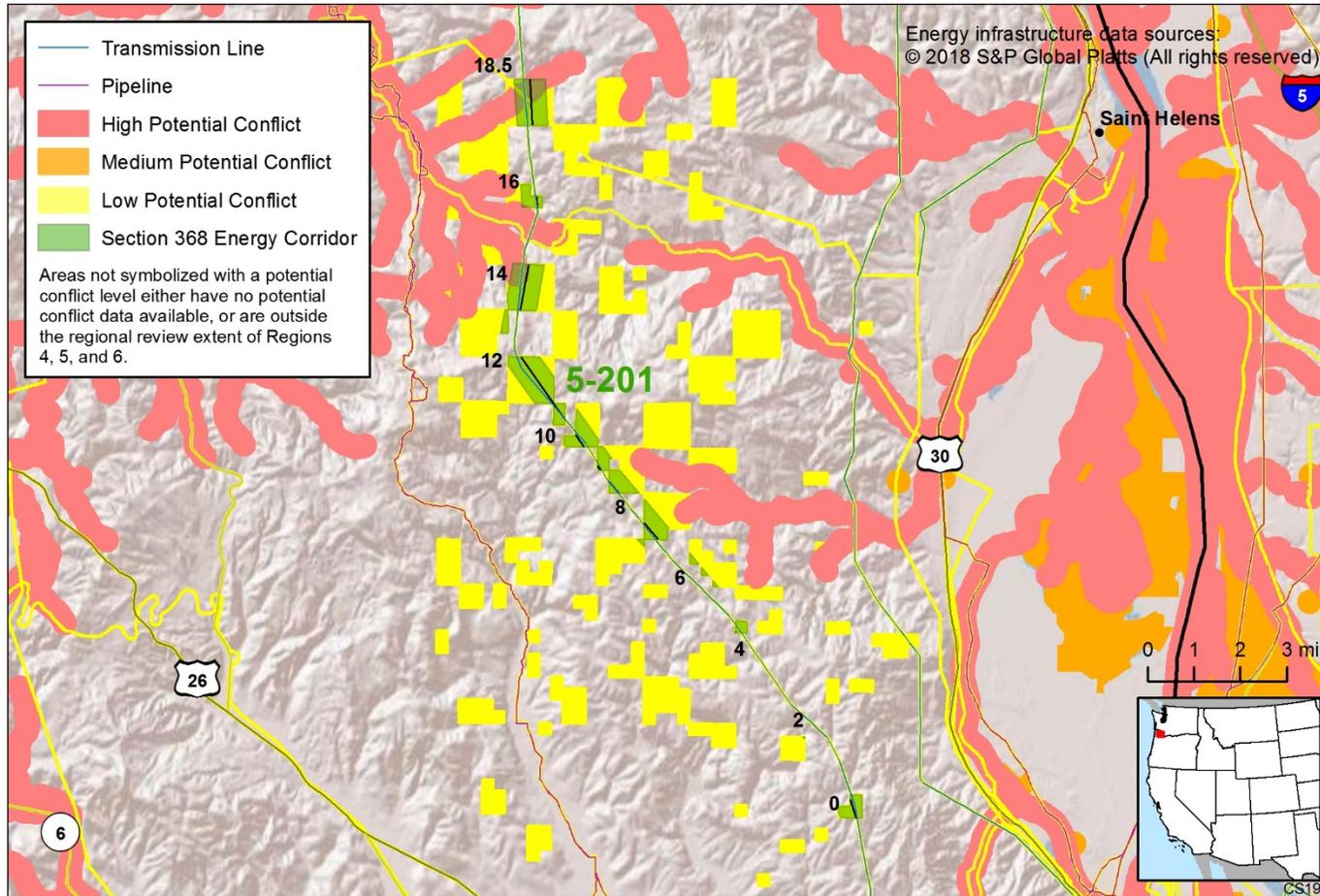


Figure 3. Map of Conflict Areas in Vicinity of Corridor 5-201

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/>)

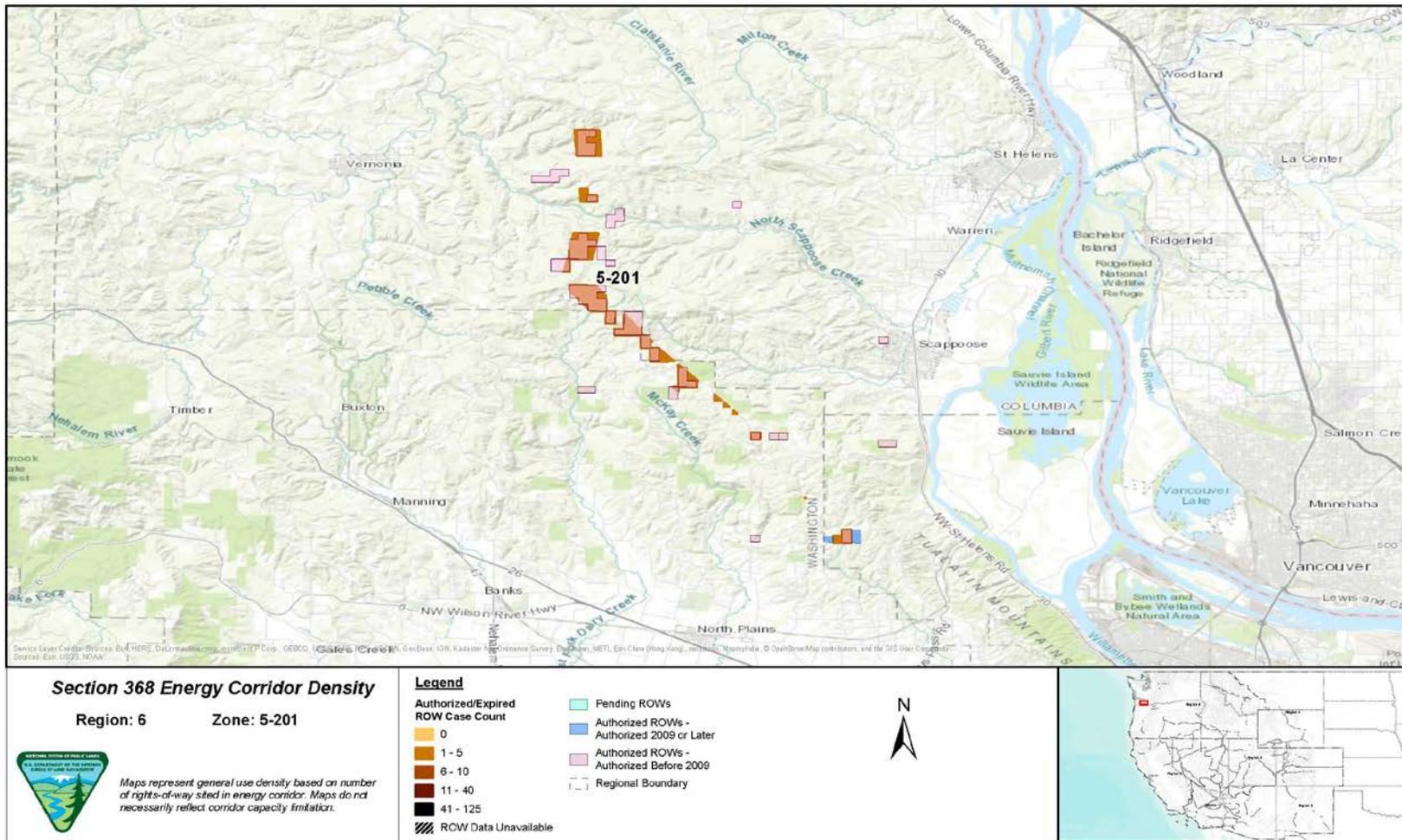


Figure 4. Corridor 5-201, Corridor Density Map

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 5 - 201 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: Salem Tillamook Field Office			
Agency Land Use Plan: Northwestern and Coastal Oregon RMP (2016)			
Coho Salmon (ESA-listed threatened) critical habitat and the corridor intersect—Manage habitat for species that are ESA-listed, or are candidates for listing, consistent with recovery plans, conservation agreements, and designated critical habitat.	MP 14 and MP 18	One transmission line is within the corridor at these MP locations. Comment on abstract: strong mitigation measures are recommended to improve any impacts resulting from corridor crossings of salmon critical habitat.	At MP 14, the corridor location appears to best meet the siting principles. There is adequate space within the corridor east of the existing transmission line to avoid the salmon critical habitat. The corridor could also be shifted so that the existing transmission line is the western boundary rather than the approximate centerline to retain the corridor width on federal lands and avoid the critical habitat. At MP 18, the corridor location appears to best meet the siting principles because collocation with the existing transmission line is preferred. There appears to be no feasible option to shift the corridor in this location to avoid the critical habitat and still collocate with existing infrastructure. Existing IOPs would be required, including consultation with the USFWS and NMFS.

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.

Jurisdictional Concerns:

- Tillamook State Forest is adjacent to the corridor from MP 10 to MP 11.

Analysis: The corridor does not intersect the state forest; however, the state forest could be further avoided by shifting the corridor so that the existing transmission line is the western boundary rather than the centerline.

Ecology:

- Consult closely with state fish & game agencies and WGA to implement the full mitigation hierarchy of avoidance, minimization, and compensation for CHAT resources at "Very High" risk (RFI comment).

Analysis: Existing IOPs and BMPs would be required. The Agencies could consider an IOP for habitat connectivity so that transmission projects within Section 368 energy corridors are sited and designed in a manner that minimizes impacts on habitat connectivity.

Land Use:

- The corridor passes through an area with extensive holdings within the BLM Harvest Land Base, crisscrossed by riparian lands. BLM lands within the corridor are designated Revested Oregon & California Railroad Lands, and contain actively managed timber stands covered by Reciprocal Right-of-Way Agreements with various timber companies. Numerous active timber sales, and associated timber harvest & hauling activities, are conducted in the area, requiring frequent use of timber roads near and in the energy corridor. Revested Oregon & California Railroad Lands intersect the corridor at MP 0, MP 5, MP 6 to MP 7, MP 8 to 13, MP 14, MP 16, and MP 18.

Analysis: The corridor is within the area designated as Moderate Intensity Timber Area (thinning and regeneration harvest with retention of 5–15 percent) in the Northwestern and Coastal Oregon ROD/RMP, August 5, 2016. Stakeholder engagement with state fish and game agencies and timber operators during this regional review and input from these organizations will be considered and incorporated into the corridor abstract.

Abstract Acronyms and Abbreviations

BLM = Bureau of Land Management; CHAT = Crucial Habitat Assessment Tool; ESA = Endangered Species Act; FO = Field Office; GIS = geographic information system; IOP = interagency operating procedure; MP = milepost; NMFS = National Marine Fisheries Service; PEIS = Programmatic Environmental Impact Statement; RFI = request for information; RMP = resource management plan; ROW = right-of-way; USFS = U.S. Forest Service; USFWS = U.S. Fish and Wildlife Service; WGA = Western Governors' Association; WWEC = West-wide Energy Corridor.