

Corridor 102-105

Seattle-Wenatchee Corridor

Corridor Purpose and Rationale

The corridor provides a critical east-west pathway for transmitting generated energy from eastern Washington to the Puget Sound metropolitan area. Input regarding alignment from the American Wind Energy Association 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.

Corridor location:

Washington (Snohomish, King, Chelan Co.)
 BLM: Wenatchee Field Office
 USFS: Okanogan-Wenatchee and Mt. Baker-Snoqualmie National Forests
 Regional Review Region: Region 6

Corridor width, length:

Width 3,500 ft BLM; 500 ft and variable on USFS
 47 miles of designated corridor
 70 miles of posted route, including gaps

Designated Use:

- corridor is multi-modal on BLM and electric upgrade only on USFS

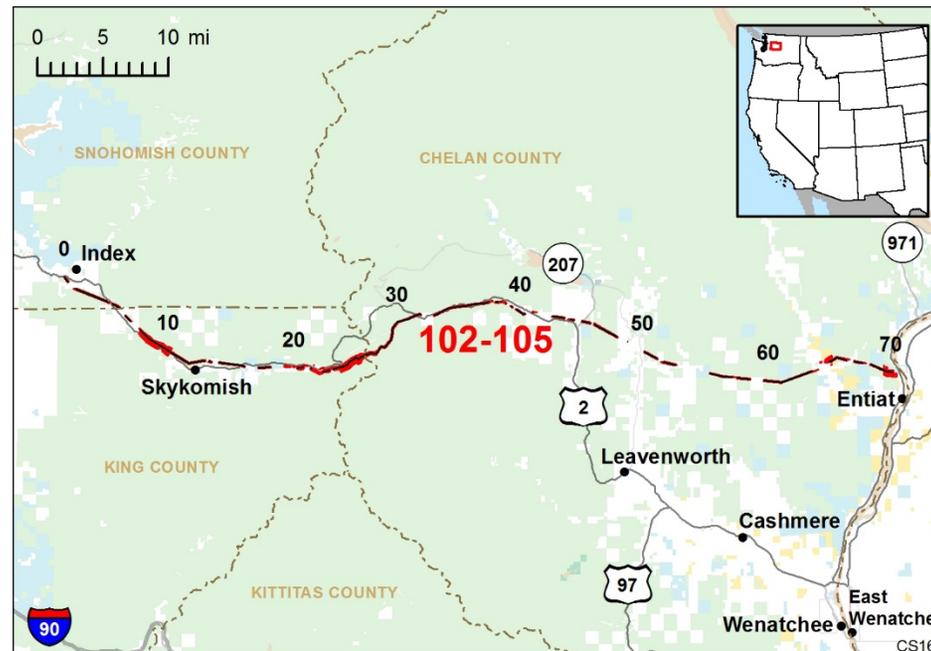


Figure 1. Corridor 102-105

Corridor of concern (Y)

“Suitable” WSR segments, designated Wilderness, critical habitat and late-successional/adaptive management reserves, PCT, America’s Byway, NRHP.

Corridor history:

- Locally designated prior to 2009 (N)
- Existing infrastructure (Y)
 - A 500-kV transmission line runs the entire length; two 345-kV transmission lines run for most of its length; two 115-kV transmission lines are adjacent to a portion of the corridor.
 - Highway 2 is within or adjacent to corridor for its entire length
- Energy potential near the corridor (Y)
 - 16 substations are within 5 mi of the corridor.
- Corridor changes since 2009 (N)

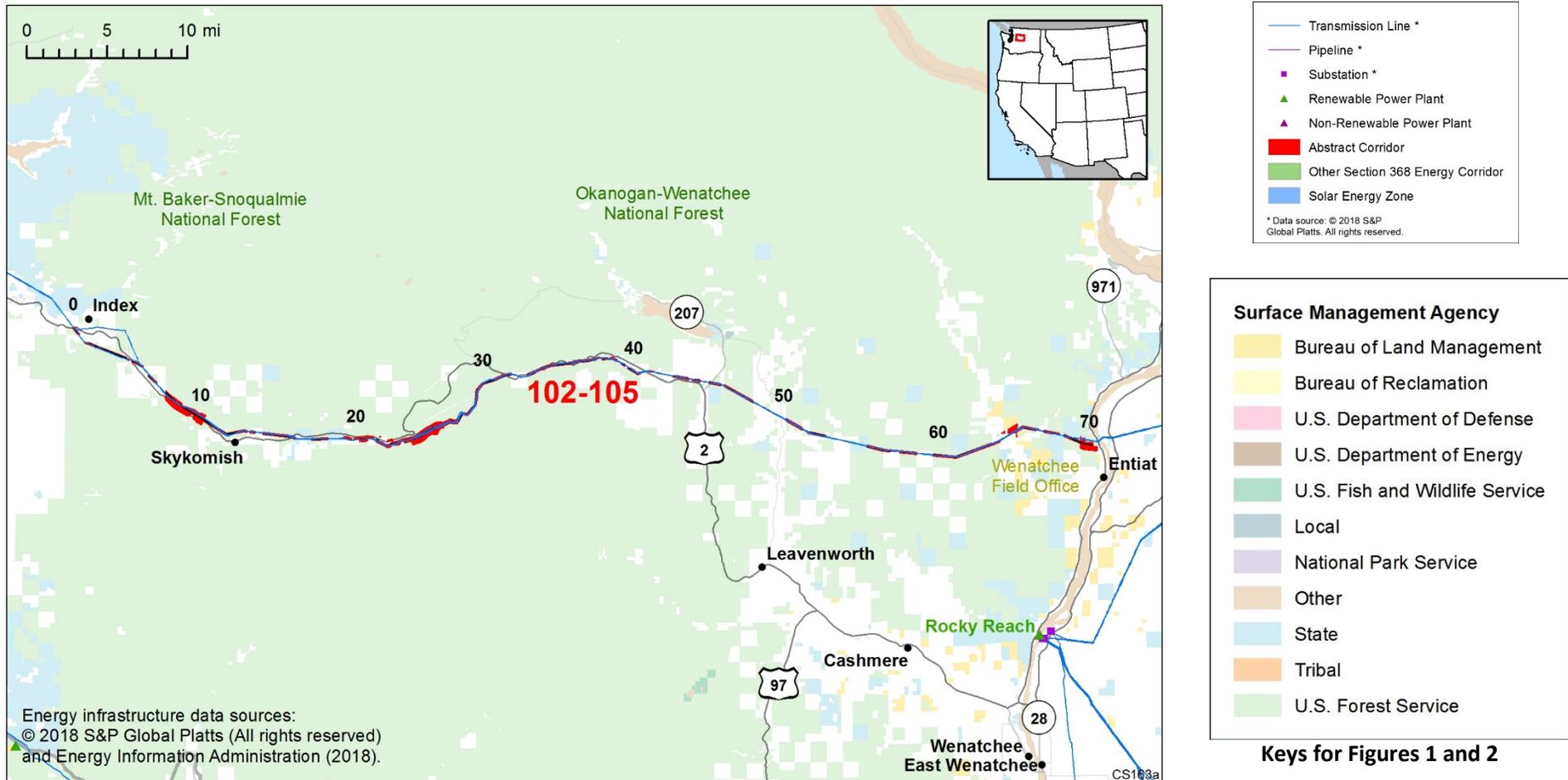


Figure 2. Corridor 102-105 and nearby electric transmission lines and pipelines

Conflict Map Analysis

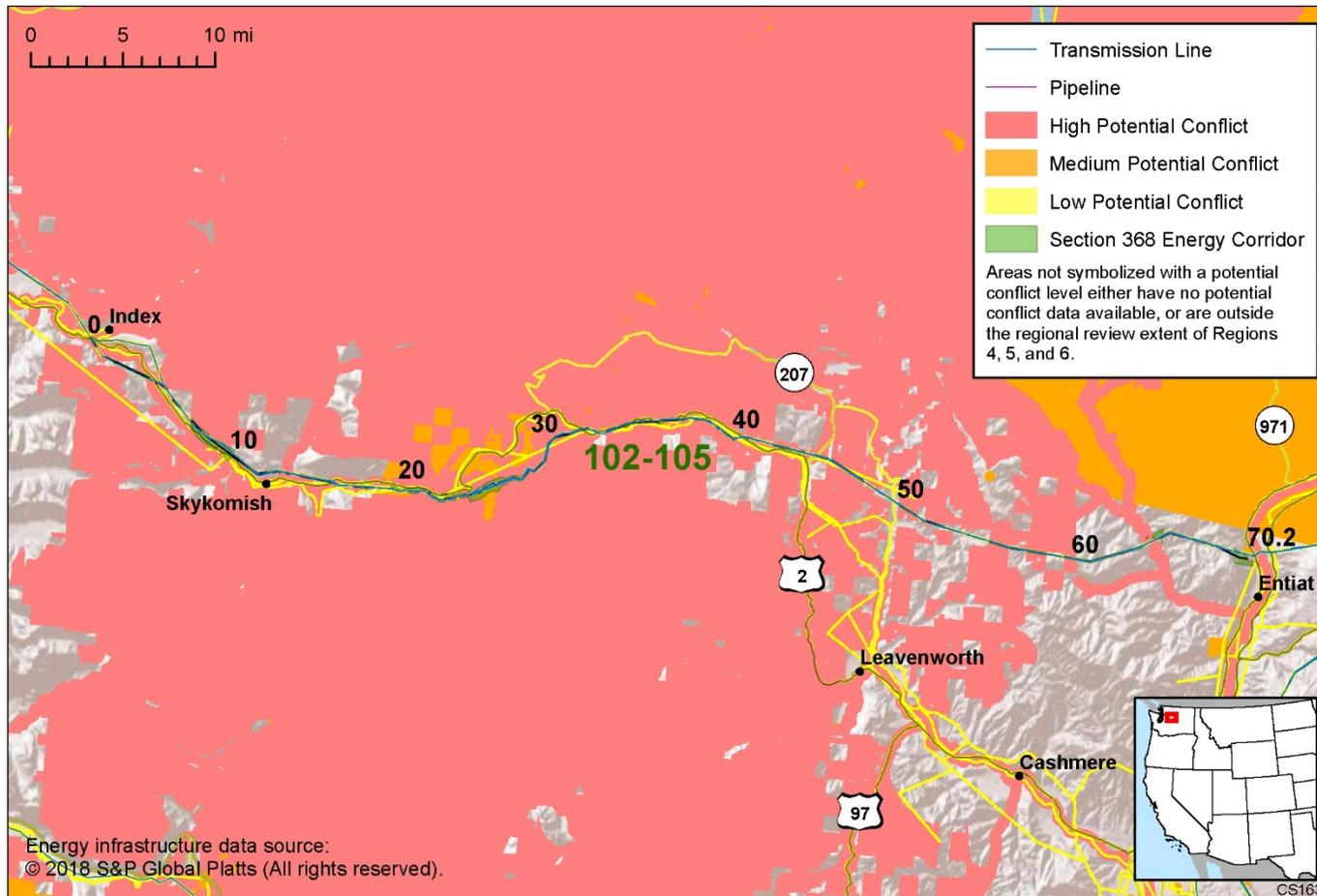


Figure 3. Map of Conflict Areas in Vicinity of Corridor 102-105

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/>)

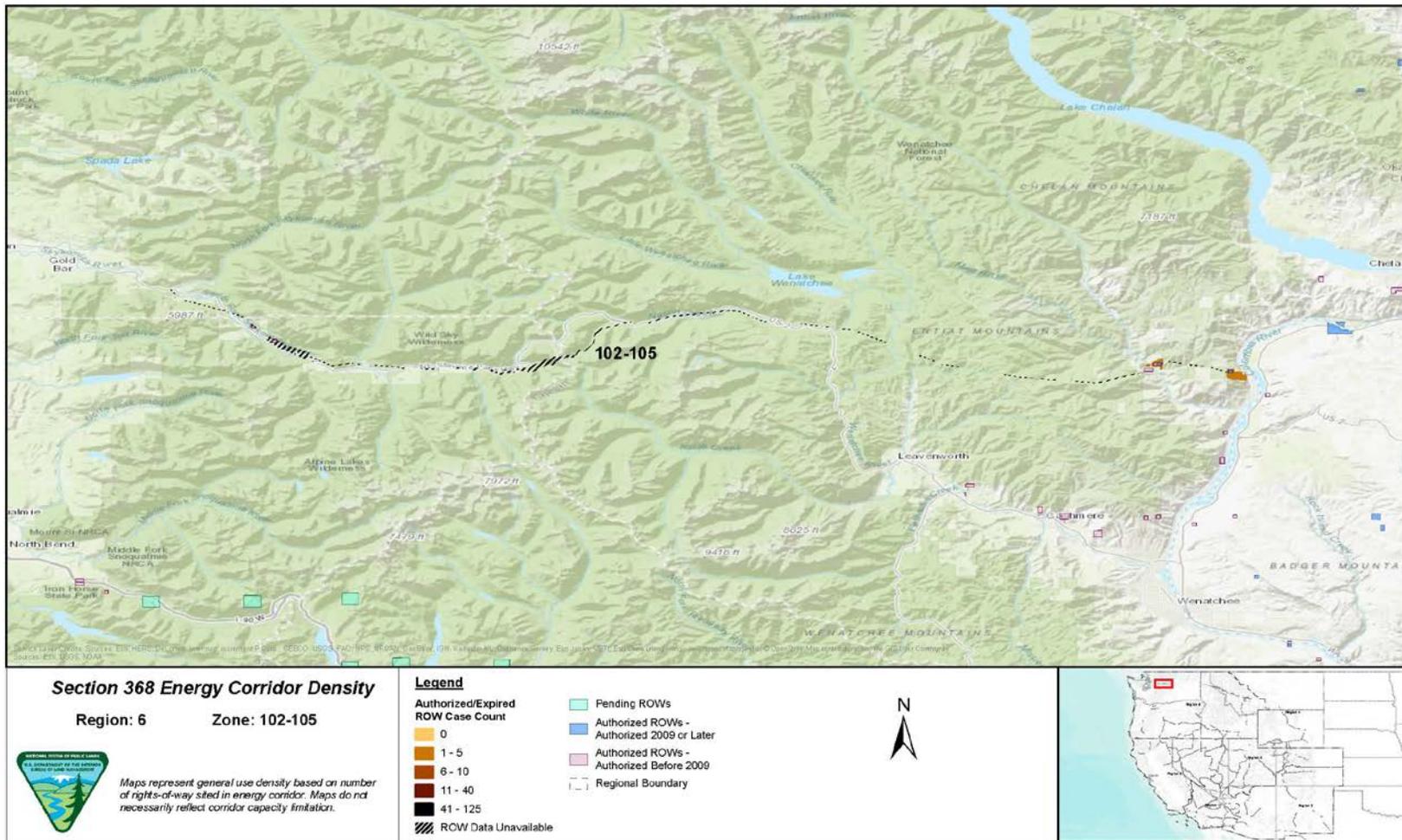


Figure 4. Corridor 102-105, Corridor Density Map

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.

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POTENTIAL COMPATIBILITY ISSUES or CONCERNS TO EXAMINE	MILEPOST (MP) ¹	STAKEHOLDER INPUT and OTHER RELEVANT INFORMATION	POTENTIAL RESOLUTIONS BASED ON SITING PRINCIPLE ANALYSIS ²
<p><i>USFS Jurisdiction: Mount Baker-Snoqualmie National Forest</i> <i>Agency Land Use Plan: Mount Baker-Snoqualmie NF LMP (1990)</i></p>			
<p>Chinook Salmon (ESA listed endangered and threatened) critical habitat intersects and is adjacent to corridor – The land use plan pre-dates the listing of this species and does not have specific guidance or objectives.</p>	<p>MP 0 to MP 1, MP 8 to MP 10, MP 13 to MP 14, MP 16 to MP 18</p>	<p>The USFWS issued the Final Critical Habitat Rule for Chinook Salmon in 2000 and NMFS published the Recovery Plan for Lower Columbia River Chinook Salmon in 2013. The plan does not reference utility corridors.</p> <p>Reasonable and prudent measures identified by the USFWS during consultation will be incorporated in project plans to minimize habitat fragmentation.</p> <p>Comment on abstract: abstracts lack of any reference of utility corridors mitigation measurements in the Final Critical Habitat Rule for Chinook Salmon in 2000 or the ensuing Recovery Plan for Lower Columbia River Chinook Salmon in 2013.</p>	<p>The corridor location appears to best meet the siting principles because the corridor generally avoids the critical habitat and the corridor is collocated with existing transmission lines. The corridor is designated electric-only and has a reduced width.</p> <p>Existing IOPs would be required, including consultation with the USFWS and NMFS.</p>
<p>VQO Partial Retention and the corridor intersect – Management activities are to remain visually subordinate to the characteristic landscape.</p>	<p>MP 0 to MP 5, MP 8 to MP 28</p>		<p>The corridor location appears to best meet the siting principles because of collocation with one or more existing transmission lines and the absence of more preferable</p>

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<p>Stevens Pass Greenway National Scenic Byway intersects and is adjacent to the corridor – The LMP does not address conflicts between National Scenic Byways and utility corridors. The LMP states that Stevens Pass Highway will be managed at a high visual quality level in the foreground and middle ground.</p>	<p>MP 0, MP 4, MP 8 to MP 11, MP 16, and MP 21 to MP 22</p>	<p>RFI comment: re-route to avoid America’s Byway.</p>	<p>alternatives.</p> <p>The scenic byway intersects the corridor at a few discreet locations, except between MP 8 and MP 10 where it parallels the corridor.</p> <p>Overall, the corridor location appears to best meet the siting principles because corridor is collocated with existing infrastructure and there is a minimal considering the existing infrastructure, minimal area of intersection.</p>
<p>Cascade Loop Regional Scenic Byway intersects and is adjacent to corridor – The LMP does not address conflicts between National Scenic Byways and utility corridors.</p>	<p>MP 0, MP 4, MP 8 to MP 11, MP 16, MP 21 to MP 22</p>		<p>The scenic byway intersects the corridor at a few discreet locations, except between MP 8 and MP 10 where it parallels the corridor.</p> <p>Overall, the corridor location appears to best meet the siting principles considering the existing infrastructure and minimal area of intersection.</p>
<p>Bull Trout (ESA listed threatened) critical habitat intersects and is adjacent to corridor – The land use plan pre-dates the listing of this species and does not have specific guidance or objectives.</p>	<p>MP 0, MP 4, MP 8 to MP 10, MP 13 to MP 14, MP 16 to MP 18</p>	<p>The USFWS issued the Final Critical Habitat Rule for Bull Trout in 2010. The Recovery Plan for the Conterminous United States Population of Bull Trout was finalized in 2015. The recovery plan does not address utility corridors.</p> <p>Reasonable and prudent measures identified by the USFWS during consultation will be incorporated in project plans to minimize habitat fragmentation.</p>	<p>The corridor location appears to best meet the siting principles because the corridor generally avoids the critical habitat and the corridor is collocated with existing transmission lines. The corridor is designated electric-only and has a reduced width to protect the Bull Trout.</p>
<p>Northern Spotted Owl (ESA listed threatened) critical habitat intersects and is adjacent to the corridor – The land use plan pre-dates the listing of this species and does not have specific guidance or objectives.</p>	<p>MP 2 to MP 3, MP 4 to MP 5, MP 7 to MP 8, and MP 19 to MP 25</p>	<p>The USFS/BLM Final Supplemental EIS on Management of Habitat for Late-Successional and Old-Growth Forest Related Species Within the Range of the Northern Spotted Owl was issued in 1994 but does not address utility corridors.</p>	<p>The corridor location appears to best meet the siting principles because of collocation with one or more existing transmission lines and the absence of more preferable alternatives. The corridor barely intersects the critical habitat between MP 2 and MP 3 and the corridor boundaries could be adjusted to avoid the critical habitat at this location. At other locations, options to shift this</p>

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		<p>The USFWS final rule for Northern Spotted Owl critical habitat was issued in 1992 and revised in 2012. The Revised Recovery Plan for the Northern Spotted Owl (2011) does not discuss conflicts between utility corridors and critical habitat.</p> <p>Reasonable and prudent measures identified by the USFWS during consultation will be incorporated in project plans to minimize habitat fragmentation.</p> <p>RFI comment: consult with USFWS to avoid adverse modification to designated Northern Spotted Owl critical habitat.</p> <p>Comment on abstract: a key species for consideration of impacts of any tree removal in both Washington corridors should be spotted owls, as many functional late successional forests can be found directly adjacent to disturbances in these two areas and they cut right through Northwest Forest Plan allocations that favor late successional habitat. The Agencies should disclose impacts to older forest and owl Critical Habitat.</p>	<p>corridor to federal lands outside of the critical habitat are limited.</p> <p>Existing IOPs would be required.</p>
<p>Marbled Murrelet (ESA listed threatened) critical habitat and the corridor intersect – The land use plan pre-dates the listing of this species and does not have specific guidance or objectives.</p>	<p>MP 4 to MP 5, MP 7 to MP 8, and MP 19 to MP 24</p>	<p>Critical habitat for Marbled Murrelet was designated in 1992 and has since been revised. A recovery plan for the Marbled Murrelet was finalized in</p>	<p>The location appears to best meet the siting principles because of collocation with one or more existing transmission lines and the absence of more preferable alternatives. The critical habitat encompasses a broad area</p>

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		<p>1997. The plan does not address utility corridors.</p> <p>Reasonable and prudent measures identified by the USFWS during consultation will be incorporated in project plans to minimize habitat fragmentation.</p> <p>RFI comment: consult with USFWS to avoid adverse modification to designated Marbled Murrelet critical habitat.</p>	<p>both north and south of the corridor, which cannot be avoided. The corridor is designated electric-only and has a reduced width to protect the Marbled Murrelet.</p>
<p>ROS Rural and the corridor intersect – Areas under this ROS class may be substantially modified. Resource modification and utilization practices are to enhance specific recreation activities and to maintain vegetative cover and soil.</p>	<p>MP 4 to MP 10</p>		<p>The corridor location appears to best meet the siting principles because of collocation with one or more existing transmission lines and the absence of more preferable alternatives.</p>
<p>VQO Retention and the corridor intersect – Management activities should not be visually evident.</p>	<p>MP 4 to MP 10</p>		
<p>ROS Road Modified and the corridor intersect – Under this ROS class, vegetative and landform alterations typically dominate the landscape. There is little on-site control of users except for gated roads.</p>	<p>MP 7 to MP 8</p>		
<p>VQO Modification and the corridor intersect - Management activities may visually dominate the original characteristic landscape. Activities which are predominantly the introduction of facilities should have visual characteristics that are compatible with the natural surroundings.</p>	<p>MP 7 to MP 8</p>		
<p>Alpine Lakes Management Unit OCD and the corridor intersect – The LMP does not address conflicts between utility corridors and the Alpine Lakes Management Unit. The Alpine Lakes</p>	<p>MP 7 to MP 25</p>		<p>The corridor location appears to best meet the siting principles because of collocation with several existing transmission lines and the absence of more preferable alternatives. Between MP 7 and MP 25, the Alpine Lakes</p>

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Management Plan was incorporated unchanged into the LMP.			Management Unit OCD encompasses a broad area both north and south of the corridor, which cannot be avoided.
Wild Sky Wilderness is adjacent to the corridor – The LMP does not prescribe restrictions for areas adjacent to Wilderness Areas.	MP 8 to MP 10	RFI comment: re-route to avoid Wilderness Areas that border the corridor. Comment on abstract: Wild Sky Wilderness overlaps 0.02 acres of the corridor.	The corridor appears to best meet the siting principles. The corridor is not located in the Wilderness Area and development and management inside of the corridor would not be affected. Because the wilderness area is directly north of the corridor, opportunities to shift the corridor are limited. The corridor overlap with wilderness identified by a stakeholder may be a GIS accuracy issue and cannot be validated at this time. This level of detail will be addressed during future land use planning.
Eagle Rock Roadless Area is adjacent to the corridor – The LMP does not prescribe restrictions for areas adjacent to roadless areas.	MP 9	The Roadless Area Conservation Rule (2001) prohibits road construction, reconstruction, and timber harvest in inventoried roadless areas.	The corridor appears to best meet the siting principles. The corridor is not located in the Roadless Area and development and management inside of the corridor would not be affected. The roadless area may restrict the shifting of the corridor boundary to the north. Agencies could consider a coordination IOP related to Roadless Areas to help minimize conflicts with the Roadless Rule.
Alpine Lakes Wilderness USFS Class I Area is adjacent to the corridor – The LMP does not prescribe restrictions for Class I Areas adjacent to utility corridors.	MP 22 to MP 23	RFI comment: re-route to avoid Wilderness Areas that border the corridor. Comment on abstract: Alpine Lakes Wilderness overlaps 0.08 acres of the corridor.	The corridor appears to best meet the siting principles. The corridor is not located in the Wilderness Area and development and management inside of the corridor would not be affected. However, because wilderness area is directly south of the corridor, the opportunity to expand the corridor may be limited. The corridor overlap with wilderness identified by a stakeholder may be a GIS accuracy issue and cannot be validated at this time. This level of detail will be addressed during future land use planning.

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<p><i>USFS Jurisdiction: Okanogan-Wenatchee National Forest</i> <i>Agency Land Use Plan: Wenatchee NF LMP (1990)</i></p>			
<p>Pacific Crest NST and the corridor intersect – The LMP does not address conflicts between planned utility corridors and the Pacific Crest NST.</p>	<p>MP 26</p>	<p>The Pacific Crest NST Comprehensive Management Plan was finalized in 1982. The plan does not provide guidance or recommendations on new transmission lines being constructed across the NST.</p> <p>RFI comment: re-route to avoid the PCT.</p> <p>Comment on abstract: crossing the PCT at a right angle minimizes the exposure time of trail users to the visual impacts of energy corridors. This is a crucial design element.</p> <p>Comment on abstract: request the corridor width be reduced between MP 25 and MP 27 to assure proper management of the viewshed of the PCT.</p> <p>Comment on abstract: the proposed corridor ought to be as precisely aligned as possible with existing infrastructure. Request the corridor be located as parallel as possible to the existing transmission line with the ID 3337270996.</p>	<p>The corridor location appears to best meet the siting principles. While the corridor cannot be re-routed to avoid the NST, the corridor is collocated with existing infrastructure and the NST crosses the corridor perpendicularly (minimizing impacts). Corridor width where it intersects the NST is about 1,155 ft compared to over 2,000 ft west of the NST. Further reducing the corridor width closer to the 500-ft width that occurs east of the NST could be considered. Collocating new transmission lines as close to as feasible and parallel to existing transmission lines would also minimize exposure of trail users to visual impacts of the energy corridor.</p> <p>Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.</p>
<p>Alpine Lakes Wilderness USFS Class I Area is adjacent to the corridor – The LMP does not prescribe restrictions for areas adjacent to Wilderness Areas.</p>	<p>MP 26 to MP 27</p>	<p>RFI comment: re-route to avoid Wilderness Areas that border the corridor.</p>	<p>The corridor appears to best meet the siting principles. The corridor is not located in the Wilderness Area and development and management inside of the corridor would not be affected. However, because wilderness area is directly south of the corridor, opportunities to shift the</p>

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			corridor are limited.
VQO Retention and the corridor intersect – Management activities should not be visually evident.	MP 26 to MP 28, MP 30 to MP 40, MP 43 to MP 47		The corridor location appears to best meet the siting principles because of collocation with existing transmission lines and the absence of more preferable alternatives.
Alpine Lakes Management Unit OCD and the corridor intersect – The LMP states that lands within view of scenic travel routes like the Alpine Lakes Unit will be managed under Retention and Partial Retention. Preserve and protect the natural character for future generations, and provide opportunities for solitude, challenge, inspiration, and scientific study.	MP 26 to MP 45		The corridor location appears to best meet the siting principles because of collocation with several existing transmission lines and the absence of more preferable alternatives. The Alpine Lakes Management Unit OCD encompasses a broad area both north and south of the corridor, which cannot be avoided.
Northern Spotted Owl (ESA listed threatened) critical habitat intersects and is adjacent to the corridor – The land use plan pre-dates the listing of this species and does not have specific guidance or objectives.	MP 26 to MP 60	<p>The USFS/BLM Final Supplemental EIS on Management of Habitat for Late-Successional and Old-Growth Forest Related Species Within the Range of the Northern Spotted Owl was issued in 1994 but does not address utility corridors.</p> <p>The USFWS final rule for Northern Spotted Owl critical habitat was issued in 1992 and revised in 2012. The Revised Recovery Plan for the Northern Spotted Owl (2011) does not discuss conflicts between utility corridors and critical habitat.</p> <p>Reasonable and prudent measures identified by the USFWS during consultation will be incorporated in project plans to minimize habitat fragmentation.</p> <p>RFI comment: consult with USFWS to avoid adverse modification to</p>	<p>The corridor location appears to best meet the siting principles because of collocation with several existing transmission lines and the absence of more preferable alternatives. Northern Spotted Owl critical habitat encompasses a broad area both north and south of the corridor, which cannot be avoided.</p> <p>Development within the corridor could be limited if known Northern Spotted Owl activity centers are present.</p>

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		designated Northern Spotted Owl critical habitat.	
Alpine Lakes Adj. Roadless Area is adjacent to the corridor – The LMP does not prescribe restrictions for areas adjacent to roadless areas.	MP 27 to MP 29 and MP 35	The Roadless Area Conservation Rule (2001) prohibits road construction, reconstruction, and timber harvest in inventoried roadless areas.	The corridor appears to best meet the siting principles. The corridor is not located in the Roadless Area and development and management inside of the corridor would not be affected. The roadless area is located directly south of the corridor in a few locations, which may restrict shifting of the corridor boundary. Agencies could consider a coordination IOP related to Roadless Areas to help minimize conflicts with the Roadless Rule.
VQO Modification and the corridor intersect – Management activities may visually dominate the original characteristic landscape. Activities which are predominantly the introduction of facilities should have visual characteristics that are compatible with the natural surroundings.	MP 27 to MP 31, MP 41, MP 43, MP 51 to MP 53, MP 57 to MP 69		The corridor location appears to best meet the siting principles because of collocation with existing transmission lines and the absence of more preferable alternatives.
ROS: Semi-Primitive Motorized - Urban and the corridor intersect – Under this ROS class, areas range from minimum on-site controls and restrictions to substantially urbanized. Motorized use is permitted.	MP 27, MP 30 to MP 38, MP 39 to MP 40, and MP 42 to MP 45		
ROS: Roaded Natural – Urban and the corridor intersect – Under this ROS class, areas range from those having resource modification and utilization practices evident to those substantially urbanized.	MP 28 to MP 30, MP 36, MP 41, MP 43, MP 51 to MP 53, MP 57 to MP 58, MP 60 to MP 64		
Stevens Pass Greenway National Scenic Byway intersects and is adjacent to the corridor – The LMP states that visual quality is to be maintained at a high level for all major scenic highways Lands within view of scenic travel routes will be managed under the Retention and Partial Retention visual management standards.	MP 31 to MP 37	RFI comment: re-route to avoid America’s Byway.	The corridor location appears to best meet the siting principles because of collocation with existing infrastructure and the absence of more preferable alternatives.

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VQO Partial Retention and the corridor intersect – Management activities are to remain visually subordinate to the characteristic landscape.	MP 31, MP 46 to MP 51, and MP 55 to MP 57		The corridor location appears to best meet the siting principles because of collocation with existing transmission lines and the absence of more preferable alternatives.
Steelhead Salmon (ESA listed endangered) critical habitat intersects and is adjacent to the corridor – The land use plan pre-dates the listing of this species and does not have specific guidance or objectives.	MP 32 to MP 35, MP 38, MP 40, MP 43, and MP 45	<p>The USFWS designated critical habitat for Steelhead Salmon in 2005 and NMFS published the Recovery Plan for Lower Columbia River Steelhead in 2013. The plan does not reference utility corridors.</p> <p>Reasonable and prudent measures identified by the USFWS during consultation will be incorporated in project plans to minimize habitat fragmentation.</p>	The corridor location appears to best meet the siting principles because the corridor is collocated with existing transmission lines and the absence of more preferable alternatives. The corridor intersects Steelhead Salmon critical habitat at various angles at discreet locations. The corridor is designated electric-only and has a reduced width.
Bull Trout (ESA listed threatened) critical habitat intersects and is adjacent to the corridor – The land use plan pre-dates the listing of this species and does not have specific guidance or objectives.	MP 32 to MP 35, MP 38, MP 43, MP 45	<p>The USFWS issued the Final Critical Habitat Rule for Bull Trout in 2010. The Recovery Plan for the Conterminous United States Population of Bull Trout was finalized in 2015. The recovery plan does not address utility corridors.</p> <p>Reasonable and prudent measures identified by the USFWS during consultation will be incorporated in project plans to minimize habitat fragmentation.</p>	The corridor location appears to best meet the siting principles because the corridor generally avoids the critical habitat and the corridor is collocated with existing transmission lines. The corridor is designated electric-only and has a reduced width to protect the Bull Trout. The corridor intersects Bull Trout critical habitat at various angles at discreet locations. At some locations there may be opportunity to shift the corridor to avoid the critical habitat.
Chinook Salmon (ESA listed endangered and threatened) critical habitat intersects and is adjacent to the corridor – The land use plan pre-dates the listing of this species and does not have specific guidance or objectives.	MP 38, MP 43, and MP 45	The USFWS issued the Final Critical Habitat Rule for Chinook Salmon in 2000 and NMFS published the Recovery Plan for Lower Columbia River Chinook Salmon in 2013. The plan does not reference utility corridors.	The corridor location appears to best meet the siting principles because of the minimal area of intersection with the critical habitat, collocation with existing infrastructure, and the absence of more preferable alternatives. The corridor is designated electric-only and has a reduced

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		Reasonable and prudent measures identified by the USFWS during consultation will be incorporated in project plans to minimize habitat fragmentation.	width. The corridor intersects Chinook Salmon critical habitat at various angles at discreet locations. Existing IOPs would be required, including consultation with the USFWS and NMFS.
ROS: Roaded Natural and the corridor intersect – Areas under this ROS class may have resource modification and utilization practices evident, but harmonized with the natural environment. Conventional motorized use is provided for in construction standards and design of facilities.	MP 46 to 51, and MP 55 to MP 57		The corridor location appears to best meet the siting principles because of collocation with existing transmission lines and the absence of more preferable alternatives.
ROS: Semi-Primitive Non-Motorized and Semi-Primitive Motorized and the corridor intersect – Areas under these classes are managed such that minimum on-site controls and restrictions, may be present, but are subtle. Motorized use is (Semi-Primitive Motorized) or is not (Semi-Primitive Non-motorized) permitted.	MP 65 to MP 69		
BLM Jurisdiction: Spokane District Office Agency Land Use Plan: Spokane RMP (1985)			
Bull Trout (ESA listed threatened) critical habitat and the corridor intersect – The land use plan pre-dates the listing of this species and does not have specific guidance or objectives. However, the RMP states that no activities would be permitted in habitat of endangered, threatened, or sensitive species that would jeopardize the continued existence of such species. Every effort would be made to modify, relocate, or abandon the activity in order to obtain “a no effect determination by USFWS.” If the BLM determines that an activity cannot be altered or abandoned, consultation with the USFWS would be initiated.	MP 65	The USFWS issued the Final Critical Habitat Rule for Bull Trout in 2010. The Recovery Plan for the Conterminous United States Population of Bull Trout was finalized in 2015. The recovery plan does not address utility corridors. Reasonable and prudent measures identified by the USFWS during consultation will be incorporated in project plans to minimize habitat fragmentation.	The corridor intersection with the Bull Trout critical habitat, while relatively perpendicular to the habitat, is on a small sliver of federal land that is not collocated with transmission lines. While there are no options for shifting the corridor to other federal lands that avoid the critical habitat at this location, the Agencies could consider deleting the small corridor segment that intersects with the critical habitat.
Chinook Salmon (ESA listed endangered and threatened) critical habitat and the corridor	MP 65	The USFWS issued the Final Critical Habitat Rule for Chinook Salmon in	The corridor intersection with the Chinook Salmon critical habitat, while relatively perpendicular to the habitat, is on

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<p>intersect – The land use plan pre-dates the listing of this species and does not have specific guidance or objectives.</p> <p>However, the RMP states that no activities would be permitted in habitat of endangered, threatened, or sensitive species that would jeopardize the continued existence of such species. Every effort would be made to modify, relocate, or abandon the activity in order to obtain “a no effect determination by USFWS.” If the BLM determines that an activity cannot be altered or abandoned, consultation with the USFWS would be initiated.</p>		<p>2000 and NMFS published the Recovery Plan for Lower Columbia River Chinook Salmon in 2013. The plan does not reference utility corridors.</p> <p>Reasonable and prudent measures identified by the USFWS during consultation will be incorporated in project plans to minimize habitat fragmentation.</p>	<p>a small sliver of federal land that is not collocated with transmission lines. While there are no options for shifting the corridor to other federal lands that avoid the critical habitat at this location, the Agencies could consider deleting the small corridor segment that intersects with the critical habitat.</p> <p>Existing IOPs would be required, including consultation with the USFWS and NMFS.</p>
<p>Steelhead Salmon (ESA listed endangered) critical habitat and the corridor intersect – The land use plan pre-dates the listing of this species and does not have specific guidance or objectives.</p> <p>However, the RMP states that no activities would be permitted in habitat of endangered, threatened, or sensitive species that would jeopardize the continued existence of such species. Every effort would be made to modify, relocate, or abandon the activity in order to obtain “a no effect determination by USFWS.” If the BLM determines that an activity cannot be altered or abandoned, consultation with the USFWS would be initiated.</p>	<p>MP 65</p>	<p>The USFWS designated critical habitat for Steelhead Salmon in 2005 and NMFS published the Recovery Plan for Lower Columbia River Steelhead in 2013. The plan does not reference utility corridors.</p> <p>Reasonable and prudent measures identified by the USFWS during consultation will be incorporated in project plans to minimize habitat fragmentation.</p>	<p>The corridor intersection with the Steelhead Salmon critical habitat, while relatively perpendicular to the habitat, is on a small sliver of federal land that is not collocated with transmission lines. While there are no options for shifting the corridor to other federal lands that avoid the critical habitat at this location, the Agencies could consider deleting the small corridor segment that intersects with the critical habitat.</p>

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.

Cultural Resources:

- Re-route to avoid NRHP property (RFI comment).

Analysis: The corridor does not intersect any NRHP properties. Section 106 of the NHPA requires federal agencies to consider the effects of an undertaking on cultural resources list on the NRHP.

Specially Designated Area:

- Re-route to avoid numerous "suitable" segments under Wild & Scenic Rivers Act (RFI comment).

Analysis: There are no WSR suitable segments that intersect with the designated corridor.

Visual Resources:

- Development within the corridor could impact the viewshed of the U.S. 2 Stevens Pass Greenway and Pacific Crest Trail, portions of the Stevens Pass Historic District, and portions of the Forest Plan-recommended Tye Recreational River.

Analysis: Adherence to existing IOPs for visual resources would be required.

Ecology:

- Removal of forest and ground disturbance for future new development on either side of the corridor would be a challenge due to steep unstable land forms, flood-prone streams, portions of late-successional reserve and riparian reserve habitat, and encroachment of invasive weeds.
- 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).
- No imperiled species score was available for this segment, but the presence of extensive critical habitat suggests a need to identify and where present avoid impacts to geographic areas for recovery units for threatened and endangered species (RFI comment).
- Re-route to avoid Northwest Forest Plan critical habitat and late-successional/ adaptive management reserves (RFI comment).
- This corridor largely follows Highway 2 with exceptions, and where there are exceptions they are within the North Cascades grizzly bear recovery zone. Any impacts to core should be analyzed as well as what the extended footprint of the highway/disturbance zone would be, given that this is already a fracture zone for wildlife in our state, including for wolverines that may have home ranges extending on both sides of Highway 2 (comment on abstract).
- Agencies should reference the Washington Wildlife Habitat Connectivity Working Group products for GIS layers to see the overlap to connectivity patterns that are key in Washington (comment on abstract).
- Recommend that any crossing of stream body acquires a Hydraulic Project Approval from the State of Washington to address all of our concerns for specific fish and wildlife impacts (comment on abstract).

- During planning of additional infrastructure, please incorporate wildlife corridors into the plans to connect large species such as ungulates and large carnivores, such as bear, wolf, cougar, bobcat and smaller carnivores, such as weasels and foxes, and even the smallest mammals, amphibians, and reptiles (comment on abstract).

Analysis: Mitigation measures will occur at the project-specific level pursuant to BLM and USFS policies. Section 7 consultation with USFWS would be commensurate with agency determination of potential affect to threatened or endangered species. Adherence to existing IOPs for ecological resources, vegetation, soils, and water resources 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.

Military and Civilian Aviation:

- MTR-VR and the corridor intersect from MP 19 to MP 32.

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

BLM = Bureau of Land Management; BMP = best management practice; CHAT = Crucial Habitat Assessment Tool; DoD = Department of Defense; ESA = Endangered Species Act; FO = Field Office; GIS = geographic information system; IOP = interagency operating procedure; LMP = land management plan; MP = milepost; MTR = Military Training Route; NF = National Forest; NHPA = National Historic Preservation Act; NHT = National Historic Trail; NMFS = National Marine Fisheries Service; NRHP = National Register of Historic Places; NST = National Scenic Trail; OCD = other congressionally designated area; PCT = Pacific Crest Trail; PEIS = Programmatic Environmental Impact Statement; RFI = request for information; RMP = resource management plan; ROS = recreation opportunity spectrum; ROW = right-of-way; USFS = U.S. Forest Service; USFWS = U.S. Fish and Wildlife Service; VQO = visual quality objective; VR = visual route; VRM = visual resource management; WGA = Western Governors' Association; WSR = wild and scenic river; WWEC = West-wide Energy Corridor.