

# Corridor 101-263

Eureka to Redding Corridor

## Corridor Purpose and Rationale

The corridor provides an east-west pathway for energy transport in Northwestern California. Input regarding alignment from the Pacific Gas and Electric Company 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 (Humboldt, Trinity, and Shasta Co.)

BLM: Redding Field Office

USFS: Six Rivers and Shasta-Trinity National Forests

Regional Review Region(s): Region 5

### Corridor width, length:

Width 3,500 ft

26 miles of designated corridor

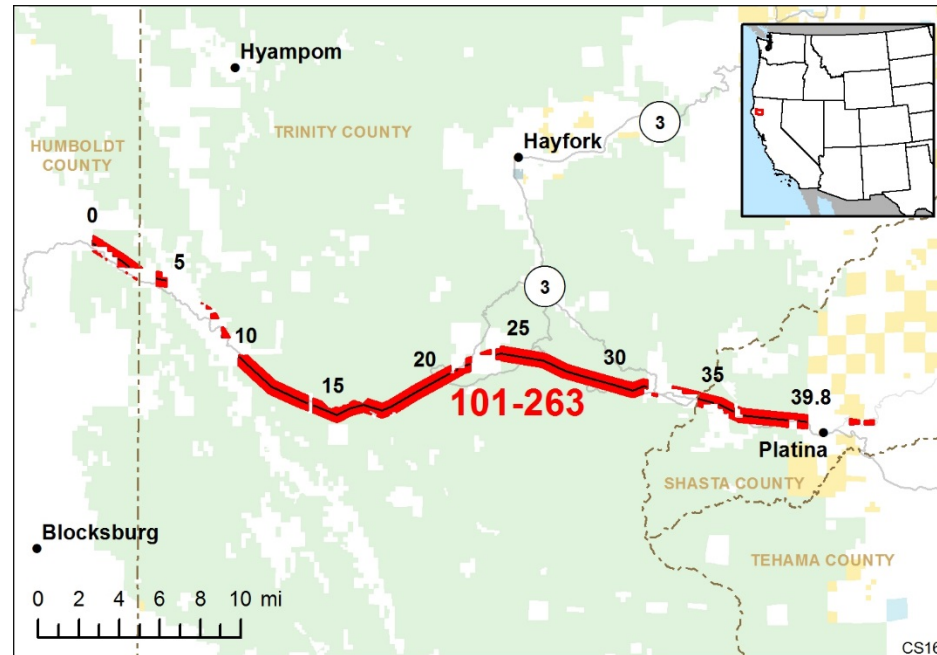
40 miles of posted route, including gaps

### Designated Use:

- corridor is multi-modal

### Corridor of concern (Y)

Critical habitat; WSR; CA-proposed wilderness, citizen-proposed wilderness, USFS Inventoried Roadless Area.



### Corridor history:

- Locally designated prior to 2009 (N)
- Existing infrastructure (Y)
  - 115-kV transmission line follows the length of the corridor.
  - 3 natural gas pipelines are within and adjacent to portions of the corridor.
  - State Highway 36 along most of the corridor length
- Energy potential near the corridor (Y)
  - A hydroelectric power plant is within 3 mi of the corridor.
  - 1 substation is within the corridor and 2 more substations are within 5 mi of the corridor.
- Energy potential near the corridor (N)
- Corridor changes since 2009 (N)

Figure 1. Corridor 101-263

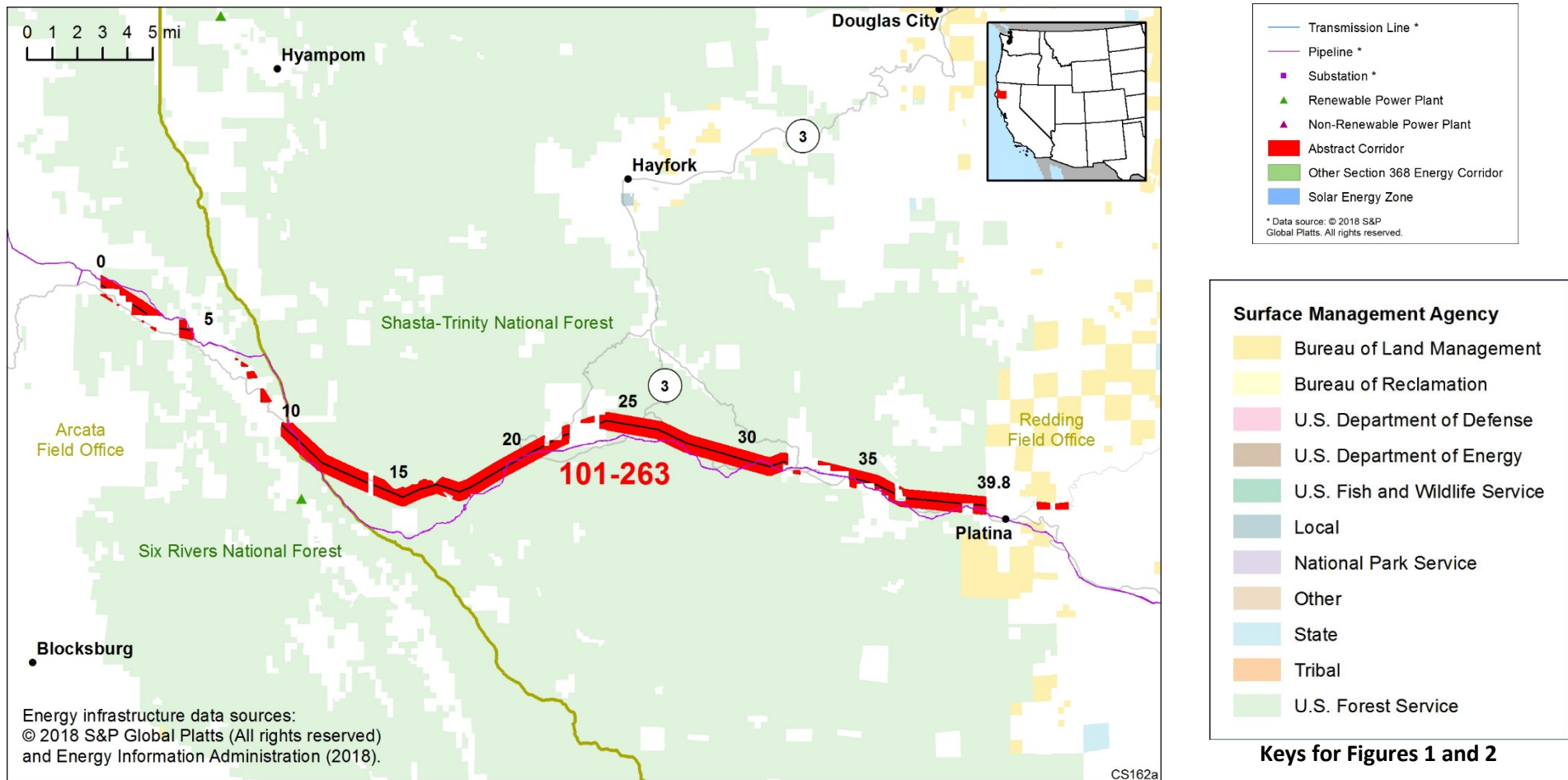
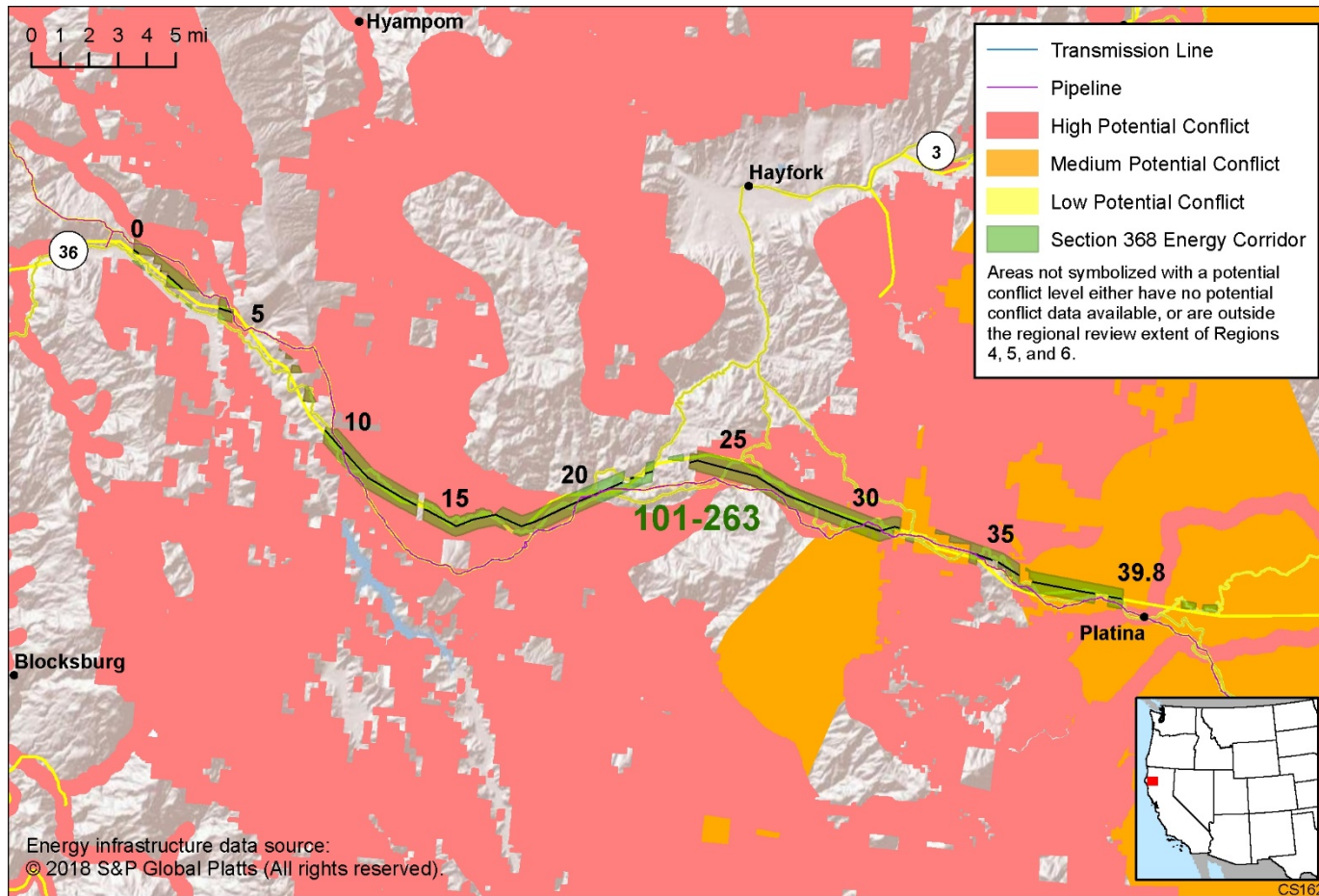


Figure 2. Corridor 101-263 and nearby electric transmission lines and pipelines

## Conflict Map Analysis

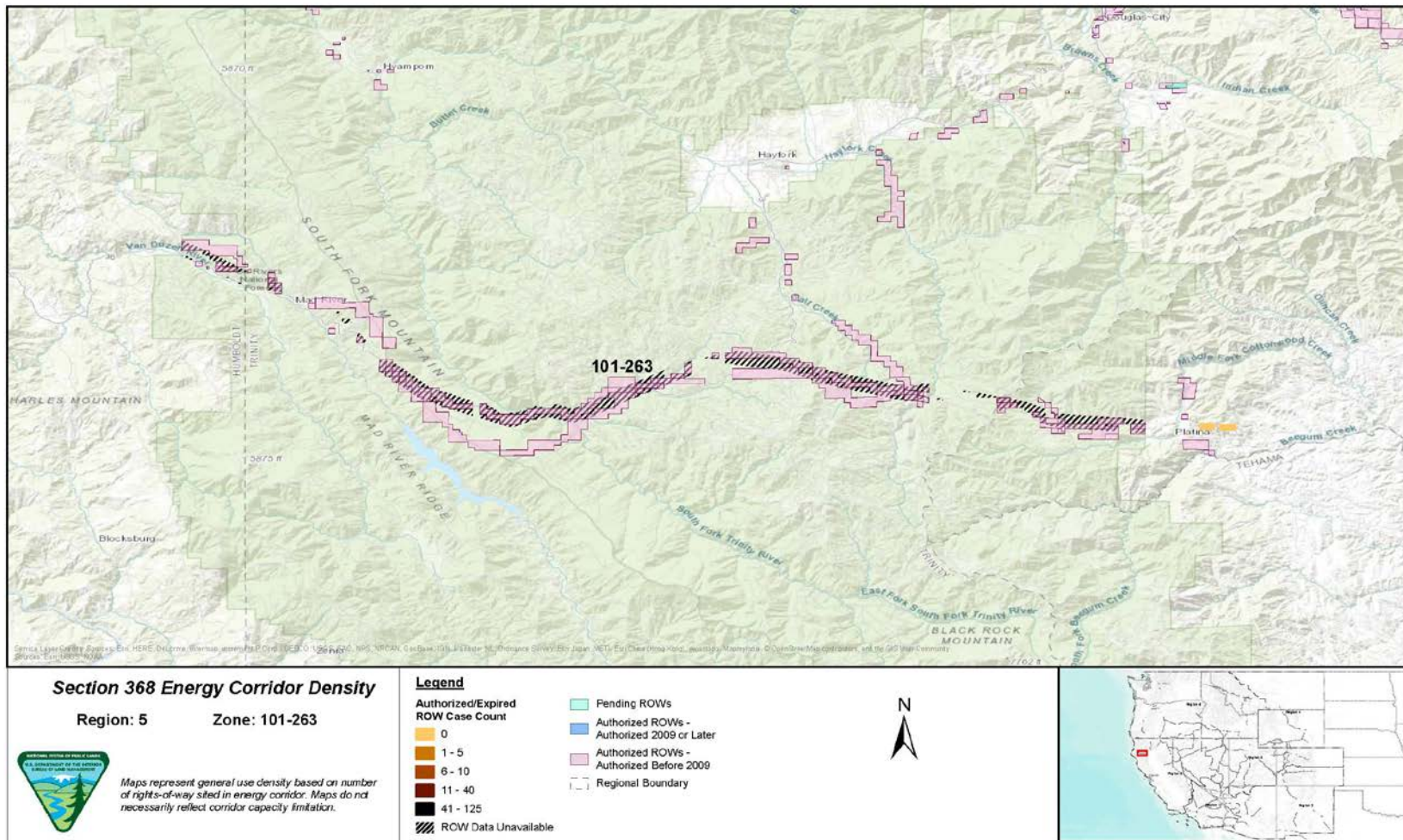


**Figure 3. Map of Conflict Areas in Vicinity of Corridor 101-263**

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](http://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 101-263, 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 101-263 REVIEW			
POTENTIAL COMPATIBILITY ISSUES or CONCERNS TO EXAMINE	MILEPOST (MP) <sup>1</sup>	STAKEHOLDER INPUT and OTHER RELEVANT INFORMATION	POTENTIAL RESOLUTIONS BASED ON SITING PRINCIPLE ANALYSIS <sup>2</sup>
<i>USFS Jurisdiction: Six Rivers National Forest</i>			
<i>Agency Land Use Plan: Six Rivers NF LMP (1995)</i>			
Northern Spotted Owl (ESA-listed threatened) critical habitat and the corridor intersect – Although critical habitat for this species was designated in 1992, the LMP does not address conflicts between the ESA critical habitat and utility corridors.	MP 0 to MP 10	<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: re-route to avoid critical habitat. Consult with USFWS</p>	The corridor location appears to best meet the siting principles because collocation is preferred and the corridor is collocated with an existing transmission line. Options to shift this corridor to federal lands outside of the critical habitat are limited.

**CORRIDOR 101-263 REVIEW**

<b>POTENTIAL COMPATIBILITY ISSUES or CONCERNS TO EXAMINE</b>	<b>MILEPOST (MP)<sup>1</sup></b>	<b>STAKEHOLDER INPUT and OTHER RELEVANT INFORMATION</b>	<b>POTENTIAL RESOLUTIONS BASED ON SITING PRINCIPLE ANALYSIS<sup>2</sup></b>
		to avoid adverse modification to designated Northern Spotted Owl critical habitat.	
<i>USFS Jurisdiction: Shasta-Trinity National Forest Agency Land Use Plan: Shasta-Trinity NF LMP (1995)</i>			
Northern Spotted Owl (ESA-listed threatened) critical habitat and the corridor intersect – Although critical habitat for this species was designated in 1992, the LMP does not address conflicts between the ESA critical habitat and utility corridors.	MP 10 to MP 20, MP 24 to MP 36	<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: re-route to avoid critical habitat. Consult with USFWS to avoid adverse modification to designated Northern Spotted Owl critical habitat.</p>	The corridor location appears to best meet the siting principles because collocation is preferred and the corridor is collocated with an existing transmission line. Options to shift this corridor to federal lands outside of the critical habitat are limited.
South Fork Roadless Area and the corridor are adjacent – The LMP does not prescribe restrictions for areas adjacent to roadless areas.	MP 14 to MP 17	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 Areas and development and management inside of the corridor would not be affected.

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		RFI comment: re-route to avoid roadless area.	The addition of an agency coordination IOP related to Roadless Areas could help in minimizing conflicts with the Roadless Rule.
Trinity, California National WSR and the corridor intersect and are adjacent – The LMP requires that the existing character within a 0.25- mile boundary on either side of WSRs be protected.	MP 14 to MP 18	RFI comment: re-route to avoid WSR.	The corridor cannot be re-routed to completely avoid the WSR, but could be altered slightly to intersect the WSR at a perpendicular angle and avoid portions of the WSR. A transmission line runs through the corridor and crosses the WSR.  An existing IOP requires proposed projects to mitigate the disturbance to WSRs and their vicinity.
<b>BLM Jurisdiction: Redding Field Office</b> <b>Agency Land Use Plan: Redding RMP (1993)</b>			
No issues related to resource intersections with the corridor in the Redding Field Office have been identified.			

<sup>1</sup> Mileposts are rounded to the nearest mile.

<sup>2</sup> 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 0 and MP 40 to correspond with footprint of existing facilities (comment on abstract).

*Analysis:* Maintaining the higher width for the corridor may be environmentally preferable, because it allows avoidance of more sensitive areas within the corridor if they are identified during project-level planning.

**Lands with wilderness characteristics:**

- Re-route to avoid CA-proposed Wilderness, citizen-proposed Wilderness (RFI comment).
- Citizens' Wilderness Proposal: South Fork Trinity (RFI comment).

*Analysis:* The BLM's current inventory findings will be used in land use planning analyses related to the revision, deletion, or addition to the energy corridors. At such time that citizen's inventory information is formally submitted, the BLM will compare its official Agency inventory information with the submitted materials, determine if the conclusion reached in previous BLM inventories remains valid, and update findings regarding the lands ability to qualify as wilderness in character. Agencies could consider an IOP to provide guidance on the review process for applications within corridors with incomplete inventories. The potential IOP would assist with avoiding, minimizing, and/or mitigating impacts to lands with wilderness characteristics.

**Military and Civilian Aviation:**

- MTR-VR and the corridor intersect from MP 29 to MP 35.
- MTR – Slow-speed Route and the corridor intersect from MP 35 to MP 40.

*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; DoD = Department of Defense; EIS = environmental impact statement; ESA = Endangered Species Act; GIS = geographic information system; IOP = interagency operating procedure; LMP = land management plan; MP = milepost; MTR = Military Training Route; NF = National Forest; 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; WSR = Wild and Scenic Rivers; WWEC = West-wide Energy Corridor.