

Corridor 3-8

Big Bend to Tule Lake Corridor

Corridor Purpose and Rationale

The corridor connects multiple Section 368 energy corridors and provides a pathway for energy transport on National Forest System lands along existing infrastructure in northern California. Input regarding alignment from the National Grid, Pacific Gas and Electric Company, 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:

California (Modoc, Siskiyou, and Shasta Co.)
 USFS: Lassen NF, Modoc NF, and Shasta-Trinity NF
 Regional Review Region: Region 5

Corridor width, length:

Width 1,000 ft in Lassen NF; 3,500 ft in rest of corridor
 34 miles of designated corridor
 58 miles of posted route, including gaps

Designated Use:

- corridor is multi-modal

Corridor of concern (N)

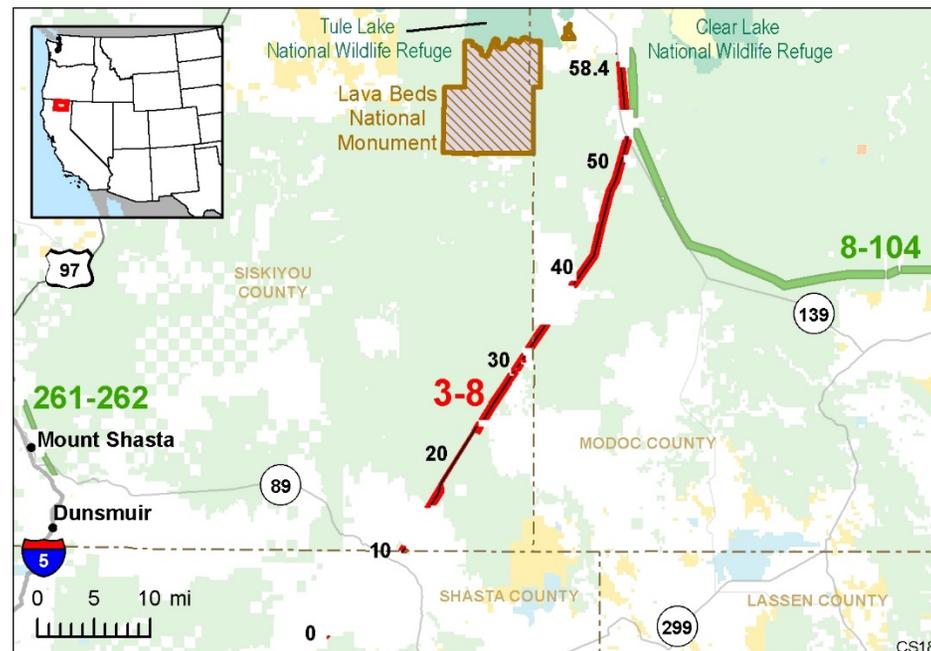


Figure 1. Corridor 3-8

Corridor history:

- Locally designated prior to 2009 (Y)
- Existing infrastructure (Y)
 - Three 500-kV transmission lines extend the full length of the corridor.
 - Two natural gas pipelines are within and adjacent to a portion of the corridor.
- Energy potential near the corridor (Y)
 - 3 substations are within 5 mi of the corridor
- Corridor changes since 2009 (N)

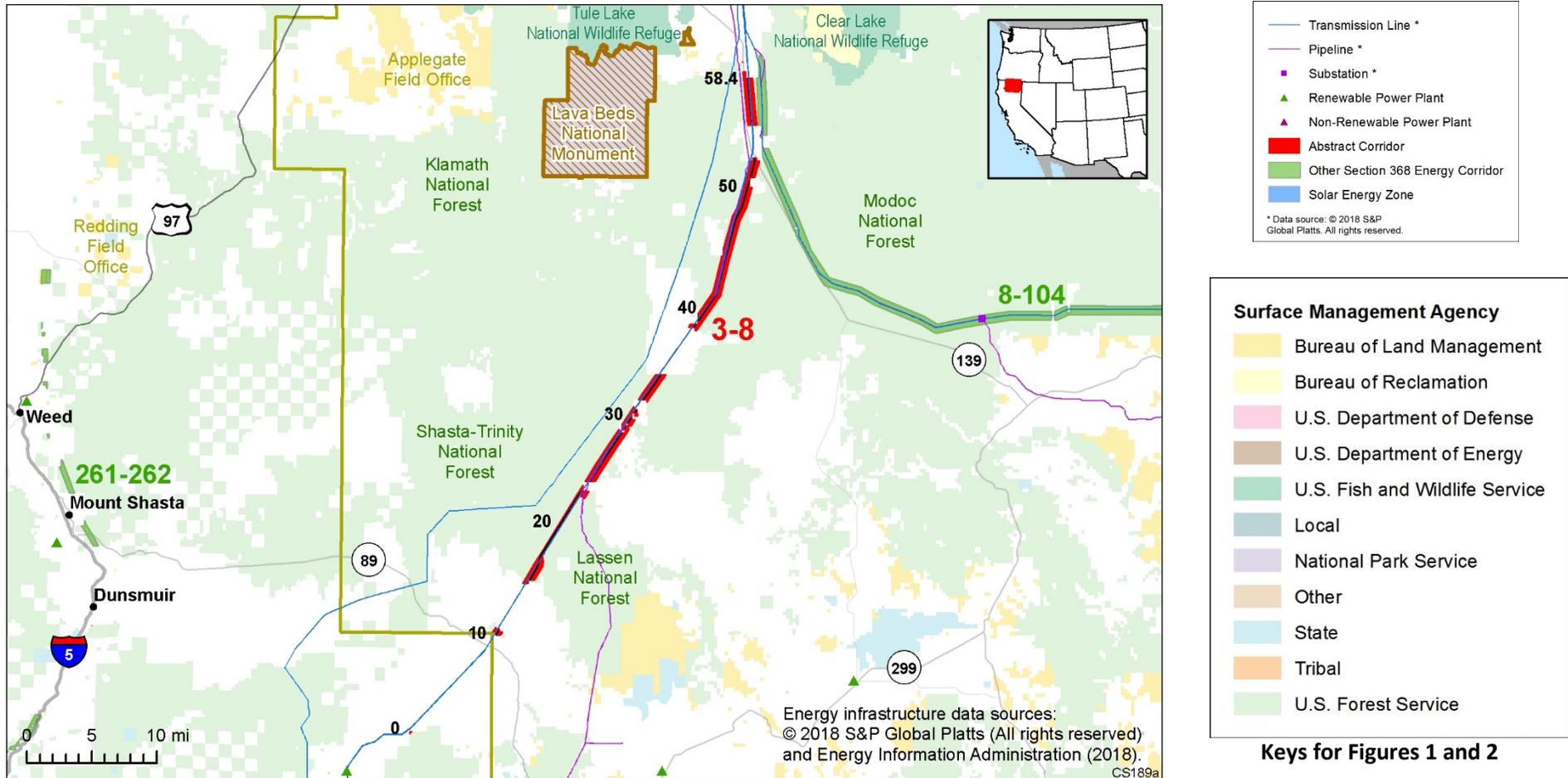


Figure 2. Corridor 3-8 and nearby electric transmission lines and pipelines

Conflict Map Analysis

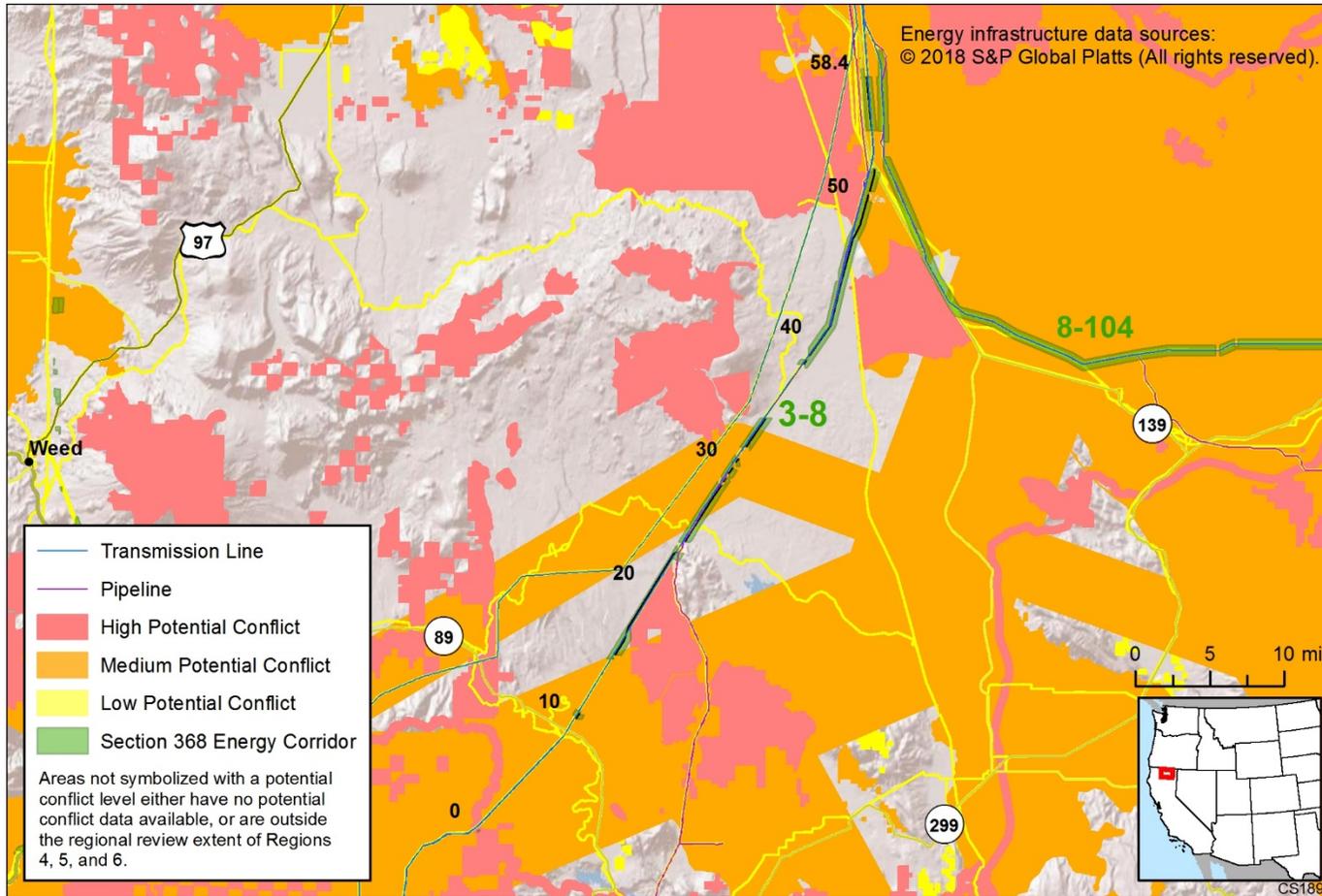


Figure 3. Map of Conflict Areas in Vicinity of Corridor 3-8

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/>)

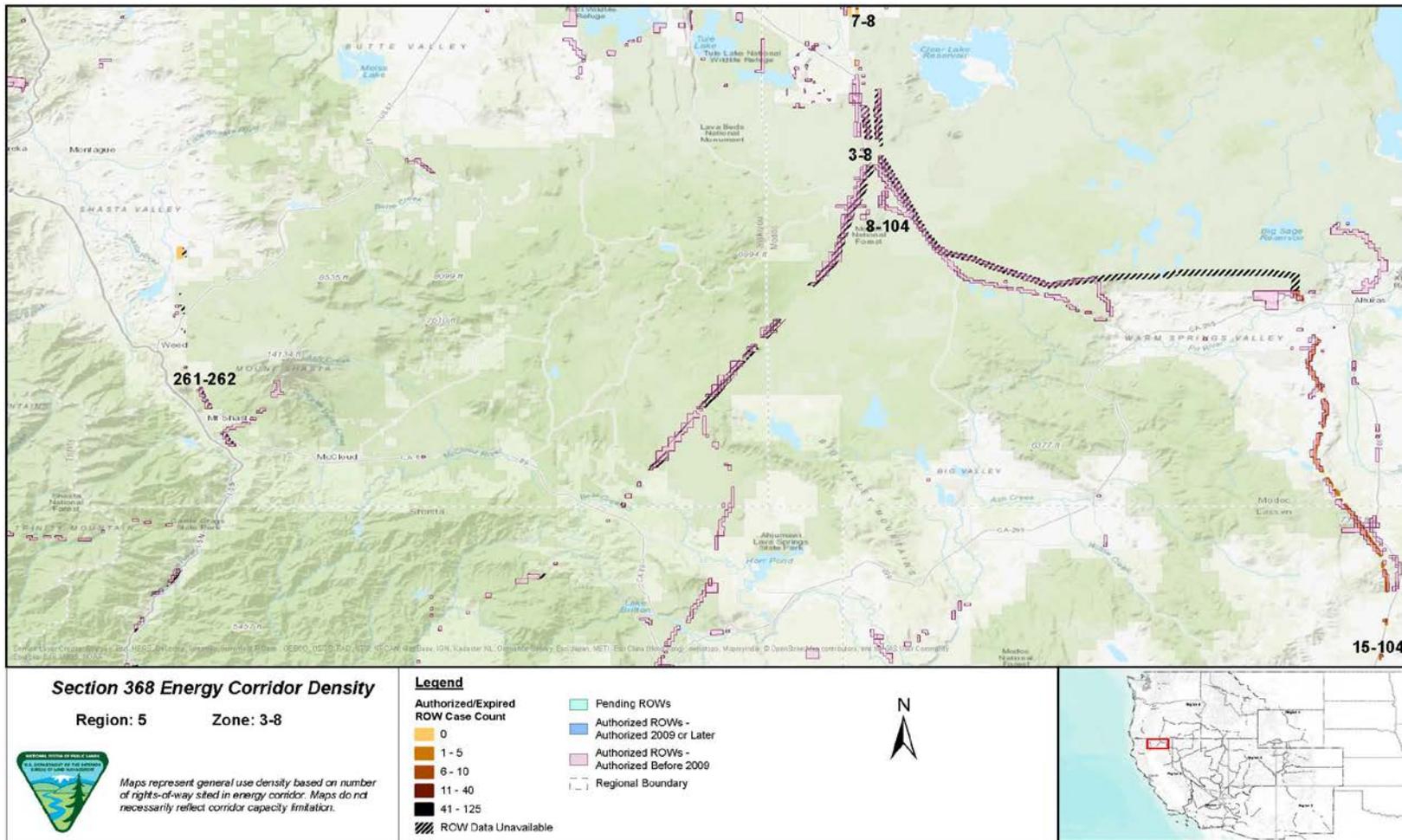


Figure 4. Corridor 3-8, Corridor Density Map

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 3-8 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
<i>USFS Jurisdiction: Shasta-Trinity National Forest</i> <i>Agency Land Use Plan: Shasta-Trinity NF LMP (1995)</i>			
Pacific Crest NST and the corridor intersect – Projects planned within the foreground areas adjacent to the Pacific Crest NST, trailheads, camps, or other PCT-related developments will incorporate the requirements found in the LMP.	MP 0	At MP 0, only a small sliver of corridor is designated since most of the area is not federally administered. The small corridor area here intersects the PCT. 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.	This small corridor segment could be deleted to avoid the PCT. Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.
Northern Spotted Owl (ESA-listed threatened) critical habitat and the corridor intersect – Standards for Late-Successional Reserve specify the protection of 100-acres of owl habitat around all known owl activity centers within the range of the northern spotted owl.	MP 0	At MP 0, only a small sliver of corridor is designated since most of the area is not federally administered. The small corridor area here intersects critical habitat. The USFS 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.	This small corridor segment could be deleted to avoid the Northern Spotted Owl critical habitat. Development within the corridor could be limited if known owl activity centers are present.

CORRIDOR 3-8 REVIEW

POTENTIAL COMPATIBILITY ISSUES or CONCERNS TO EXAMINE	MILEPOST (MP)¹	STAKEHOLDER INPUT and OTHER RELEVANT INFORMATION	POTENTIAL RESOLUTIONS BASED ON SITING PRINCIPLE ANALYSIS²
		<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>Mayfield Roadless Area and the corridor are adjacent—The LMP states that to protect the remaining high quality habitats, no new roads will be constructed in inventoried roadless areas in Key Watersheds. Watershed analysis must be conducted in all non-Key Watersheds that contain roadless areas before any management activities can occur within those roadless areas.</p>	<p>MP 16 and MP 22</p>	<p>The Roadless Area Conservation Rule (2001) prohibits road construction, reconstruction, and timber harvest in inventoried roadless areas.</p>	<p>The corridor is narrowed in this location and is not located in the Roadless Area; development and management inside of the corridor would not be affected. Because management prescriptions prevent new roads in Roadless Areas within Key Watersheds, it is possible that the opportunity to expand or shift the corridor to the east would be more limited.</p> <p>The Agencies could consider expanding the corridor to the west to widen corridor and avoid the Roadless Area.</p> <p>Agencies could consider a coordination IOP related to Roadless Areas to help minimize conflicts with the Roadless Rule.</p>
<p>USFS Jurisdiction: Lassen National Forest Agency Land Use Plan: Lassen NF LMP 1992</p>			
<p>Mayfield Roadless Area is adjacent to corridor— The LMP does not prescribe restrictions for areas adjacent to the roadless area.</p>	<p>MP 17 to MP 22</p>	<p>The Roadless Area Conservation Rule (2001) prohibits road construction, reconstruction, and timber harvest in inventoried roadless areas.</p>	<p>The corridor is narrowed in this location and is not located in the Roadless Area; development and management inside of the corridor would not be affected. Because management prescriptions prevent new roads in Roadless</p>

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			<p>Areas, it is possible that the opportunity to expand or shift the corridor would be more limited.</p> <p>The Agencies could consider expanding the corridor to the west to widen corridor and avoid the Roadless Area.</p> <p>Agencies could consider a coordination IOP related to Roadless Areas to help minimize conflicts with the Roadless Rule.</p>
<p>USFS Jurisdiction: Modoc National Forest Agency Land Use Plan: Modoc NF LMP 1991</p>			
<p>GRSG GHMA and the corridor intersect — The LMP does not prescribe restrictions within GHMAs. No changes to the LMP were included in 2015 GRSG amendments to USFS LMPs. The October 2018 USFS Draft EIS addressing planning issues for GRSG did not include California NFs, so no changes to GRSG management prescriptions in the Modoc NF are anticipated in association with the forthcoming ROD.</p>	<p>MP 49 to MP 52 and MP 58</p>	<p>RFI comment: re-route or exclude new infrastructure ROWs and avoid all new energy infrastructure development within GRSG PACs (9% overlap). Use full mitigation hierarchy to avoid, minimize, and compensate for impacts within four miles of important sage-grouse breeding areas.</p>	<p>There are no management prescriptions preventing future development within GHMA areas within the corridor. The location appears to best meet the siting principles because collocation with the existing transmission lines is preferred. The GHMA encompasses a broad area around the corridor, which cannot be avoided.</p>
<p>Emigrant Trail National Forest Scenic Byway intersects and is adjacent to the corridor – The LMP does not prescribe restrictions for areas within and adjacent to the scenic byway.</p>	<p>MP 52 to MP 58</p>	<p>The Scenic Byway intersects the corridor at MP 52 and parallels near or adjacent to the corridor from MP 52 to MP 58.</p>	<p>There are no management prescriptions preventing development within the corridor and the corridor is collocated with existing transmission lines. However, the corridor could be shifted slightly to the east so that the existing infrastructure is the western border rather than the centerline to further minimize impacts to the National Forest Service Scenic Byway.</p>
<p>Four Trails Feasibility Study Trail and the corridor intersect – The LMP does not include the Four Trails Feasibility Study Trail since it pre-dates the 2009 legislation designating the Study Trail (Public Law 111-11).</p>	<p>MP 52 and MP 58</p>	<p>The Act (Public Law 111-11; 2009) directs the Secretary of the Interior to revise the original feasibility studies of the Oregon, Mormon Pioneer, California, and Pony Express NHTs.</p> <p>BLM Manual 6280 directs the BLM to maintain the values, characteristics, and settings for which the trail is</p>	<p>There are no management prescriptions preventing development within the corridor and the corridor is collocated with existing transmission lines. However, the corridor could be shifted slightly to the east so that the existing infrastructure is the western border rather than</p>

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		being studied or for which the trail was recommended as suitable.	the centerline to further minimize impacts on the Study Trail. Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy 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 25 and MP 59 to 1000 ft. for consistency with segment through Lassen National Forest (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.

Military and Civilian Aviation:

- MTR-Slow-speed Route and the corridor intersect from MP 0 to MP 15.
- MTR-VR and the corridor intersect from MP 25 to MP 33 and MP 47 to MP 49.
- SUA intersects corridor from MP 55 to MP 58.

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; BMP = best management practice; DoD = Department of Defense; ESA = Endangered Species Act; GIS = geographic information system; GHMA = general habitat management area; GRSG = Greater Sage-grouse; IOP = interagency operating procedure; LMP = land management plan; MP = milepost; MTR = Military Training Route; NF = National Forest; NHT = National Historic Trail; NST = National Scenic Trail; PAC = Priority Area for Conservation; PCT = Pacific Crest Trail; PEIS = Programmatic Environmental Impact Statement; RFI = request for information; ROD = Record of Decision; ROW = right-of-way; SUA = special use airspace; USFS = U.S. Forest Service; USFWS = U.S. Fish and Wildlife Service; VR = visual route; WWEC = West-wide Energy Corridor.