

Corridor 7-8

Stateline Corridor

Corridor Purpose and Rationale

Corridor 7-8 is a short corridor that crosses the state line from Oregon into California and connects to other Section 368 energy corridors to the north and east. Corridors 8-104 and 3-8 are ten miles to the south and although federal lands and existing transmission are located in the gap between the corridors, this area was not designated as a Section 368 energy corridor. Therefore, there is not a continuous corridor network to the south of Corridor 7-8. Input regarding alignment from the Bonneville Power Administration 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. There is potential for additional projects to use the corridor in Oregon, but the 500-ft corridor width in California could limit future infrastructure.

Corridor location:

California (Modoc Co.); Oregon (Klamath Co.)

BLM: Applegate and Klamath Falls Field Offices

Regional Review Regions: Region 5 and Region 6

Corridor width, length:

Width 3,500 ft in OR and 500 ft in CA
3 miles of designated corridor
4 miles of posted route, including gaps

Designated Use:

- corridor is multi-modal

Corridor of concern (N)

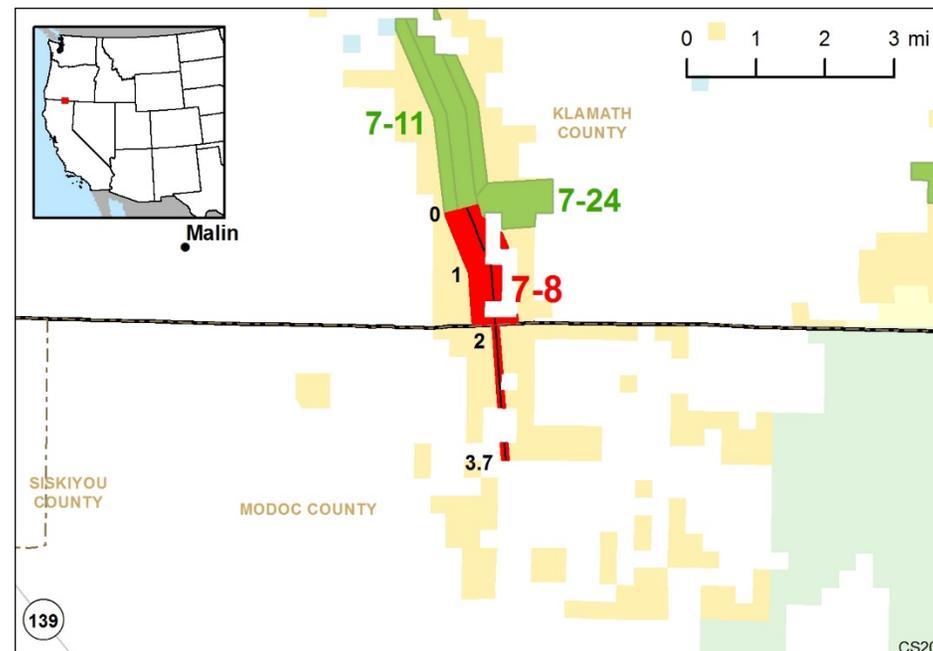


Figure 1. Corridor 7-8

Corridor history:

- Locally designated prior to 2009 (Y)
- Existing infrastructure (Y)
 - Four electric transmission lines are within and adjacent to the full length of the corridor. A 500-kV transmission line is adjacent to the entire corridor.
- Energy potential near the corridor (Y)
 - Solar power plant is 4 mi west of MP 0.
 - 3 substations are within 5 mi of the corridor.
- Corridor changes since 2009 (N)

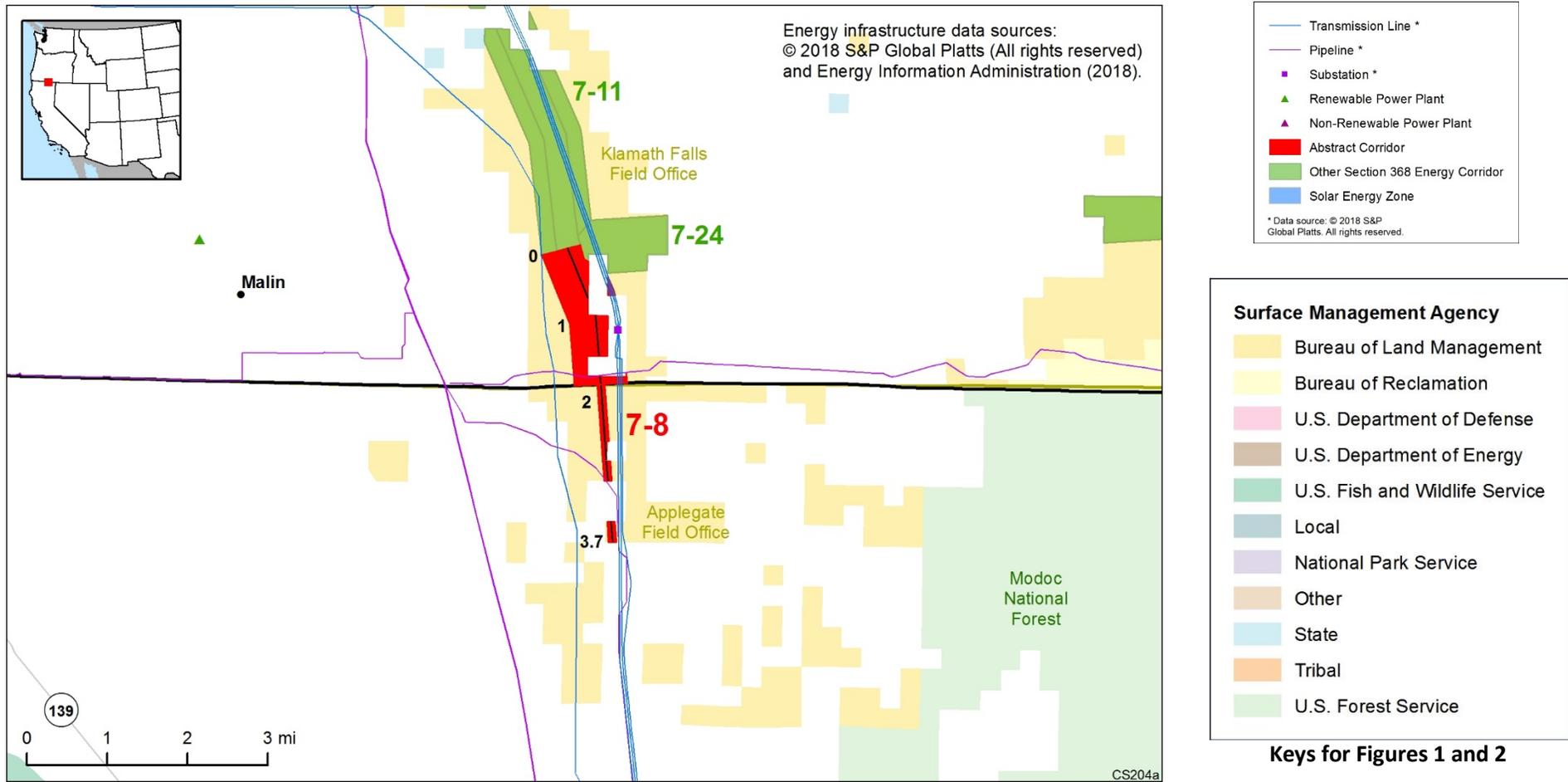


Figure 2. Corridor 7-8 and nearby electric transmission lines and pipelines

Conflict Map Analysis

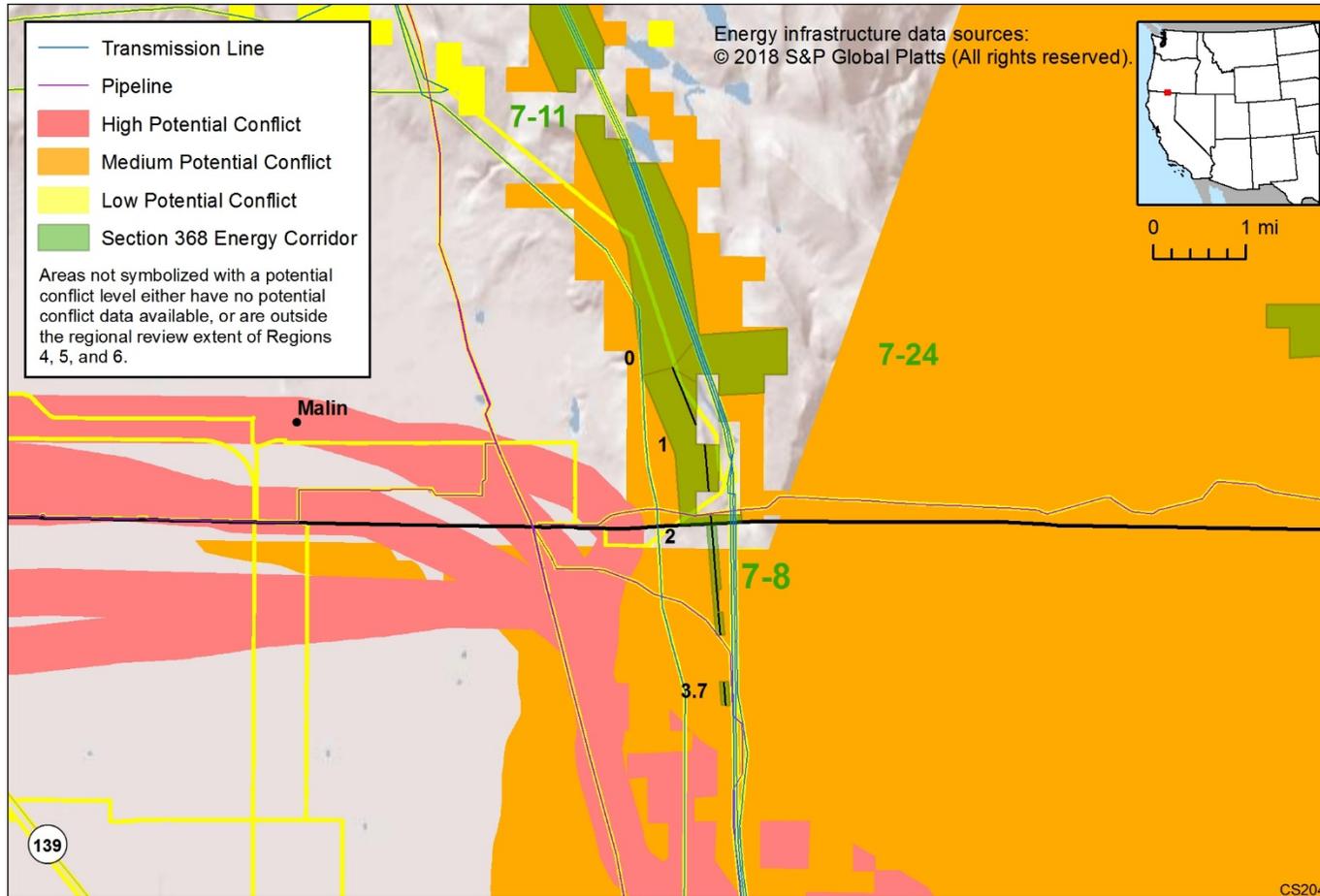


Figure 3. Map of Conflict Areas in Vicinity of Corridor 7-8

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/>)

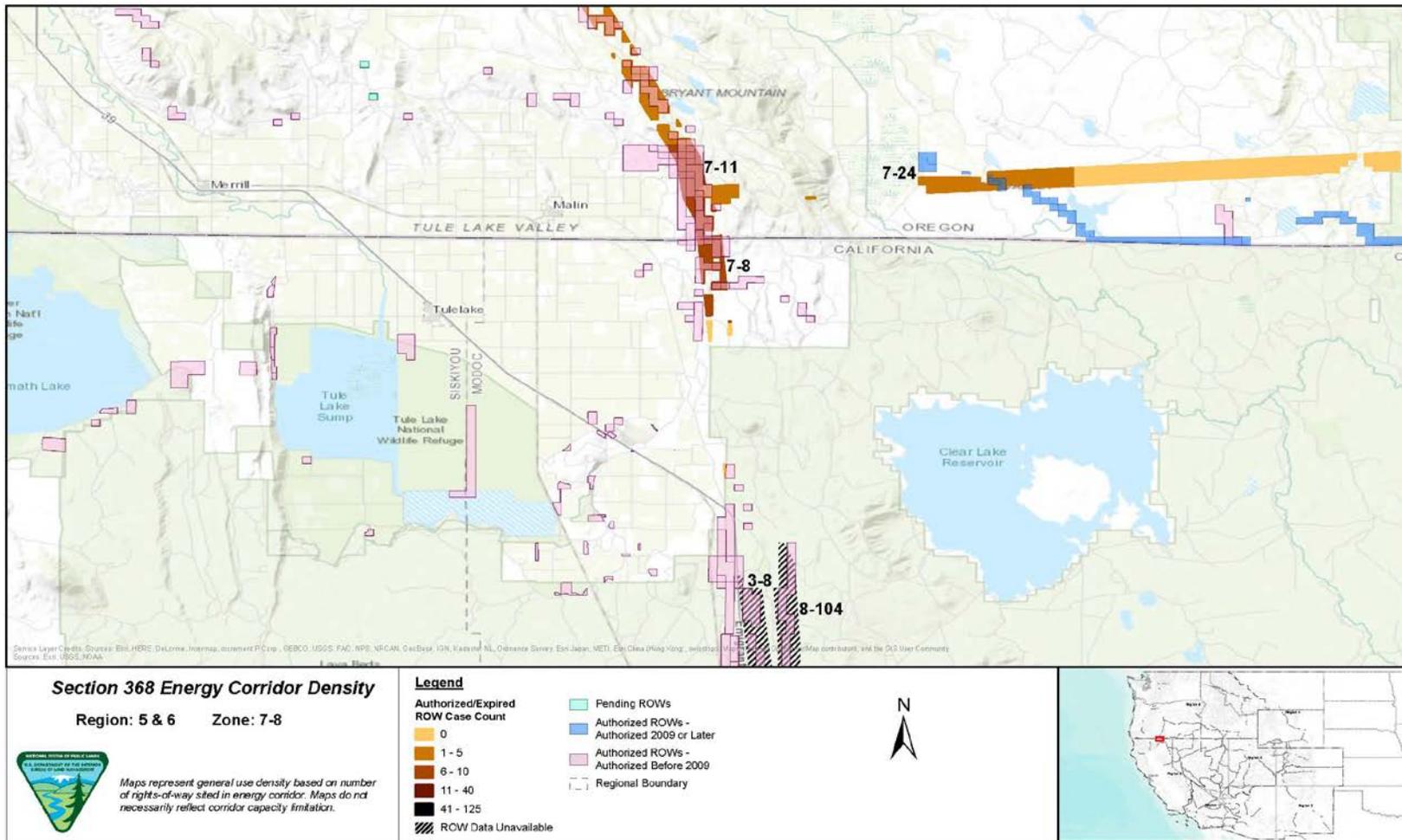


Figure 4. Corridor 7-8, Corridor Density Map

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 7-8 REVIEW			
POTENTIAL COMPATIBILITY ISSUES or CONCERNS TO EXAMINE	MILEPOST (MP)¹	STAKEHOLDER INPUT and OTHER RELEVANT INFORMATION	POTENTIAL RESOLUTIONS BASED ON SITING PRINCIPLE ANALYSIS²
BLM Jurisdiction: Lakeview Klamath Falls Field Office Agency Land Use Plan: Southwestern Oregon ROD/RMP (2016)			
No issues related to resource intersections with the corridor in the Lakeview Klamath Falls Field Office have been identified.			
BLM Jurisdiction: Applegate (formerly Alturas) Field Office Agency Land Use Plan: Alturas RMP (2008)			
Other than the GRSB GHMA intersections discussed below, no issues related to resource intersections with the corridor in the Applegate Field Office have been identified.			
BLM Jurisdiction: Northern California DO Agency Land Use Plan: Nevada and Northeastern California GRSB ROD and ARMPA March 2019			
GRSB OHMA and the corridor intersect – The 2019 ARMPA states that OHMA is allocated as Open for major ROWs.	MP 2 to MP 4		The corridor narrows to 500 ft in California which may limit future infrastructure. Although OHMA areas are open for ROWs the corridor could be shifted to the east to be collocated with three existing transmission lines to avoid disturbance of this OHMA area.

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.

Specially Designated Areas:

- The California NHT is located less than one tenth of a mile from the corridor to the south. The logical extension of Corridor 7-8 to the south to connect to Corridors 8-104 and 3-8 would cross and potentially impact the California NHT.

Analysis: If the corridor was extended to the south, the intersection of the corridor with the NHT would be at an angle (minimizing impact on trail values). Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.

Military and Civilian Aviation:

- SUA Area and the corridor intersect at MP 4.

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; DO = District Office; DoD = Department of Defense; GHMA = general habitat management area; GIS = geographic information system; GRSG = Greater Sage-grouse; IOP = interagency operating procedure; MP = milepost; MTR = Military Training Route; OHMA = other habitat management area; PEIS = Programmatic Environmental Impact Statement; RFI = request for information; RMP = Resource Management Plan; ROD = record of decision; ROW = right-of-way; SUA = special use airspace; USFS = U.S. Forest Service; WWEC = West-wide Energy Corridor.