

TIMBER!

BLM pays about \$270,000 in important funding to western Oregon counties

GERMAN MUSTANGS

Follow Oregon wild horses on their journey to Europe

NEW PIPELINE

Natural gas pipeline would connect energy infrastructure

FACTS

AT YOUR FINGERTIPS



March 2018

The Bureau of Land Management Oregon & Washington

BLM Issues Timber Payments to Counties

Coos and Douglas counties paid under the Coos Bay Wagon Road Act

Fact:

Up to 75 per cent of receipts derived in any one year from Coos Bay Wagon Road lands are paid annually, in lieu of taxes, by the secretary of the U.S. Department of the Treasury to the counties.

Since 1939, the BLM has maintained a commitment to Coos Bay and Douglas counties under the Coos Bay Wagon Road Act. The 1939 act established a payment program for paying the counties in lieu of taxes for the Coos Bay Wagon Road Lands. Just recently, pursuant to the 2017 timber harvest in western Oregon, the BLM announced that Coos County will receive \$241,839.58 and Douglas County will receive \$28,734.46.

“These funds are important to these counties, and we’re glad to play a role in delivering them,” said Brian Steed, BLM Deputy Director for Programs and Policy. “We look forward to continuing to work with county officials to ensure that these lands provide sustainable timber

harvests that support the community and strengthen the health of the forest,” continued Steed.

Payments made through the authority of the CBWR Act are essential to these counties and help offset county timber and tax revenue not generated by federally managed forests. The counties use these funds for services such as law enforcement, road maintenance, health services, schools, libraries and others. Coos and Douglas counties have Coos Bay Wagon Road, and Oregon and California Railroad lands within their boundaries, so payments to those counties are covered by both the 1937 and 1939 statutes.

America’s Wild Horses Arrive in Germany

Follow the journey as Oregon horses are sent to new homes overseas

Fact:

There are an estimated 3,300 wild horses living on the range in Oregon.

Fact:

Fifteen of the 16 horses in the first German Mustang Makeover were from Oregon.

Saying goodbye at the airport is always the hardest part for Sandra Clark.

After the final embrace with each loved one, often a soft pat or rub of the head, she waits for the plane to take off and waves from the ground.

Clark, though, is a private horse trainer from Germany who now runs a ranch on the East Coast. She is waving farewell to American wild horses bound for new homes in Europe.

“It’s always emotional, I always cry like a baby,” said Clark by phone from her ranch about two hours inland from Savannah, Georgia.

“You’re the first human who touched them, you’re the first human they trusted,” explained Clark, who grew up in

Bavaria and moved to the U.S. about a decade ago.

The mother of three is the main reason why wild horses removed from the overcrowded rangelands managed by the BLM are being sent to qualified owners in Germany and elsewhere in Europe.

For wild horses in Oregon, 2017 marked the largest overseas transfer in the history of the Bureau of Land Management.

Read the full story, featuring over a dozen interviews, online at the BLM Oregon Facebook page at [facebook.com/blmoregon](https://www.facebook.com/blmoregon).



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MAKING AMERICA GREAT THROUGH SHARED CONSERVATION STEWARDSHIP
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Pacific Connector Gas Pipeline

Making America safe via energy independence

Fact:

If constructed, the PCGP would have the capacity to move 1 billion cubic feet of natural gas per day.

Fact:

Approximately 70 miles of the project would cross public lands.

The proposed Pacific Connector Gas Pipeline is a 235-mile-long transmission line traversing the Cascade Mountains in southwestern Oregon. In 2016, a new application was initiated. Pacific Connector Gas Pipeline LP applied for a certificate from the Federal Energy Regulatory Commission to construct and operate the 36-inch-diameter, high-pressure natural gas pipeline.

The PCGP would link existing gas transmission lines with the Jordan Cove Energy Project, a proposed liquefied natural gas facility. Natural gas transported to the Jordan Cove facility would be liquefied and exported. Because of the linear nature of the project and pipeline construction requirements, the amendment of the BLM

plans will likely be necessary in order for the BLM to consider a right-of-way grant application for the PCGP. While the proposed natural gas facility is connected to the PCGP, it would not be located on Federal land.

In June of 2017, the FERC announced that it would prepare an environmental impact statement that will discuss the impacts of the planned Jordan Cove terminal and PCGP. The FERC is the lead federal agency for the preparation of the impact statement. That report will be prepared in cooperation with the BLM, Forest Service and Bureau of Reclamation.



By the Numbers

Your monthly stats, facts, and more.



Facts at Your Fingertips
BLM Oregon
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blm.gov

Cover Photo/Rick Cameron

Forestry
201.2 million board feet harvested in 2017

Forestry
That much timber can build 12,675 homes

Infrastructure
BLM manages 20,740 miles of NW roads