Corridor 261-262

Mount Shasta Corridor

Corridor Purpose and Rationale

The corridor provides a north south pathway through Shasta National Forest along Interstate 5 in California. Input regarding alignment from the National Grid 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 limited potential for additional projects because of the number of existing transmission lines coupled with the proximity of Interstate Highway 5 along the entire length of the corridor.

Corridor location:
California (Shasta and Siskiyou Co.)
BLM: Redding Field Offices
USFS: Klamath NF and Shasta-Trinity NF
Regional Review Region: Region 5

Corridor width, length:
Width 2,000 ft in Redding FO and Klamath NF; 3,500 ft in rest
16 miles of designated corridor
65 miles of posted route, including gaps

Designated Use:
- electric-only in Redding FO and Shasta-Trinity NF; multi-modal in rest

Corridor of concern (N)

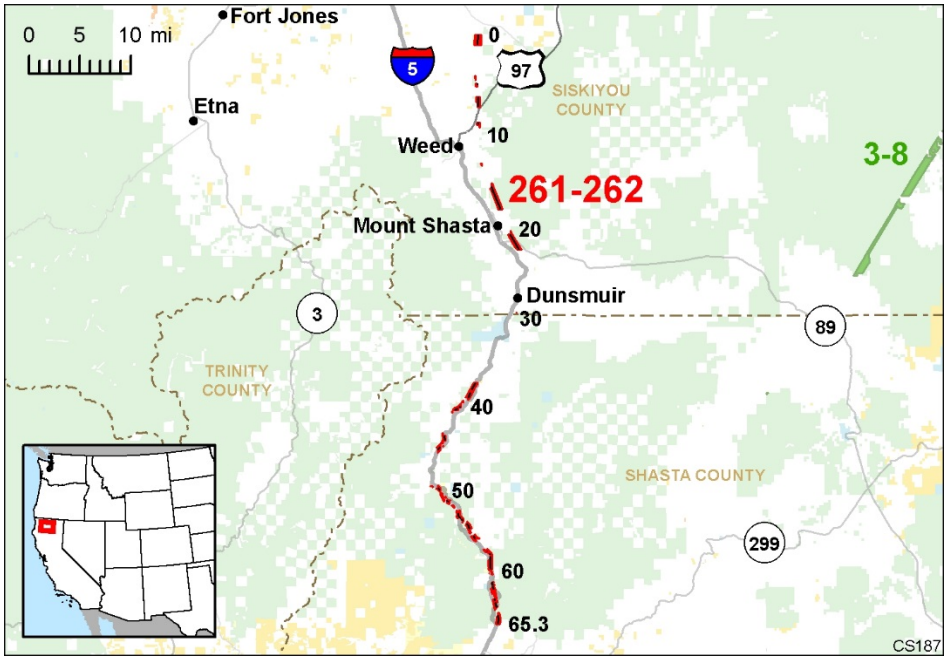
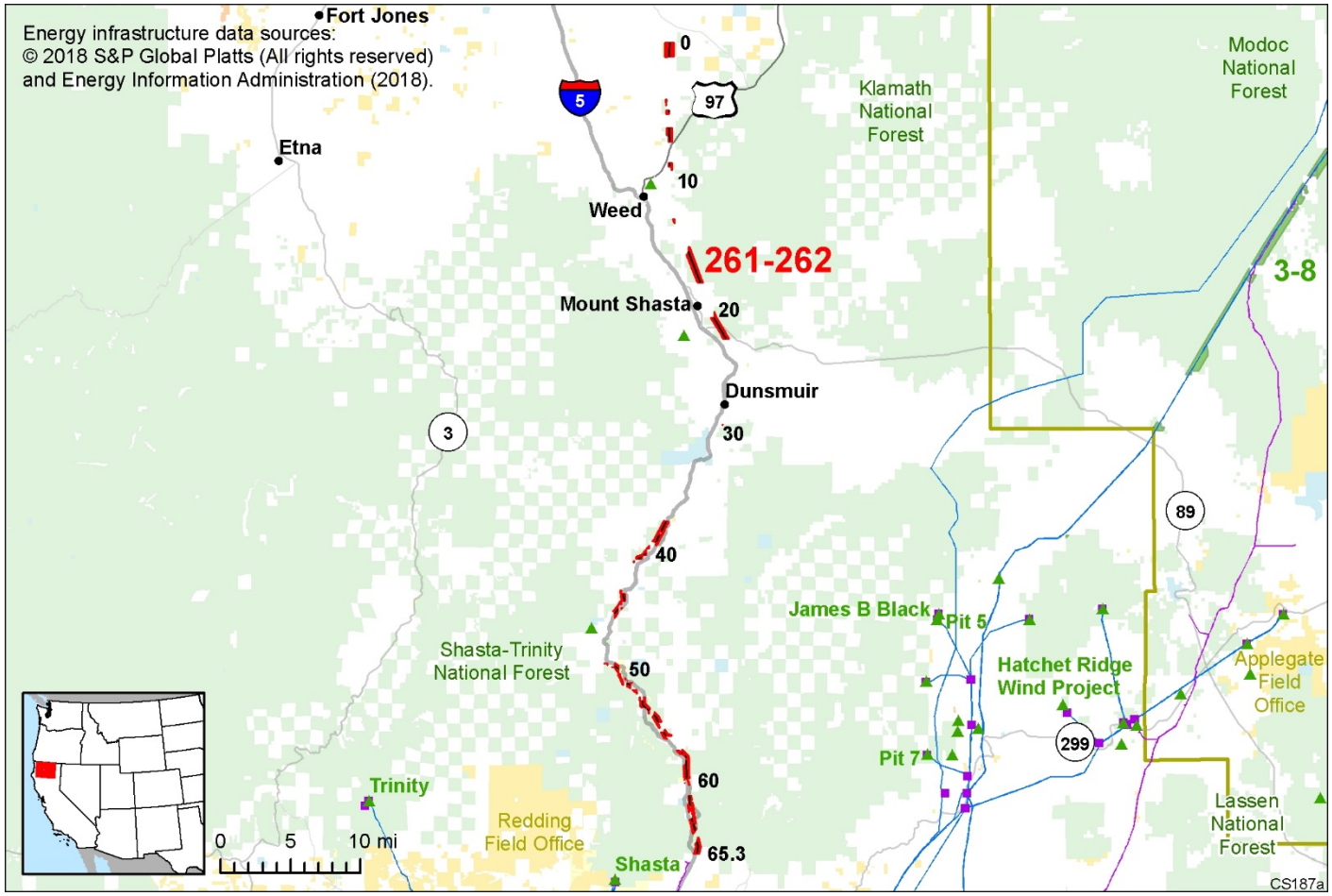
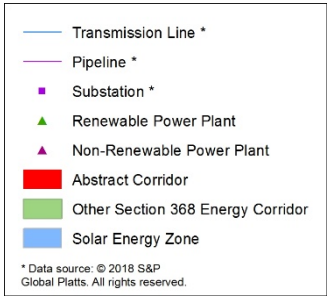


Figure 1. Corridor 261-262

Corridor history:
- Locally designated prior to 2009 (N)
- Existing infrastructure (Y)
  - 69- and 115-kV transmission lines are within and adjacent to the entire length of the corridor.
  - I-5 is within and adjacent to the entire length of the corridor.
- Energy potential near the corridor (Y)
  - 3 power plants within 3 mi (2 hydroelectric, 1 biomass)
  - 1 substation is within the corridor and 25 more substations are within 5 mi of the corridor.
- Corridor changes since 2009 (N)





Keys for Figures 1 and 2

Figure 2. Corridor 261-262 and nearby electric transmission lines and pipelines

Conflict Map Analysis

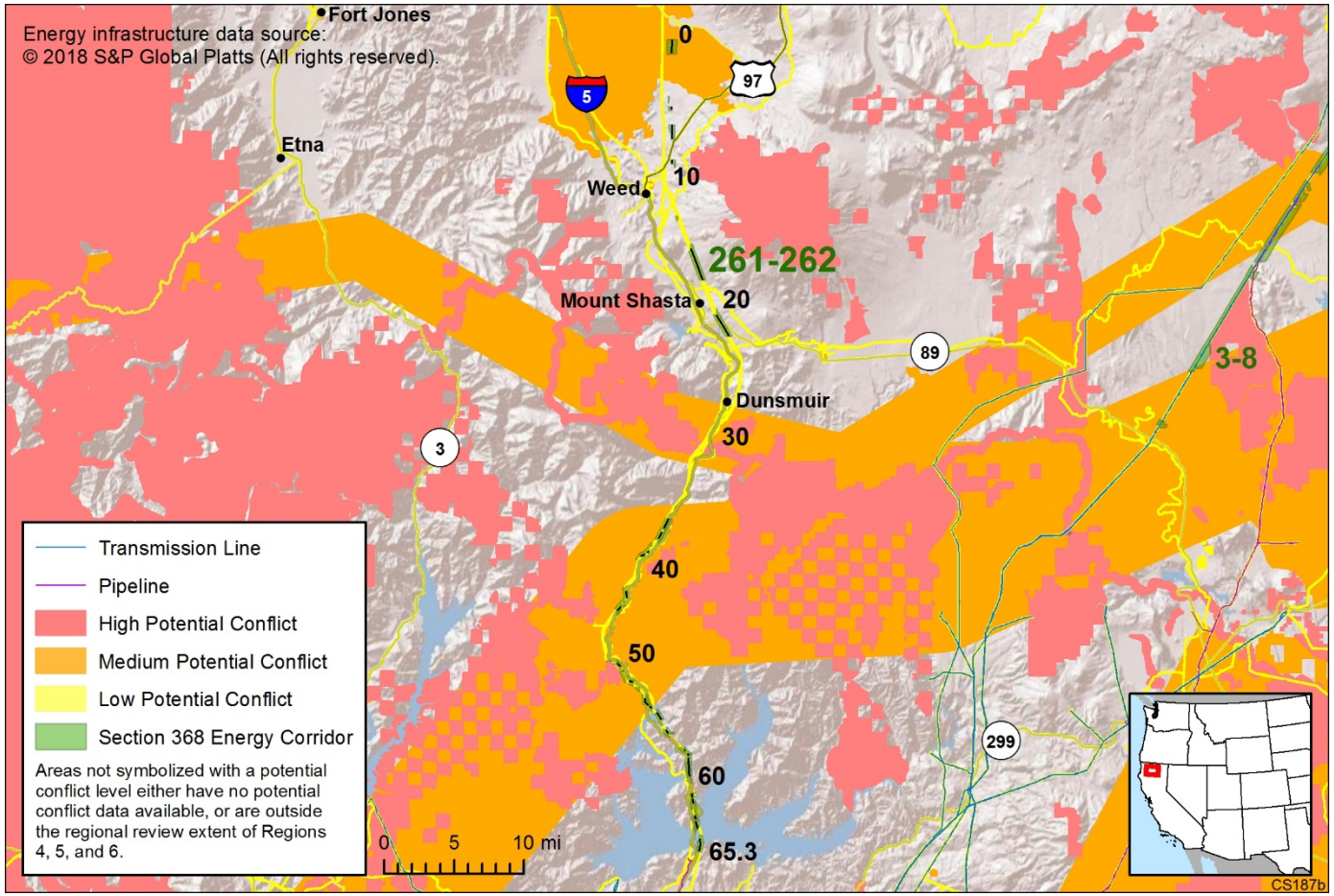


Figure 3. Map of Conflict Areas in Vicinity of Corridor 261-262

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 WWEC 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/)

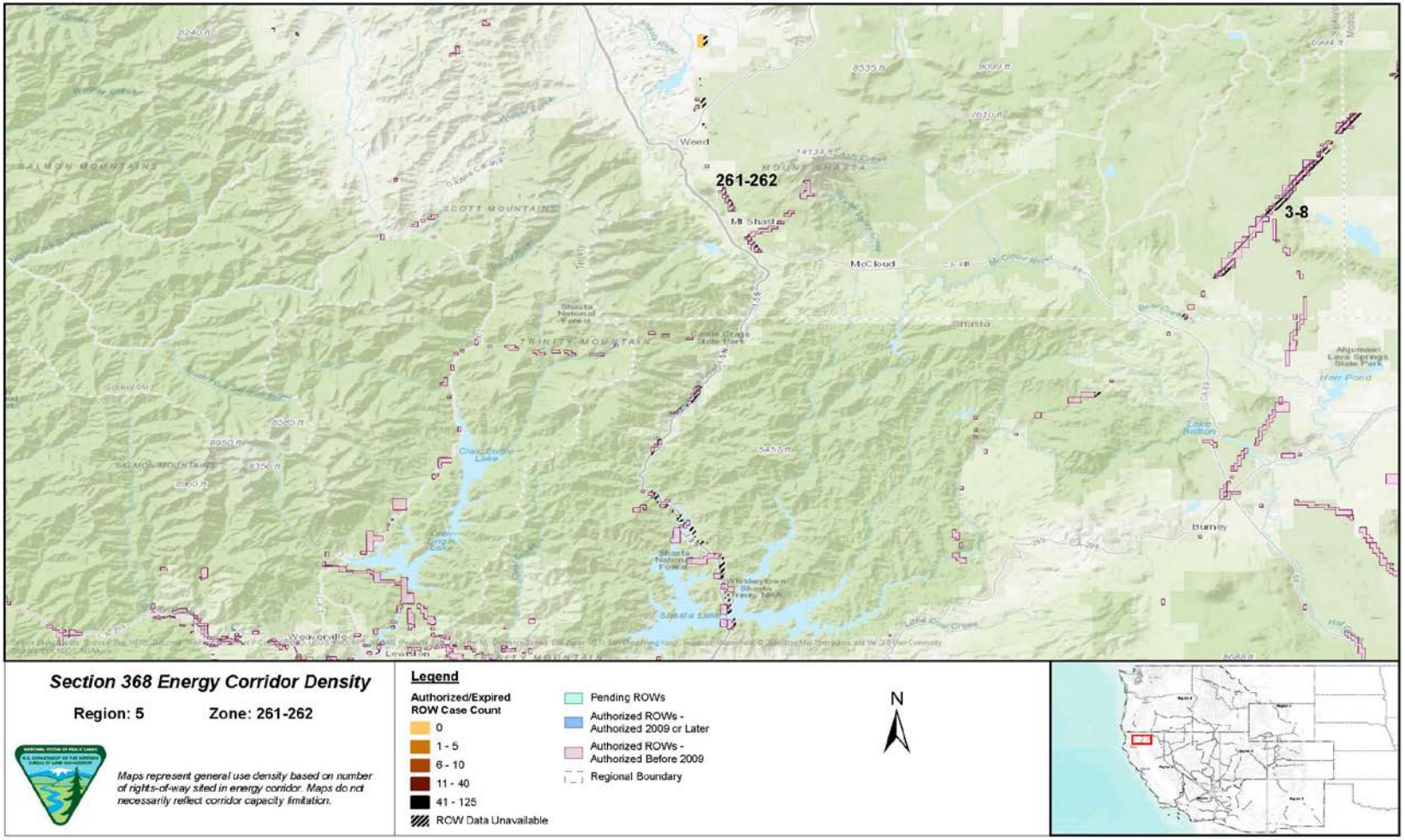


Figure 4. Corridor 261-262, Corridor Density Map

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 261-262 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]**
USFS Jurisdiction: Klamath National Forest ***Agency Land Use Plan:*** *Klamath NF LMP (1995 [including all amendments as of 7/29/2010])*			
No issues related to resource intersections with the corridor in the Klamath NF have been identified.			
BLM Jurisdiction: *Redding Field Office* ***Agency Land Use Plan:*** *Redding RMP (1993)*			
No issues related to resource intersections with the corridor in the Redding FO have been identified.			
USFS Jurisdiction: Shasta Trinity National Forest ***Agency Land Use Plan:*** Shasta Trinity NF LMP (1995)			
The Volcanic Legacy National Scenic Byway (an All American Road) and the corridor intersect and are adjacent – The LMP pre-dates the establishment of the Byway and does not have specific guidance or objectives.	MP 7 and MP 21 to MP 22	USDA-FS Volcanic Legacy Scenic Byway All American Road Interpretive Plan (2012) Management objective to "preserve sites and natural features to maintain scenic values, open space, and access to wildlife viewing. Protect scenic landscapes and visitor experiences that are here now so others can enjoy those 25 years from now.	The corridor location appears to best meet the siting principles because the intersection of the corridor with the scenic byway between MP 21 and MP 22 is perpendicular (minimizing impact on the trail values). At that location the corridor is also collocated with two existing transmission lines. The corridor is adjacent to the byway at MP 7 (does not intersect the byway), and development and management inside of the corridor would not be affected.
Dog Creek Roadless Area and the corridor are adjacent - The LMP does not address corridors adjacent to roadless areas.	MP 49 to MP 50	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

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			development and management inside of the corridor would not be affected. Agencies could consider a coordination IOP related to Roadless Areas to help minimize conflicts with the Roadless Rule.
Whiskeytown-Shasta-Trinity NRA and the corridor intersect – The LMP states that NRAs will be managed to protect the scenery within foreground and middleground views.	MP 53 to MP 65		The corridor appears to best meet the siting principles as it is collocated with existing infrastructure. The corridor cannot be expanded or shifted at this location because the NRA encompasses a broad area on both sides of the corridor.

[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.

Potential Corridor Revisions:

- Reduce corridor width between MP 40 and MP 66 to 2,000 ft. for consistency with segments through Klamath National Forest. Reduce corridor width between MP 40 and MP 66 to 2,000 ft. for consistency with segments through the BLM Redding Field Office (comment on abstract).

Analysis: Maintaining the higher width for the corridor where no resource constraints are currently known may be environmentally preferable, because it allows greater flexibility to avoid sensitive resources and still locate future development within the corridor.

Jurisdictional Concerns:

- The corridor will cross the Pacific Crest Trail from approximately MP 31 to MP 32 in the vicinity of Castle Crags State Park where the Pacific Crest NST crosses Interstate 5 near the town of Dunsmuir, California. The corridor width at the Pacific Crest NST crossing should be kept to a maximum of 2,000 feet and any additional development should be kept as close to the I-5 freeway as possible (comment on abstract).
- The analysis does not thoroughly address the potential impacts to the viewshed of the Pacific Crest NST as it approaches the I-5 corridor from the west and the east (comment on abstract).
- The following IOPs should be considered for addressing nationally designated trails: narrowing of the corridor to the absolute minimum width within the trail's foreground- This will minimize the length of the clearing viewed and experienced by trail users as they cross energy corridors (comment on abstract).

Analysis: Section 368 energy corridors cannot be designated on private land. If future development was located along the private land segments, the intersection of a future transmission line or pipeline with the Pacific Crest NST would be approximately perpendicular (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.

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. Consult with USFWS to avoid adverse modification to Northern spotted owl designated critical habitat within 2 km (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.

Military and Civilian Aviation:

- MTR – Slow-speed Route and the corridor intersect from MP 37 to MP 54.
- MTR – VR and the corridor intersect from MP 40 to MP 50.

Analysis: Adherence to existing IOP regarding coordination with DoD would be required. Agencies considering 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; CHAT = crucial habitat assessment tool; DoD = Department of Defense; FO = field office; GIS = geographic information system; IOP = interagency operating procedure; LMP = land management plan; MP = milepost; MTR = Military Training Route; NF = National Forest; NHT = National Historic Trail; NRA = National Recreation Area; NST = National Scenic Trail; 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; VR = visual route; WGA = Western Governors' Association; WWEC = West-wide Energy Corridor.