

## **Exhibit C**

### **Project Location**

### **Umatilla-Morrow County Connect Project**



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*Application for Site Certificate*

*May 2025*

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## ACRONYMS AND ABBREVIATIONS

CDA	Columbia Development Authority
I-84	Interstate 84
OAR	Oregon Administrative Rule
Project	Umatilla-Morrow County Connect Project
Project Order	First Amended Project Order, <i>In the Matter of the Application for Site Certificate for the Umatilla-Morrow County Connect Project</i> (April 04, 2024)
ROW	Right-Of-Way
UEC	Umatilla Electric Company
UMCC	Umatilla-Morrow County Connect Project
UP	Union Pacific

## 1.0 INTRODUCTION

Exhibit C provides information about the Umatilla-Morrow County Connect Project (Project) facility site as required by Oregon Administrative Rule (OAR) 345-021-0010(1)(c)(A) and (B).

## 2.0 ANALYSIS

### 2.1 Maps Showing the Proposed Locations

OAR 345-021-0010(1)(c): Exhibit C: Information about the location of the proposed facility, including: (A) A map or maps showing the proposed locations of the energy facility site, all related or supporting facility sites and all areas that might be temporarily disturbed during construction of the facility in relation to major roads, water bodies, cities and towns, important landmarks and topographic features, using a scale of 1 inch = 2,000 feet or smaller when necessary to show detail.

The proposed facility is to be located largely in unincorporated areas of eastern Morrow and western Umatilla Counties on primarily private land. Exhibit B, Figure B-1, shows an overview of the routes being considered in this Application, Alternative Routes A, B,C, and D. Figure C-1, Proposed Facility Location, shows the Common Corridor in more detail including major features (roads, waterbodies, jurisdictions, landmarks, and topographic features). Figure C-2, Alternative Routes, provides similar detail as described above for the four Alternative Routes. Figure C-3, Route Detail, shows the Common Corridor, the four alternative routes, the Project site boundary, right-of-way (ROW), structure locations, access roads, and pulling and tensioning sites.

### 2.2 Description of the Proposed Locations

OAR 345-021-0010(1)(c)(B): A description of the location of the proposed energy facility site, the proposed site of each related or supporting facility and areas of temporary disturbance including the approximate land area of each. If a proposed pipeline or transmission line is to follow an existing road, pipeline or transmission line, the applicant shall state to which side of the existing road, pipeline or transmission line the proposed facility will run, to the extent this is known.

Figure C-1 (and B-1) shows the Project location, and Figure C-3 contains a set of detailed maps that shows the proposed Project and alternative routes in relation to existing roads, water bodies, and other topographic features. The Project site boundary encompasses multiple alignments being evaluated to site the proposed transmission line, access (new, existing, improved existing roads, drive and crush access), and temporary work areas such as structure work areas and pulling and tensioning sites (Figure C-2). Temporary staging and laydown areas and fly yards have been identified around the Highway (HWY) 730 Switchyard, on Columbia Development Authority (CDA) property northwest of the I-82/I-84 interchange, around the Ordnance Substation and Ordnance Switchyard, on property owned by the Port of Morrow at the lumber mill on Poleline Road. Umatilla Electric Cooperative (UEC) will also use a Port of Morrow-owned yard on Patterson Ferry Road within the analysis area. No additional modifications to that property are anticipated.

The Applicant is proposing four alternative route corridors for this Application for Site Certificate: Alternative Route A, (14.89 miles long); Alternative Route B, (14.85 miles long); Alternative Route C, (14.80 miles long); and Alternative D, (13.94 miles long). Location of Project facilities by route and county can be seen in Table C-1. This table includes the tax lots crossed by each route as well as location within Township, Range, and Section. Table C-2 provides the mileage of jurisdiction crossed by each alternative (federal, state, local, and private). The estimated temporary and permanent impacts from construction can be found in Table C-3. This table provides acreage of disturbance by route and type of disturbance.

## **2.2.1      Route Descriptions**

End-to-end alternatives were developed as a result of a detailed routing and siting study and coordination among affected stakeholders during the initial planning of the Project. The Project would primarily cross private land, with some portions crossing locally managed land (Port of Morrow and the CDA). Portions of all alternatives cross CDA tracts within existing easements previously obtained.

The Project Site Boundary includes the four potential routes for the 230 kilovolt (kV) transmission lines between the Hwy 730 Switchyard and Ordnance Switchyard (Figure C-2). Figure C-2 also shows that the Project Site Boundary encompasses all 230 kV transmission alternative routes, all potential access roads, known pulling and tensioning sites, and construction/laydown and fly yard areas.

### **Common Corridor Description**

The Common Corridor is comprised of the four corridors that Alternative Routes A, B, C, and D share. The westernmost of these common corridors begins at Hwy 730 Switchyard. From Hwy 730 Switchyard, the route parallels Interstate 84 (I-84) and an existing distribution line on private land north of the interstate until STR 7A-D. The easternmost common corridor begins on the west side of the CDA property at STR 43C. The corridor follows the border of the CDA north for 0.85 mile before turning east continuing through the CDA for 3.4 miles. The corridor then turns south for 1.25 miles before turning east and paralleling an access road for 4.8 miles. The corridor then turns northeast for 0.25 mile before exiting CDA property and crossing I-84 to interconnect with the UEC's Ordnance Switchyard.

### **Alternative Route A Description**

Alternative Route A is the longest of the alternative routes at 14.89 miles long and is located on the north side of I-84. Alternative Route A follows the Common Corridor from the Hwy 730 Switchyard until STR 7A-D. From there, Alternative Route A traverses north through the center pivots where it then parallels the railroad for 1.2 miles before turning north, then east to avoid private property at 77460 Patterson Ferry Road. Alternative Route A then continues southeast, crosses the UP Railroad corridor again, continuing south before turning east to again parallel I-84. Alternative Route A then rejoins with the Common Corridor at STR 43C. See the blue line in Figure C-2 for a detailed view of Alternative Route A.

### **Alternative Route B Description**

Alternative Route B is 14.85 miles in length and is also located on the north side of I-84. The route follows the Common Corridor from the Hwy 730 Switchyard until STR 7A-D. From here, Alternative Route B shares an alignment with routes A and C until STR 13A-C. Routes B and C then continue due east by paralleling an existing dirt road until reaching Paterson Ferry Road. Alternative Routes B and C then extend south until STR 26-C where Route C breaks off east and Route B continues southeast to join up with route A at STR 28A/B. Alternative Route B then extends east by paralleling I-84 until rejoining the Common Corridor at the western border of the CDA at STR 43C. See the orange line in Figure C-2 for a detailed view of Alternative Route B.

### **Alternative Route C Description**

Alternative Route C is located primarily north of I-84 and is 14.80 miles in length. Alternative Route C follows the same route as Alternative Route B until it breaks off to the east at STR 26C. At this point, Alternative Route C circumnavigates a parcel of private property and then parallels the UP Railroad corridor until it reaches the west side of the CDA at STR 43C. Alternative C then follows the Common Corridor until reaching the planned Hwy 730 Switchyard. See the red line in Figure C-2 for a detailed view of Alternative Route C.

### **Alternative Route D Description**

Alternative Route D is located north of I-84 and is 13.94 miles in length. Alternative Route D follows the Common Corridor until STR 7A-D. It then parallels the north side of I-84 until rejoining with the common corridor at STR 43C. See the dark orange line in Figure C-2 for a detailed view of Alternative Route D.

## **2.2.2 Access Roads**

Construction access disturbances will be minimized and contained within UEC ROW or approved use of private agricultural roads. Required access from structure to structure will generally be no more than 10 to 20 feet (one to two vehicles wide) in width. Any disturbed areas will be restored to previous conditions or better.

Roads enable access for vehicles and equipment to the ROW and structure sites for both construction and long-term maintenance of the transmission line. To limit the amount of disturbance, existing paved and unpaved roads will be used for access to the extent feasible, and where possible, travel will be overland (drive-and-crush) within the ROW. The alignments of the four alternative routes have been sited to be parallel and in proximity to existing roads to the extent feasible, allowing access from the existing roads to the structure sites (spur roads) to be overland (drive-and-crush).

A limited amount of existing dirt roads may need improvement (e.g., surface grading) for safe passage of vehicles and equipment. In these cases, the extent of disturbance associated with road improvement will be minimized and would vary depending on whether the terrain is flat or sloped. Cross sections of typical road grading are shown in Figures B-2 and B-3. The four alternative routes cross relatively flat terrain. Existing roads requiring improvement may result in an additional 5.0 to 6.0 feet on either side of the travel way to facilitate such areas as turnouts and turning radii. As needed, improvements to existing roads may require the removal of larger vegetation and/or blading the surface to shape existing road surfaces, creating water bars, and

draining dips to manage stormwater runoff. The area used for temporary construction will be reclaimed if needed. It is expected that existing bridges will be used for crossing streams. The locations of all planned access roads can be seen in Figure C-3.

### 2.2.3 Laydown Areas

Contractors will utilize existing UEC property adjacent to the Hwy 730 Switchyard, Ordnance Substation, and Ordnance Switchyard, as well as potential use of a yard owned by the Port of Morrow at the lumber mill on Poleline Road, and a laydown yard on CDA property northwest of the I-82/I-84 interchange identified within UEC's Site Boundary. Laydown areas will be left primarily "as is." Contractors will drive over and crush any vegetation with vehicle traffic or material laydown and storage. Temporary construction fencing may be utilized for security depending on the location and risk factors identified for the specific locations. Currently identified temporary staging and laydown areas and fly yards, located at developed sites and shown in Figure C-3, will be selected by the construction contractor. Temporary work areas and temporary access areas that have been disturbed will be reclaimed as needed in accordance with the Applicant's standard Best Management Practices. There will be no permanent disturbance.

TABLE C-1. LOCATION OF FACILITIES BY ROUTE AND COUNTY

ROUTE	TAX LOT NUMBER	TOWNSHIP, RANGE, SECTION
<b>Umatilla County</b>		
A	4N27000000200	T4N R27E S22
	4N27000000200	T4N R27E S25
	4N27000000200	T4N R27E S26
	4N27000000200	T4N R27E S27
	4N27250000100	T4N R27E S25
	4N2725A000202	T4N R27E S25
B	4N27000000200	T4N R27E S22
	4N27000000200	T4N R27E S25
	4N27000000200	T4N R27E S26
	4N27000000200	T4N R27E S27
	4N27250000100	T4N R27E S25
	4N2725A000202	T4N R27E S25
C	4N27000000200	T4N R27E S22
	4N27000000200	T4N R27E S25
	4N27000000200	T4N R27E S26
	4N27000000200	T4N R27E S27
	4N27250000100	T4N R27E S25
	4N2725A000202	T4N R27E S25
D	List to be provided prior to filing.	
<b>Morrow County</b>		

ROUTE	TAX LOT NUMBER	TOWNSHIP, RANGE, SECTION
A	04N26E000000104	T4N R26E S13
	04N26E000000104	T4N R26E S24
	04N26E000003400	T4N R26E S8
	04N26E000003400	T4N R26E S17
	04N26E000003404	T4N R26E S16
	04N26E000003408	T4N R26E S17
	04N26E000003408	T4N R26E S18
	04N26E000003417	T4N R26E S15
	04N26E000003417	T4N R26E S22
	04N26E000003417	T4N R26E S23
	04N26E000003417	T4N R26E S24
	04N26E000003418	T4N R26E S8
	04N26E000003418	T4N R26E S16
	04N26E000003418	T4N R26E S17
	04N26E000003804	T4N R26E S15
	04N26E000004703	T4N R26E S18
	04N26E000006301	T4N R26E S8
	04N27E000000126	T4N R26E S13
B	04N27E000000126	T4N R27E S17
	04N27E000000126	T4N R27E S18
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	04N27E000000126	T4N R27E S21
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	04N27E000000126	T4N R27E S18
	04N27E000000126	T4N R27E S20

ROUTE	TAX LOT NUMBER	TOWNSHIP, RANGE, SECTION
	04N27E000000126 04N27E000000126	T4N R27E S21 T4N R27E S22
C	04N26E000000104 04N26E000000104 04N26E000003400 04N26E000003400 04N26E000003404 04N26E000003404 04N26E000003408 04N26E000003417 04N26E000003417 04N26E000003417 04N26E000003418 04N26E000003418 04N26E000003804 04N26E000004703 04N26E000006300 04N26E000006301 04N26E000006301 04N27E000000126 04N27E000000126 04N27E000000126 04N27E000000126 04N27E000000126 04N27E000000126 04N27E000000126 04N27E000000126	T4N R26E S13 T4N R26E S24 T4N R26E S8 T4N R26E S17 T4N R26E S15 T4N R26E S16 T4N R26E S17 T4N R26E S18 T4N R26E S14 T4N R26E S15 T4N R26E S23 T4N R26E S24 T4N R26E S9 T4N R26E S16 T4N R26E S15 T4N R26E S18 T4N R26E S9 T4N R26E S8 T4N R26E S9 T4N R26E S13 T4N R27E S17 T4N R27E S18 T4N R27E S20 T4N R27E S21 T4N R27E S22
D	List to be provided prior to filing.	

TABLE C-2. LAND OWNERSHIP/JURISDICTION CROSSED (MILES)

ROUTE	FEDERAL	STATE (I-82 ROW)	LOCAL	PRIVATE	TOTAL
A	0	0.2	10.8	3.9	14.9
B	0	0.2	10.8	3.9	14.8
C	0	0.2	10.8	3.8	14.8
D	0	0.3	10.8	2.9	13.9

TABLE C-3. ESTIMATED TEMPORARY AND PERMANENT DISTURBANCE BY ROUTE (ACRES)

DISTURBANCE TYPE		DISTURBANCE (ACRES)			
		ROUTE A	ROUTE B	ROUTE C	ROUTE D
Permanent	Structure	0.1	0.1	0.1	0.1
	<b>Total Acres</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>
Temporary	Access: May require improvement (up to 4 additional feet)	1.5	1.0	2.2	1.7
Temporary	Access: New Road 14 ft width	3.5	3.8	1.1	2.7
Temporary	Access: Drive & Crush: 14 ft width	3.8	3.8	3.8	3.8
Temporary	Pull Site	29.9	26.4	30.1	18.4
Temporary	Work Area	21.3	21.6	21.4	19.3
Temporary	Yards	93.2	93.2	93.2	93.2
	<b>Total Acres</b>	<b>153.3</b>	<b>149.9</b>	<b>151.9</b>	<b>139.2</b>

### 3.0 CONCLUSION

Exhibit C provides a detailed description of the Project as required by OAR 345-021-0010(1)(c)(A) and (B). The description provides sufficient detail for members of the public and reviewing agencies to make informed comments and includes presentation of the proposed locations of the transmission site, all related and supporting facilities, and all areas that might be temporarily disturbed during construction of the facility in relation to major roads, water bodies, cities and towns, important landmarks, and topographical features.

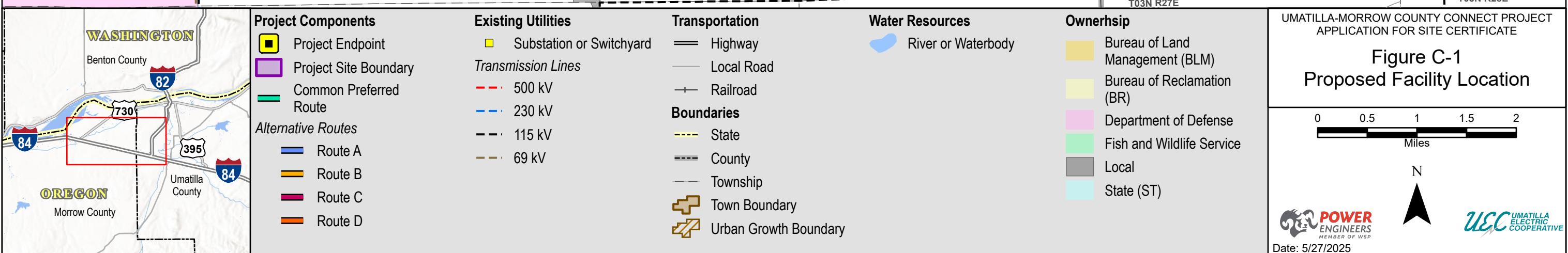
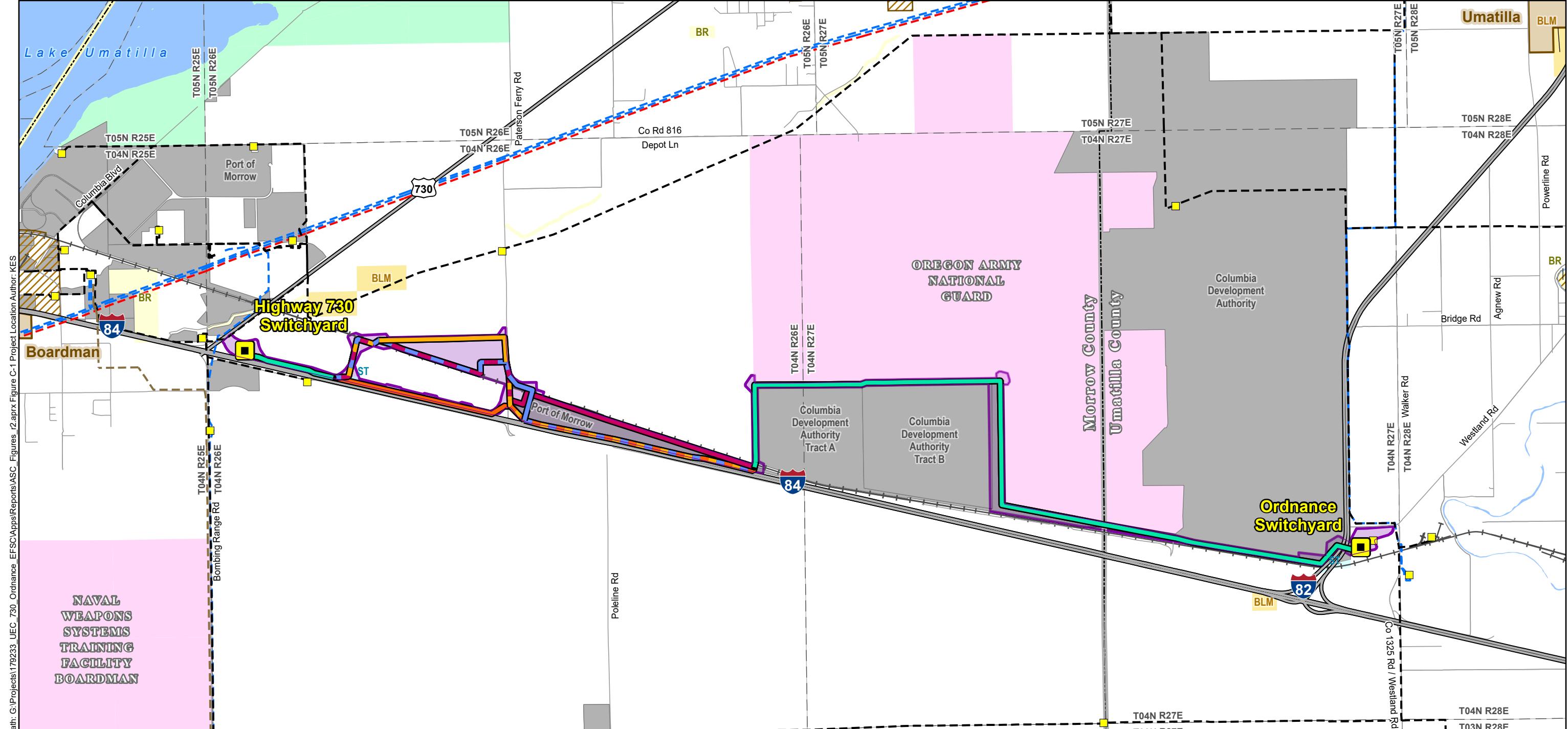
### 4.0 COMPLIANCE CROSS-REFERENCES

Table C-4 identifies the location within the application for site certificate of the information responsive to the application submittal requirements OAR 345-021-0010(1)(c)(A) and (B).

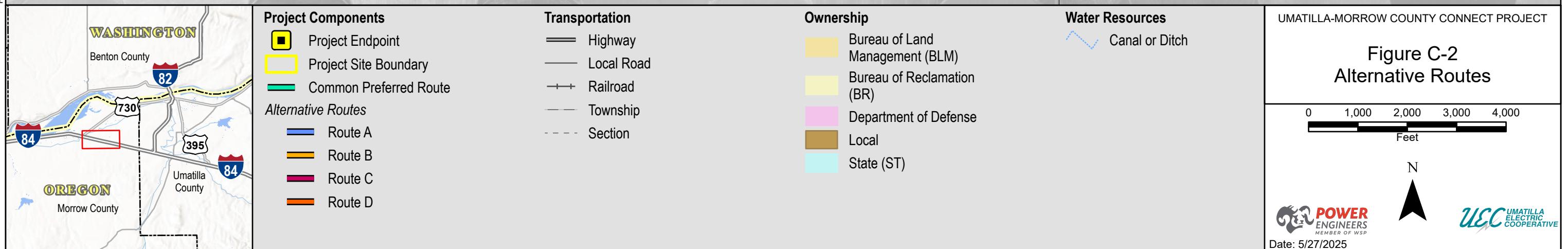
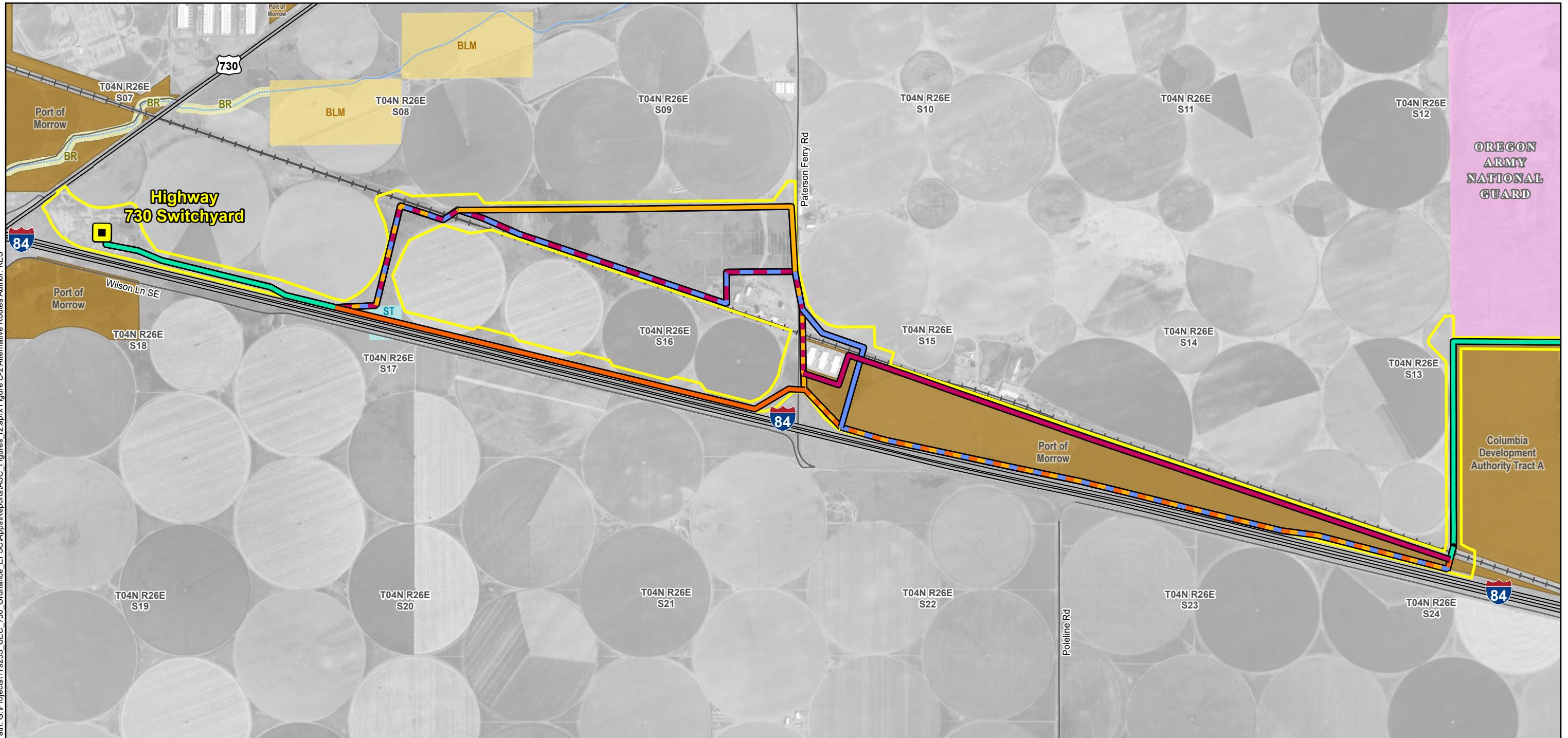
TABLE C-4. COMPLIANCE REQUIREMENTS AND RELEVANT CROSS-REFERENCES

REQUIREMENT	LOCATION
<b>OAR 345-021-0010(1)(c)</b>	
(A) Maps showing the proposed locations of the energy facility site, all related and supporting facility sites, and all areas that might be temporarily disturbed during construction of the facility in relation to major roads, water bodies, cities and towns, important landmarks, and topographic features.	Figures C-1, C-2, and C-3
(B) A narrative description of the proposed energy facility site, the proposed site of each related or supporting facility and areas of temporary disturbance, including the total land area (in acres) within the proposed Site Boundary, the total area of permanent disturbance, and the total area of temporary disturbance. Where the proposed transmission corridors follow the right-of-way of a road, pipeline, or transmission line, the maps must indicate which side of the road, pipeline, or transmission line the corridor includes.	Exhibit C, Section 2.2 and Figures C-1, C-2, and C-3.

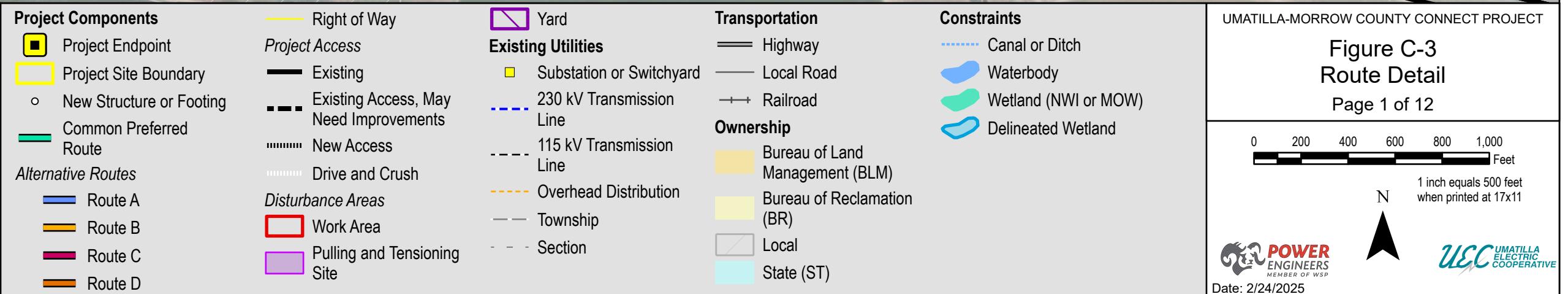
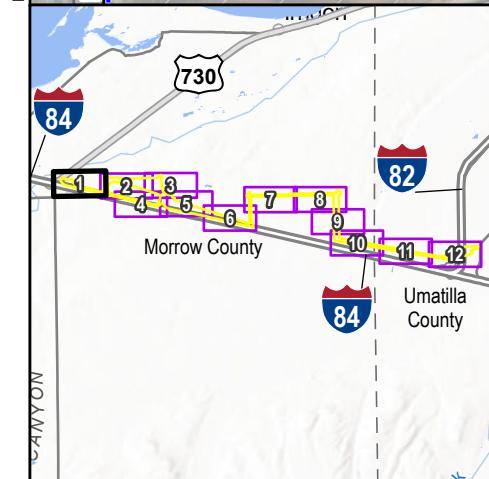
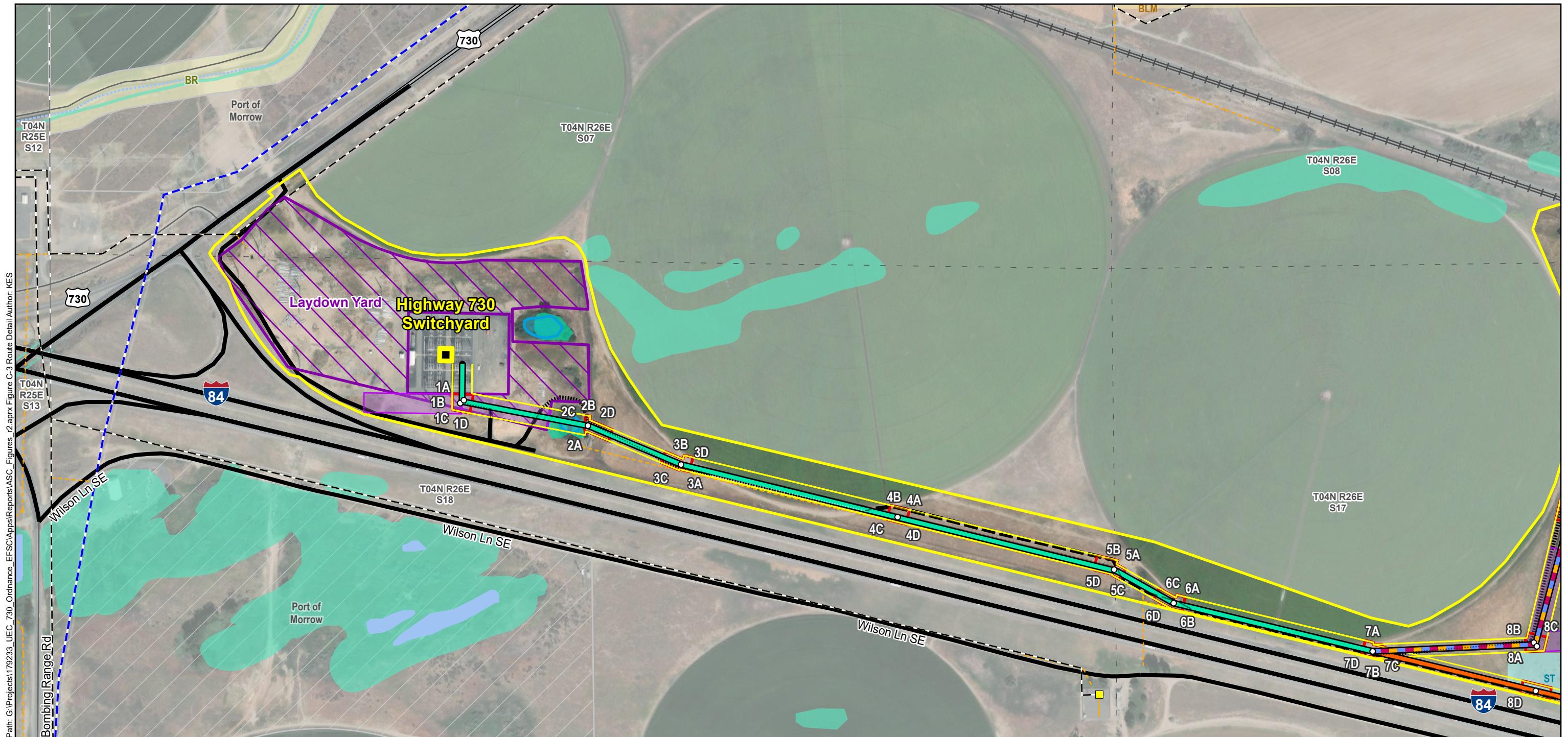
**FIGURE C-1 PROPOSED FACILITY LOCATION**

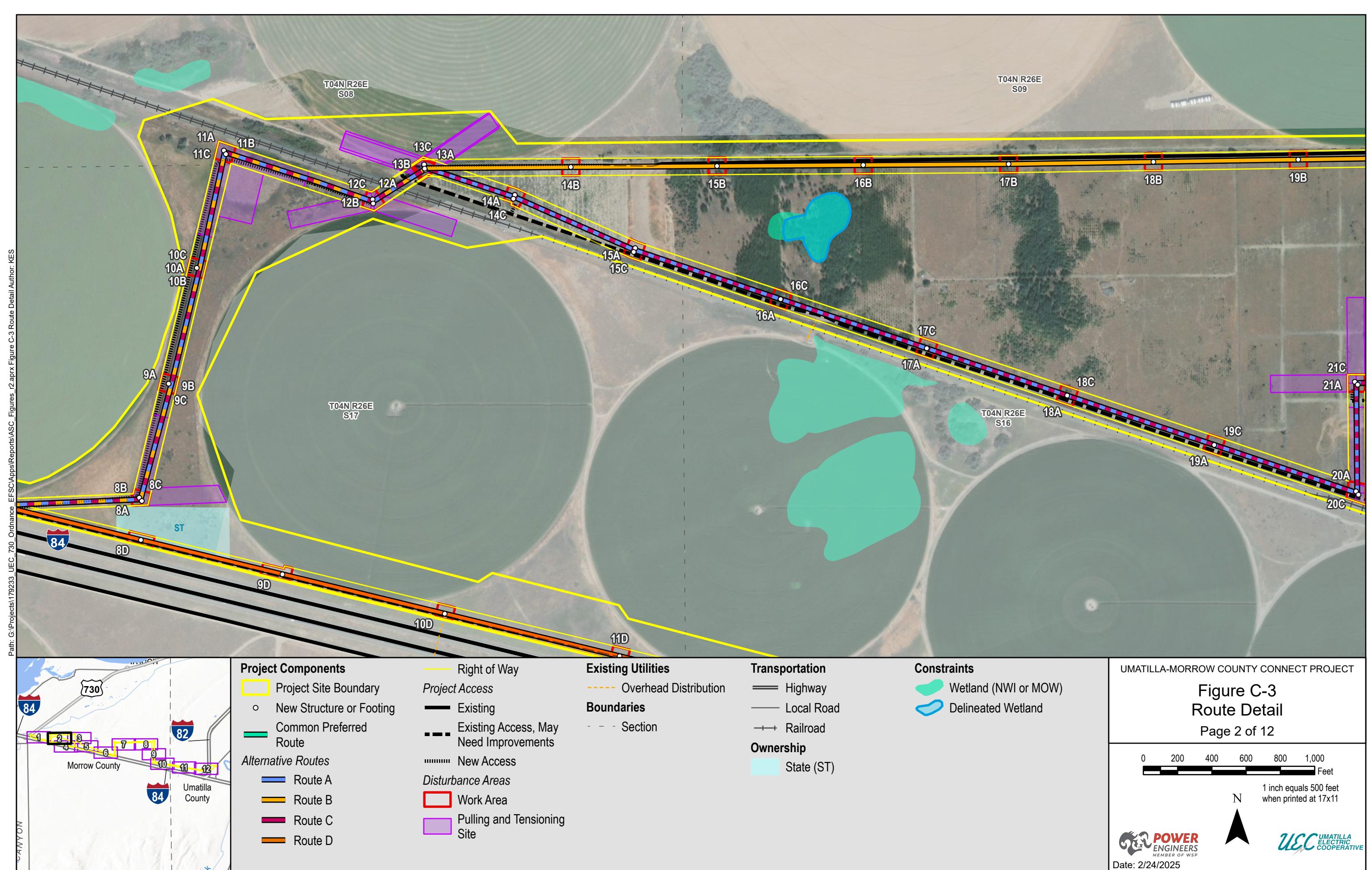


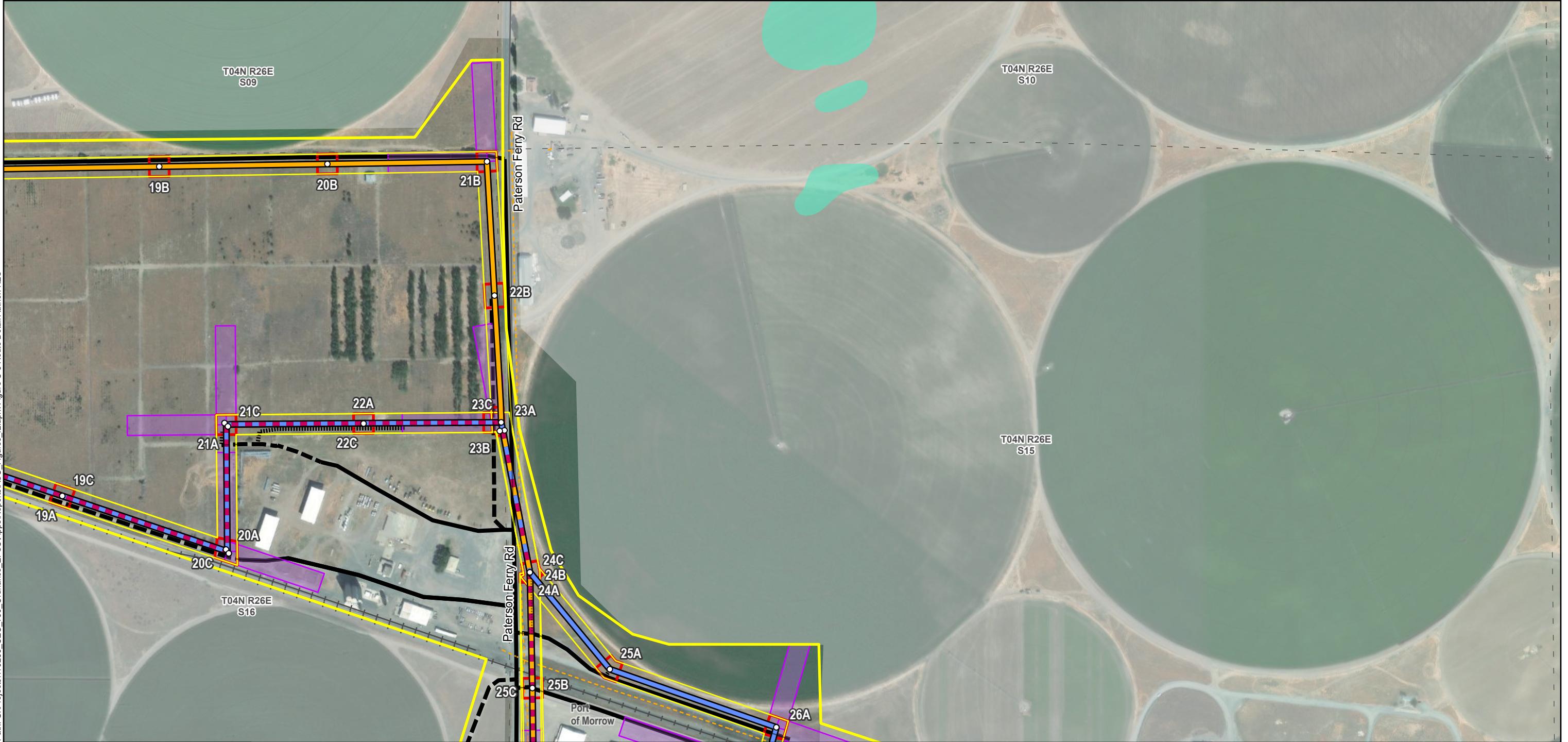
**FIGURE C-2 ALTERNATIVE ROUTES**



**FIGURE C-3     ROUTE DETAIL**







Project Components	
<span style="border: 1px solid yellow; display: inline-block; width: 15px; height: 10px;"></span>	Project Site Boundary
○	New Structure or Footing
<span style="color: green; font-weight: bold;">—</span>	Common Preferred Route
<span style="color: purple; font-weight: bold;">—</span>	Alternative Routes
—	Route A
—	Route B
—	Route C
—	Route D

Right of Way	
<span style="color: yellow;">—</span>	Project Access
<span style="color: black;">—</span>	Existing
<span style="color: black; dashed;">—</span>	Existing Access, May Need Improvements
<span style="color: black; dotted;">—</span>	New Access
<span style="color: purple;">—</span>	Disturbance Areas
<span style="color: red; border: 1px solid red; display: inline-block; width: 10px; height: 10px;"></span>	Work Area
<span style="color: purple; font-weight: bold;">—</span>	Pulling and Tensioning Site

Existing Utilities	
<span style="color: orange;">—</span>	Overhead Distribution
<span style="color: black;">—</span>	Boundaries
<span style="color: black; dashed;">—</span>	Section

Transportation	
<span style="color: black;">—</span>	Local Road
<span style="color: black; dashed;">—</span>	Railroad
<span style="color: black; dotted;">—</span>	Section

Constraints	
<span style="color: green; font-weight: bold;">—</span>	Wetland (NWI or MOW)

UMATILLA-MORROW COUNTY CONNECT PROJECT

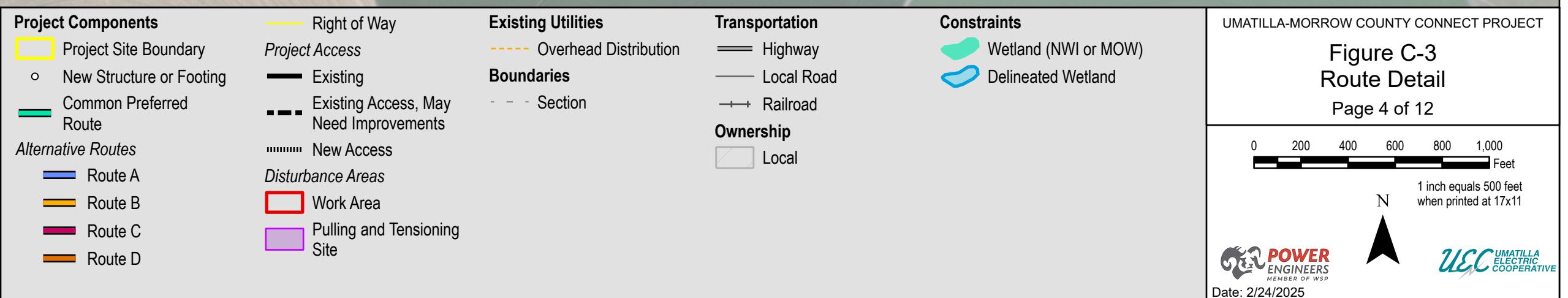
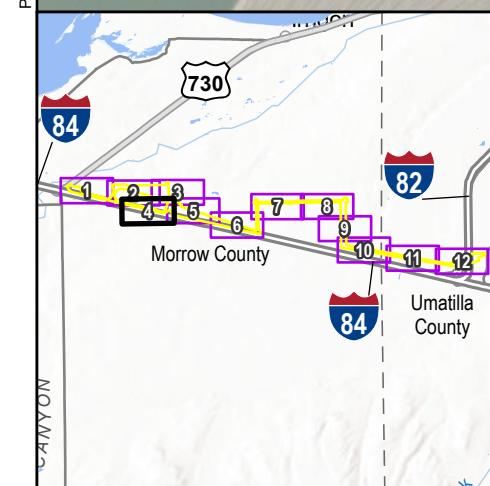
### Figure C-3 Route Detail

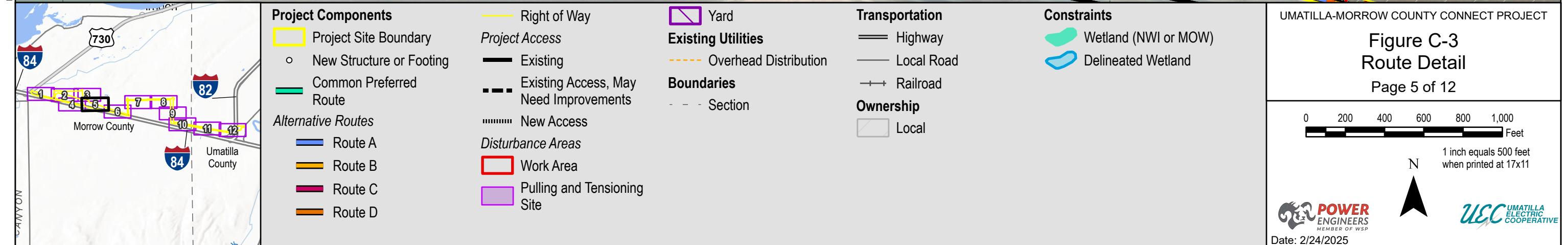
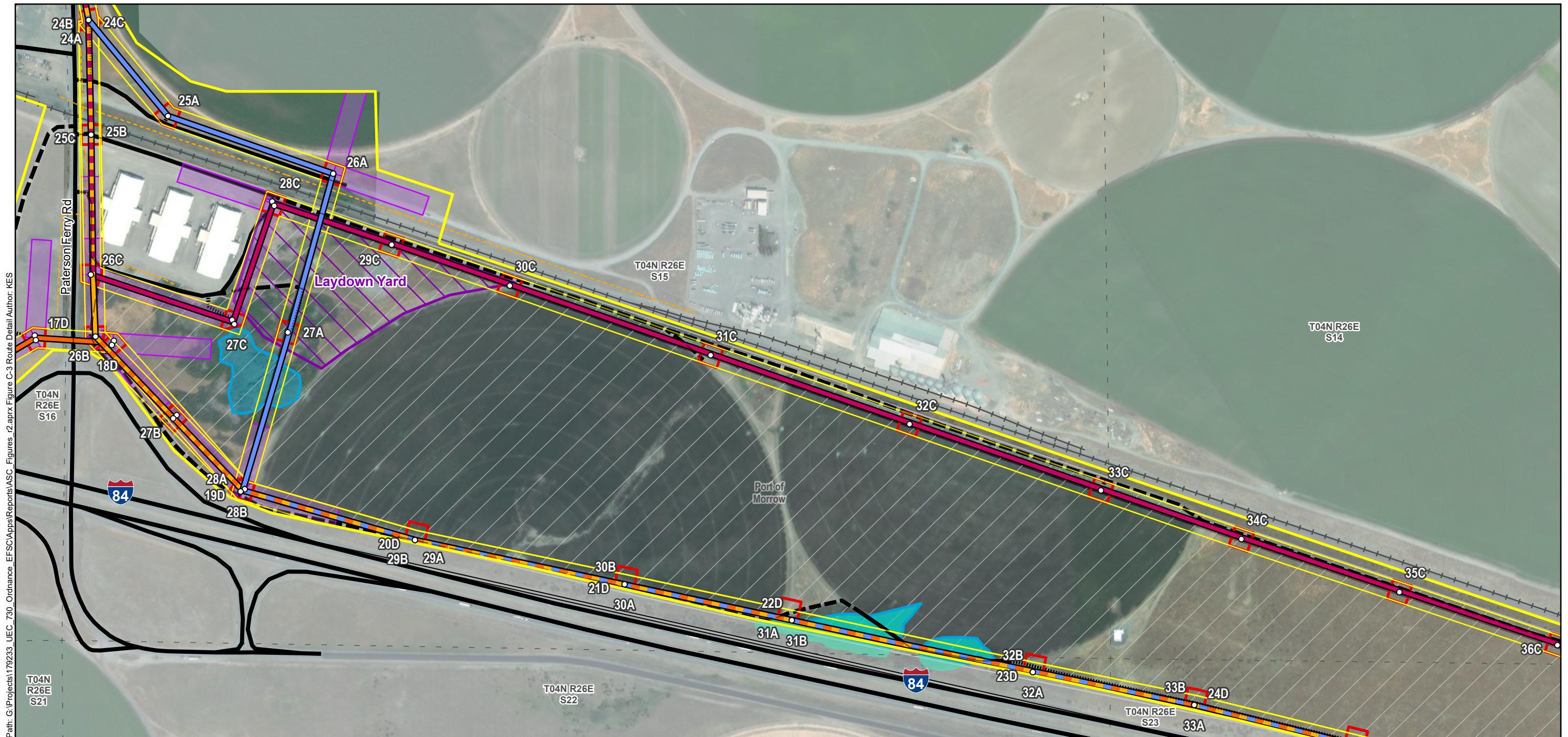
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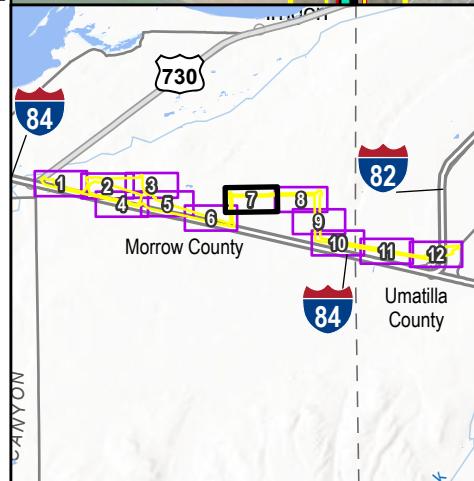
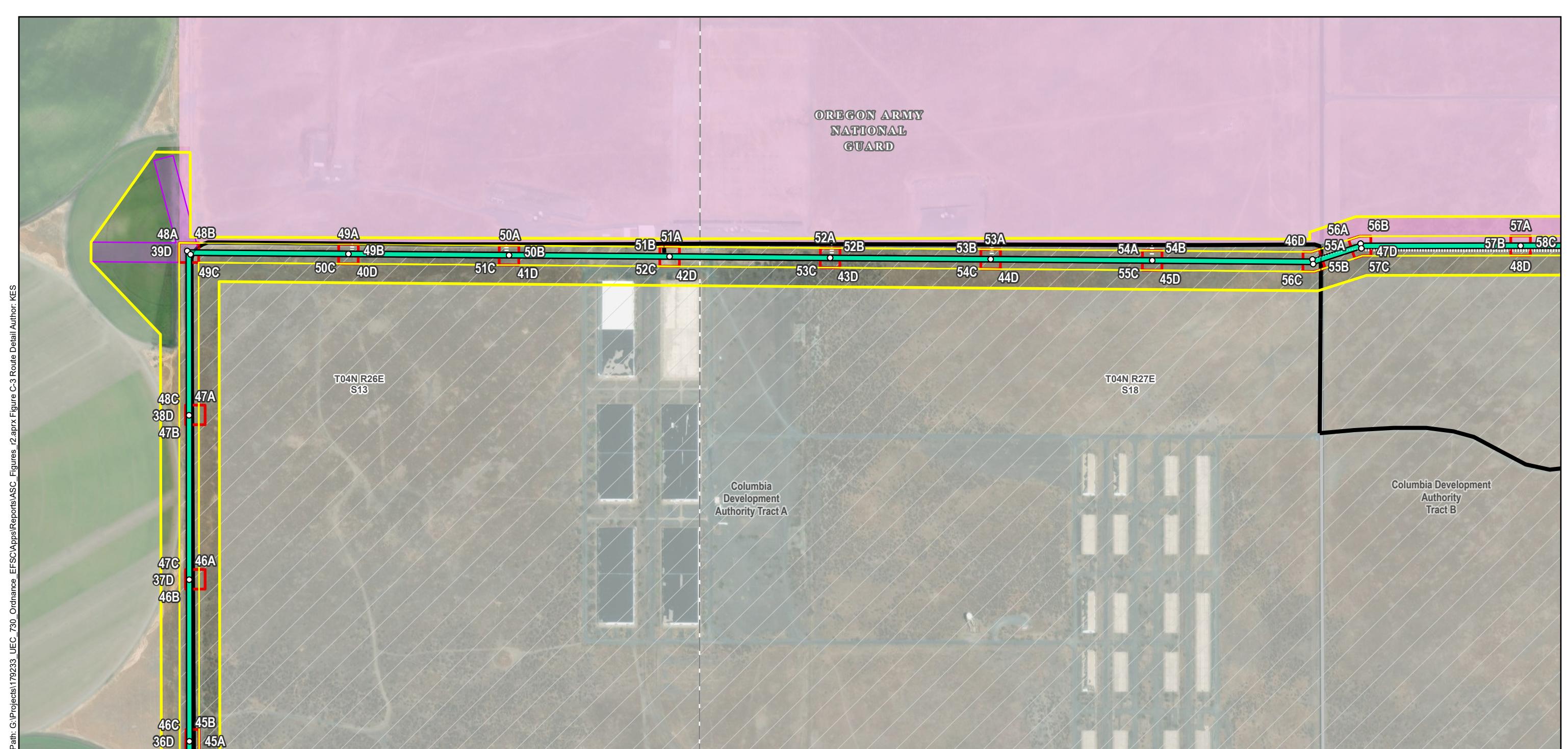
1 inch equals 500 feet  
when printed at 17x11











#### Project Components

Project Site Boundary

○ New Structure or Footing

Common Preferred Route

#### Alternative Routes

Route A

Route B

Route C

Route D

Right of Way

Project Access

Existing

Drive and Crush

#### Disturbance Areas

Work Area

Pulling and Tensioning Site

Township

Section

#### Ownership

Local

Department of Defense

UMATILLA-MORROW COUNTY CONNECT PROJECT

#### Figure C-3

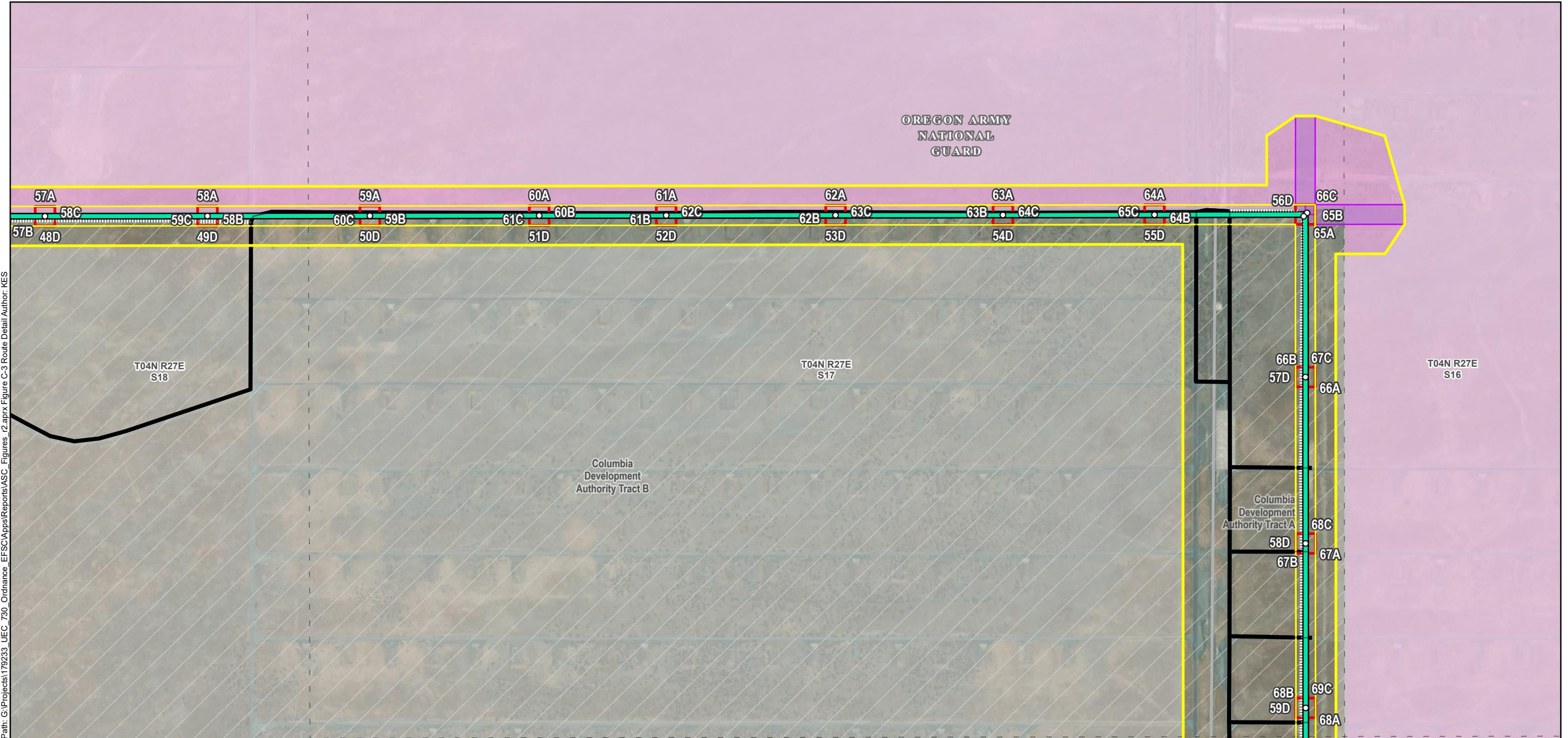
#### Route Detail

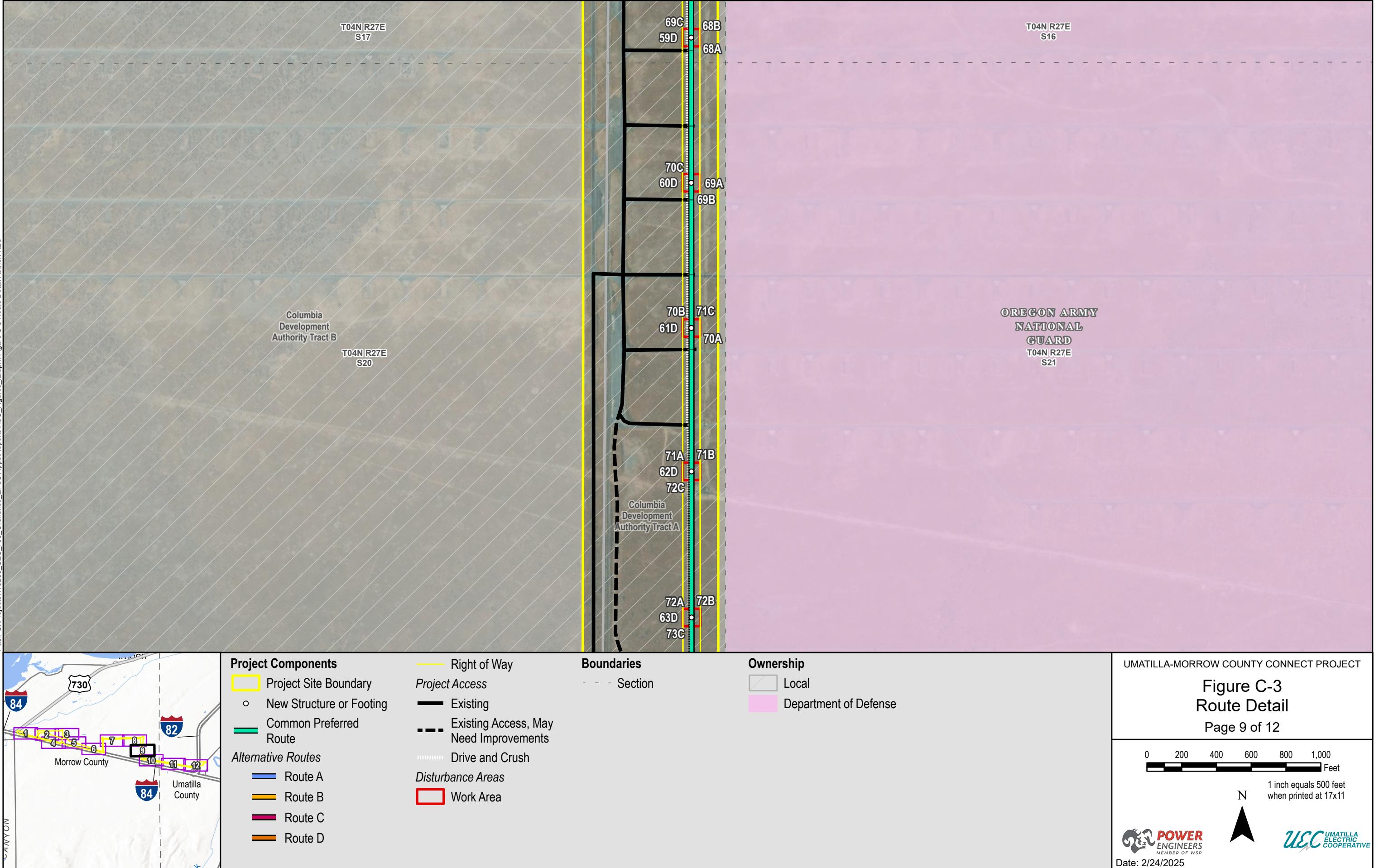
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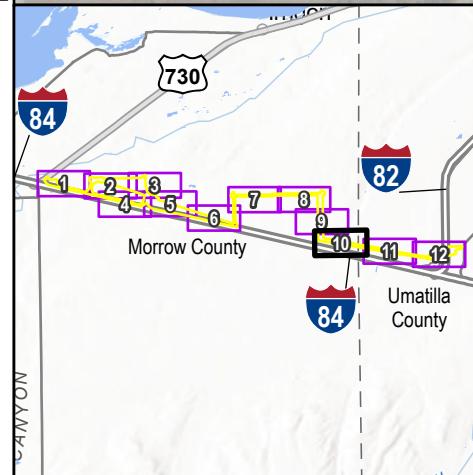
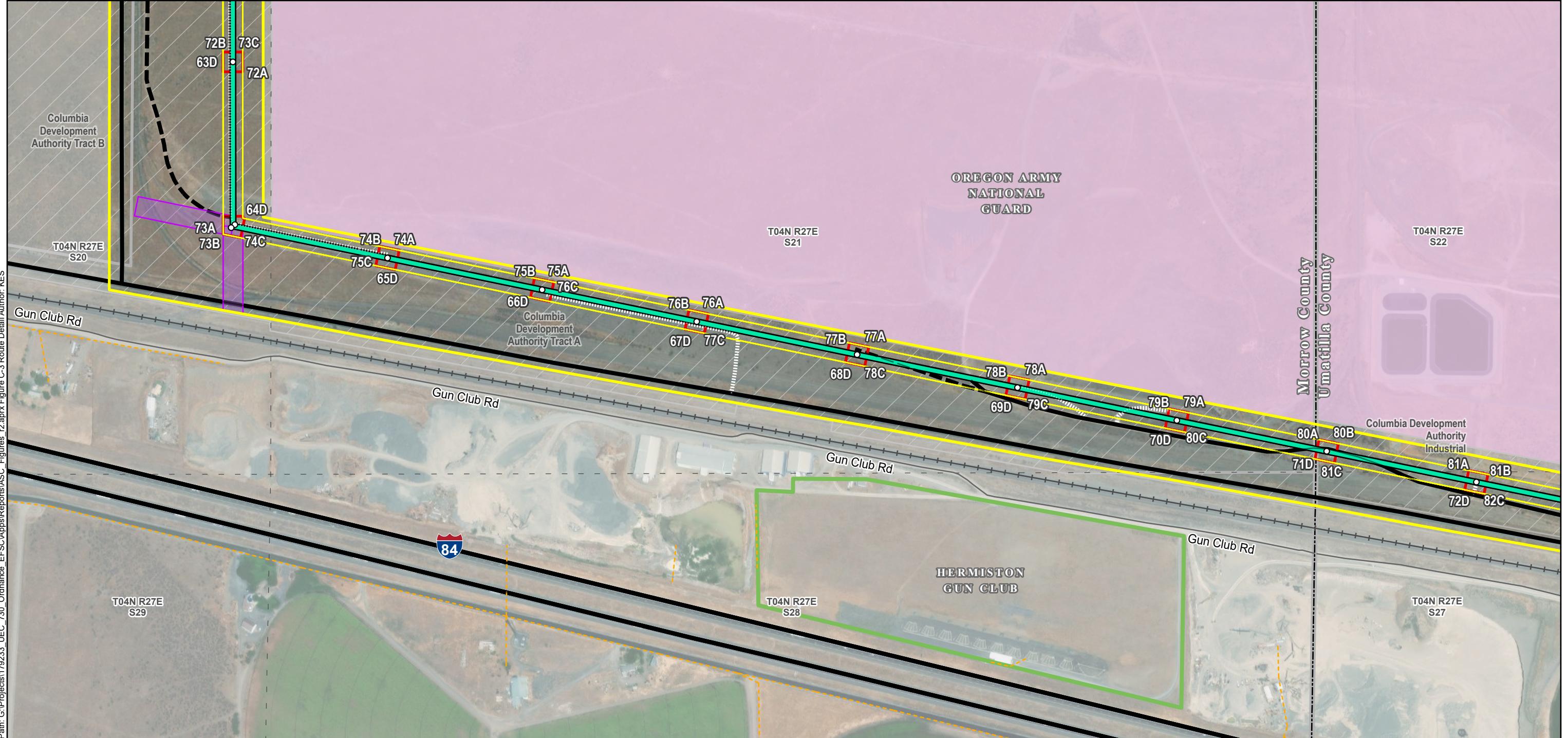
0 200 400 600 800 1,000  
Feet

N

1 inch equals 500 feet  
when printed at 17x11







Project Components	Right of Way	Existing Utilities	Transportation	Constraints	UMATILLA-MORROW COUNTY CONNECT PROJECT
<span style="border: 2px solid yellow; display: inline-block; width: 15px; height: 15px;"></span> Project Site Boundary	<i>Project Access</i>	<span style="color: orange;">----</span> Overhead Distribution	<span style="color: black;">==</span> Highway	<span style="border: 2px solid green; display: inline-block; width: 15px; height: 15px;"></span> Private Recreation Area	
○ New Structure or Footing	<span style="color: black;">—</span> Existing	<b>Boundaries</b>	<span style="color: black;">—</span> Local Road		
<span style="color: green;">—</span> Common Preferred Route	<span style="color: black;">- - -</span> Existing Access, May Need Improvements	<span style="color: black;">- - -</span> County	<span style="color: black;">- + -</span> Railroad		
					Figure C-3 Route Detail Page 10 of 12

A horizontal scale bar with numerical markings at 0, 200, 400, 600, 800, and 1,000. Below the scale bar, the word "Feet" is written in a bold, italicized font.

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100 200 300

A horizontal scale bar with numerical markings at 0, 200, 400, 600, 800, and 1,000. The word "Feet" is written in black text to the right of the scale bar.

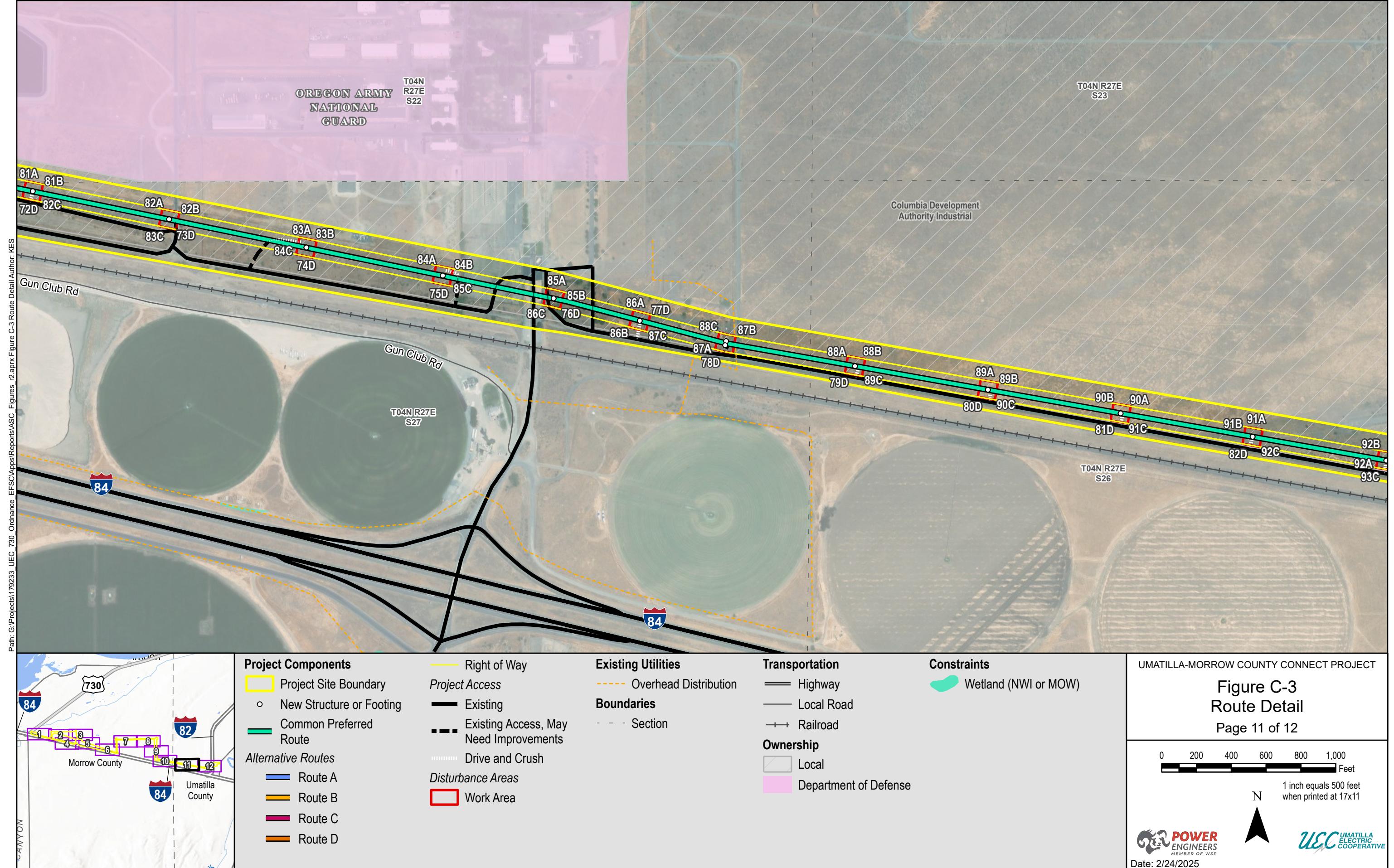
1 inch equals 500 feet  
when printed at 17x11

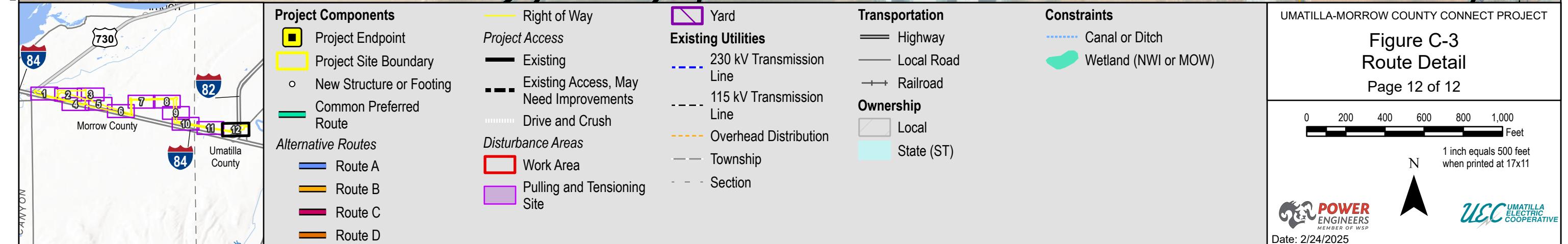
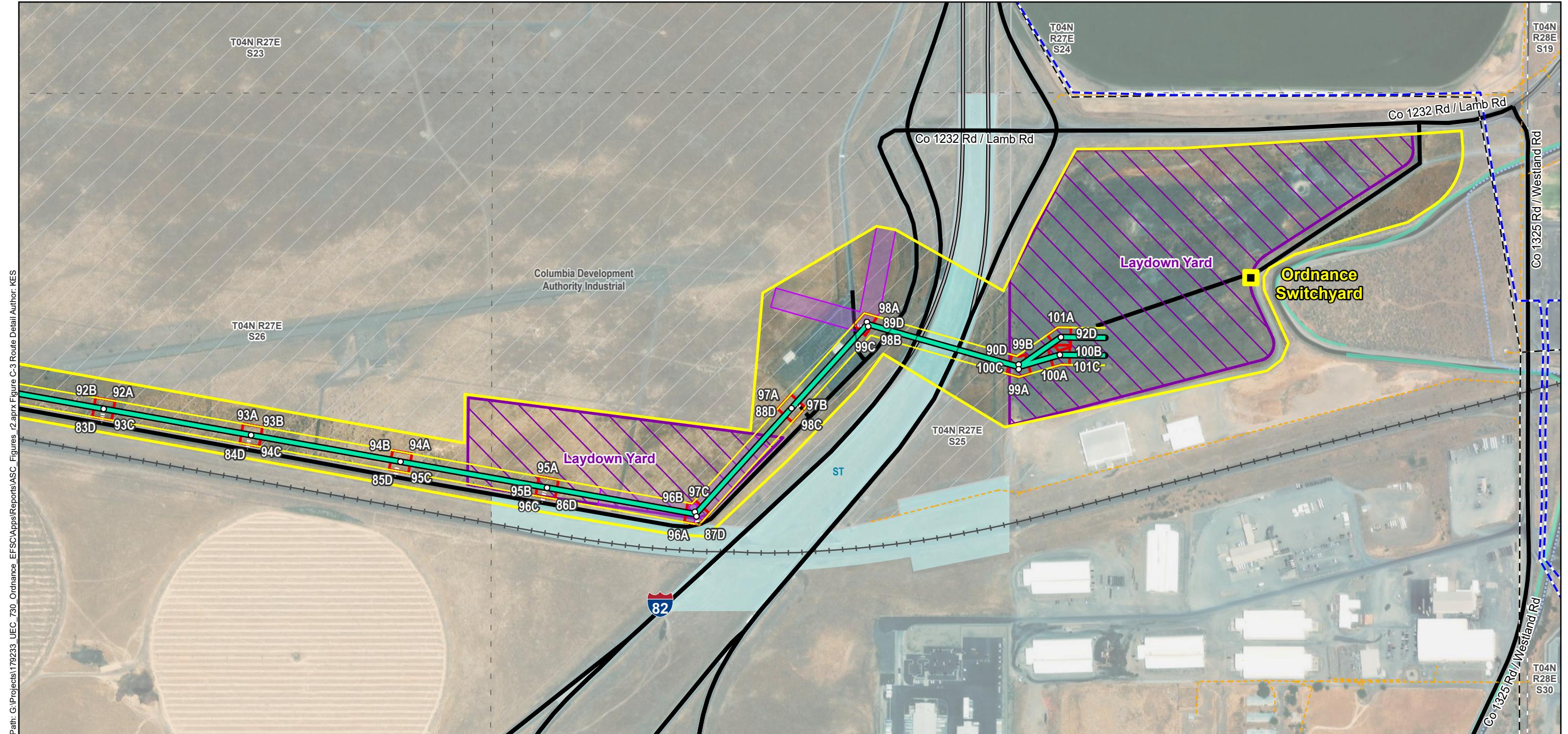
which printed at 17x11

 **POWER**  **UCC UMATILLA**

Date: 2/24/2025





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