

Corridor 121-240

Northern Green River Bypass Corridor

Corridor Purpose and Rationale

The corridor provides a northeast-southwest pathway for energy transport in southern Wyoming. The corridor connects to multiple Section 368 energy corridors on both ends, creating a continuous corridor network across BLM- and USFS-administered lands. Input regarding alignment from multiple organizations¹ 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. The Wyoming Pipeline Corridor Initiative (WPCI) has been proposed through this corridor. WPCI is a proposed pipeline ROW network designed to connect sources of CO₂ to existing oil fields to support further extraction of oil/gas reserves while sequestering CO₂ in the ground.

Corridor location:

Wyoming (Sweetwater Co.)
BLM: Kemmerer and Rock Springs Field Offices
Regional Review Region: Region 4

Corridor width, length:

Width 3,500 ft
15 miles of designated corridor
39 miles of posted route, including gaps

Designated Use:

- corridor is multi-modal

Corridor of concern (N)

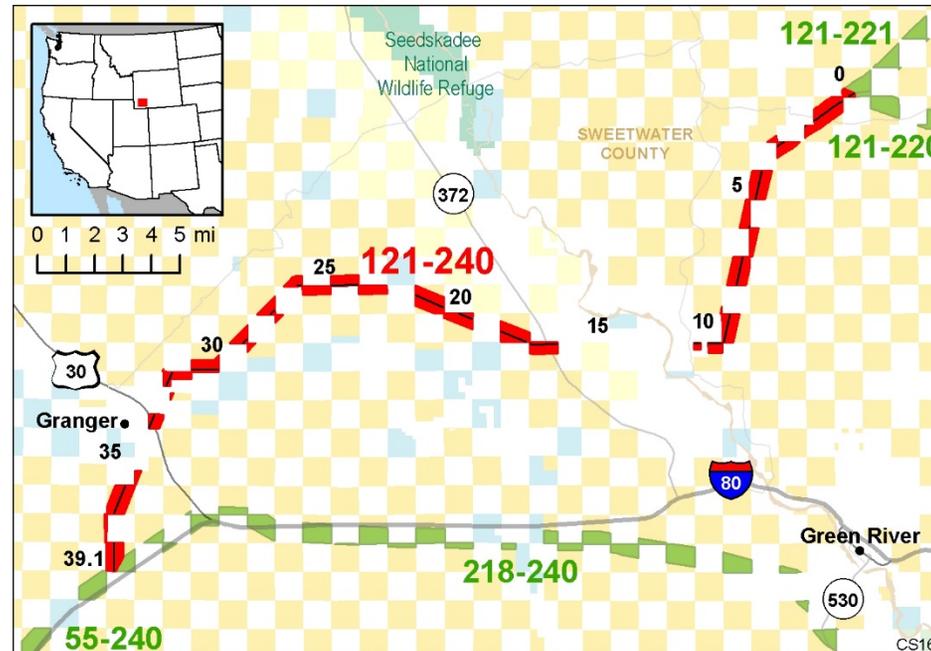


Figure 1. Corridor 121-240

Corridor history:

- Locally designated prior to 2009 (N)
- Existing infrastructure (N)
- Energy potential near the corridor (Y)
 - 8 substations are within 5 mi of the corridor.
- Corridor changes since 2009 (N)

¹ Frontier Line, Idaho Power Company, National Grid, PacifiCorp, Rocky Mountain Area Transmission Study, Western Utility Group, and Wyoming Natural Gas Pipeline Authority

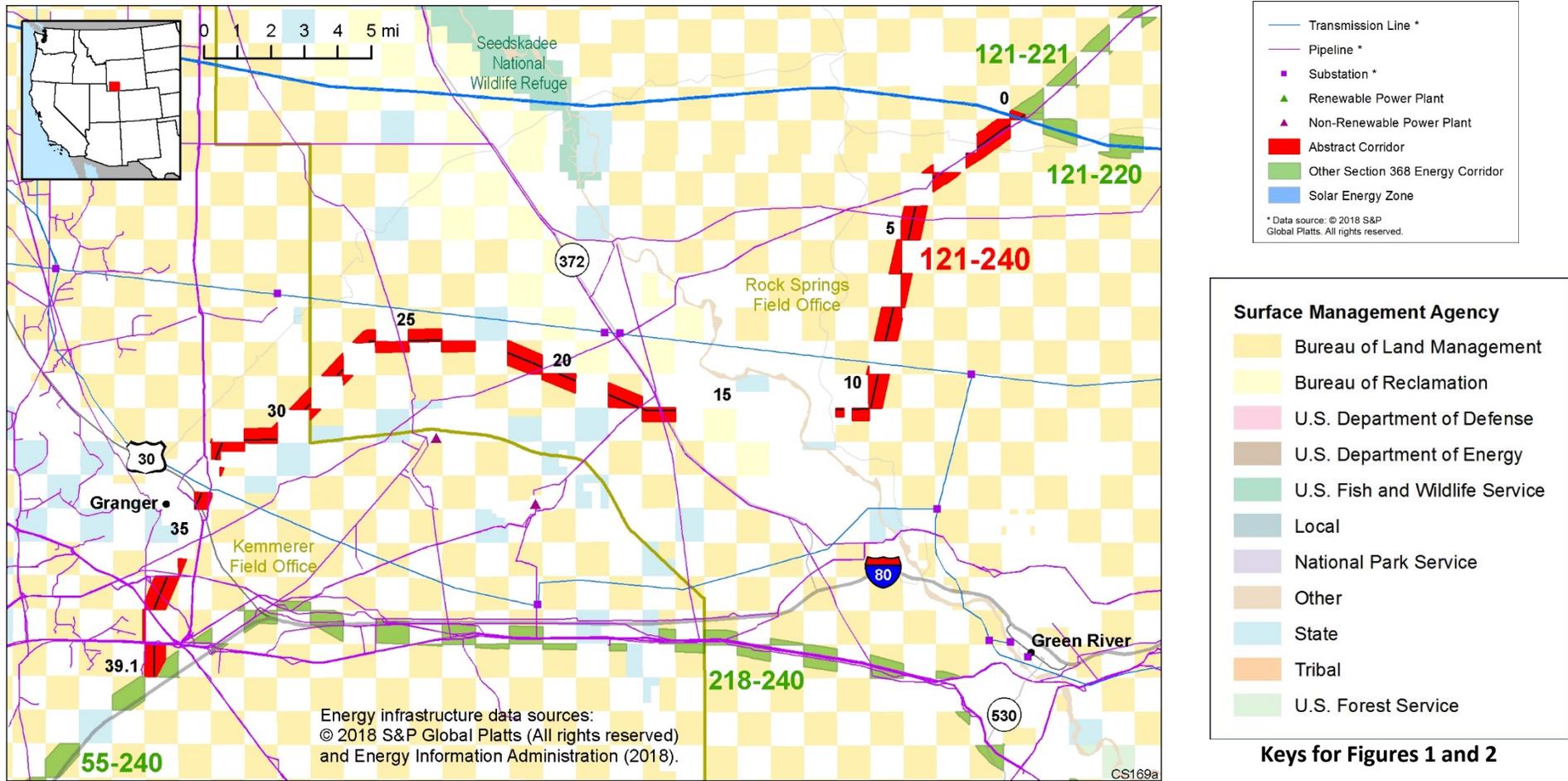


Figure 2. Corridor 121-240 and nearby electric transmission lines and pipelines

Conflict Map Analysis

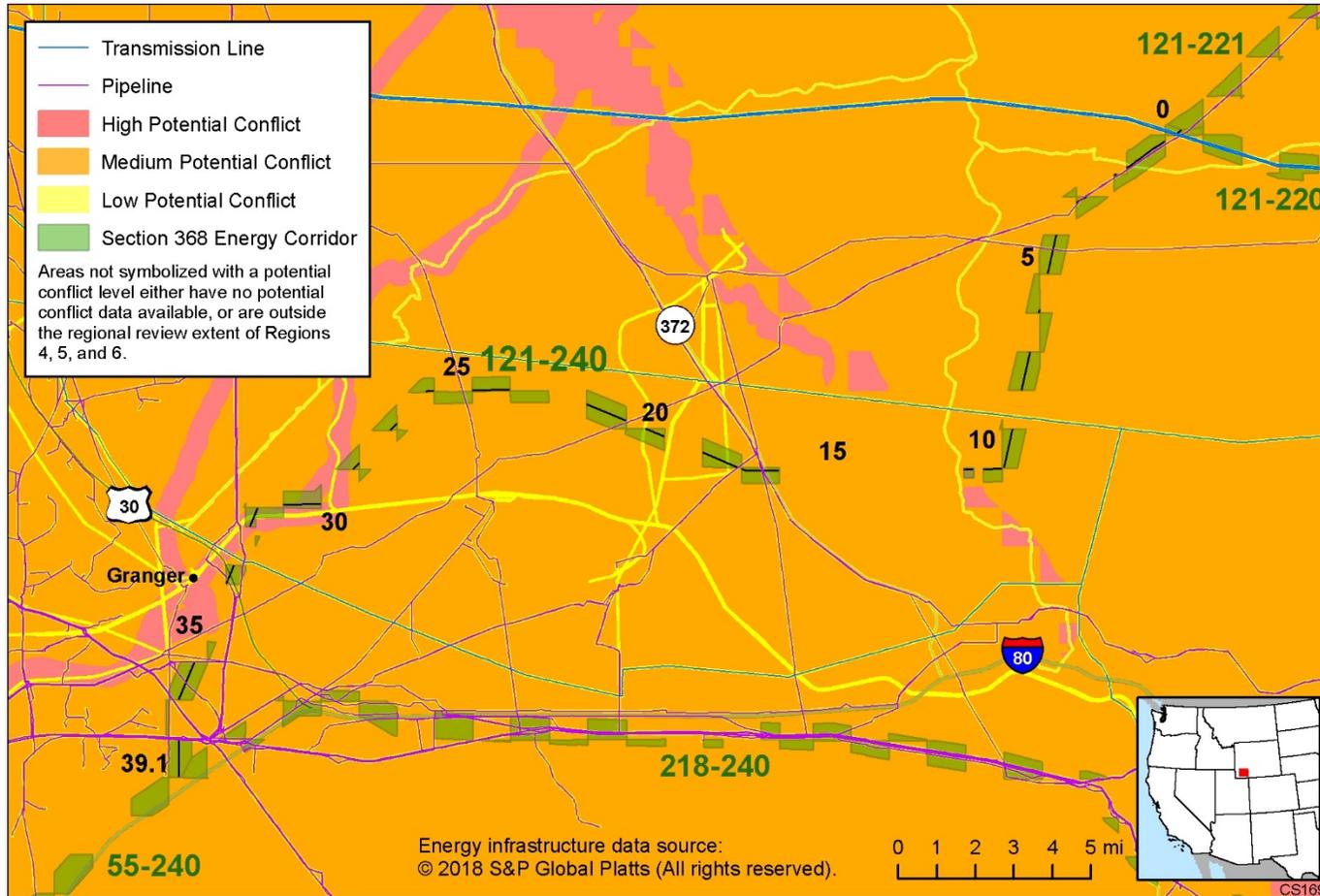


Figure 3. Map of Conflict Areas in Vicinity of Corridor 121-240

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/>)

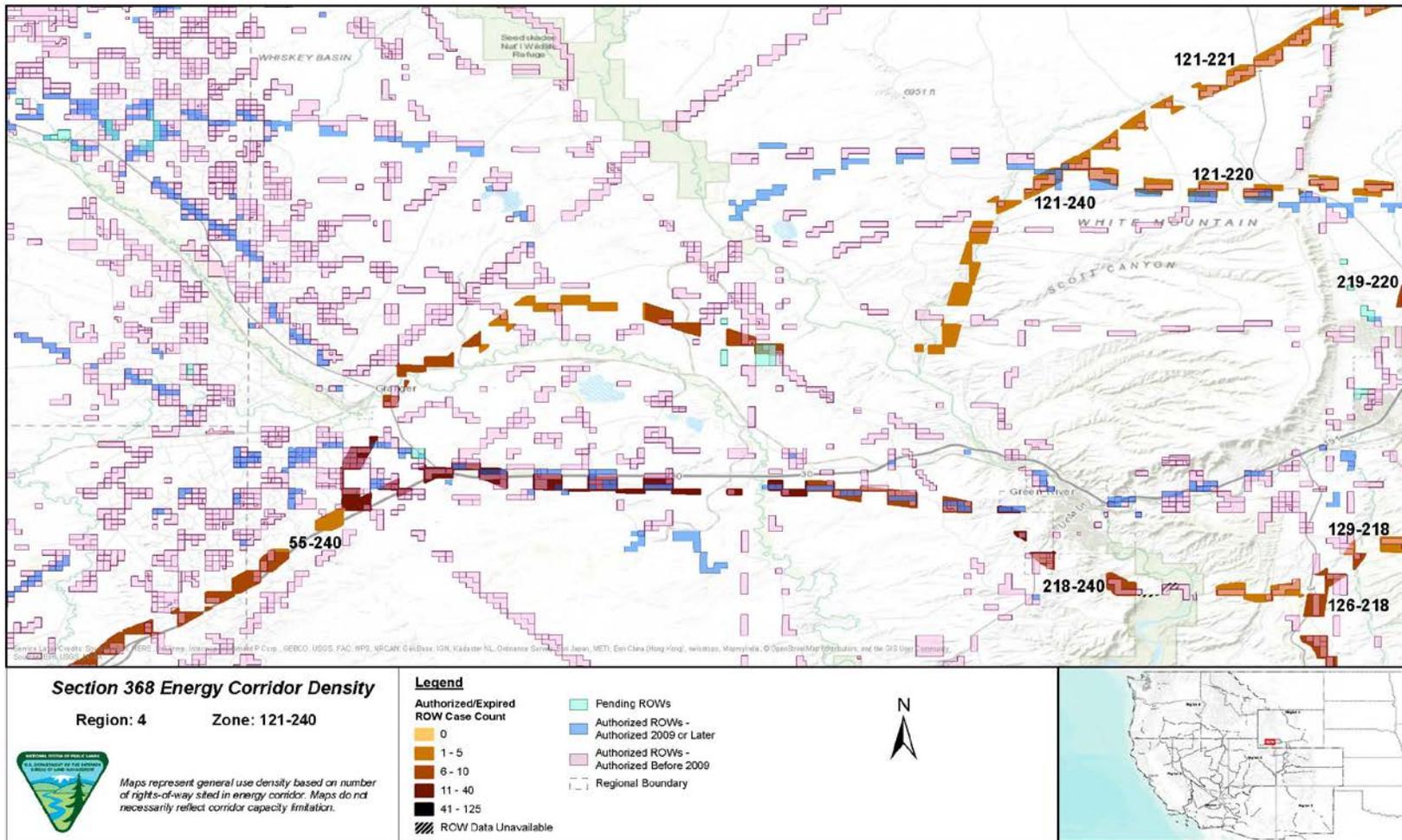


Figure 4. Corridor 121-240, Corridor Density Map

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 121-240 REVIEW			
POTENTIAL COMPATIBILITY ISSUES or CONCERNS TO EXAMINE	MILEPOST (MP)¹	STAKEHOLDER INPUT and OTHER RELEVANT INFORMATION	POTENTIAL RESOLUTIONS BASED ON SITING PRINCIPLE ANALYSIS²
<i>BLM Jurisdiction: Rock Springs Field Office</i>			
<i>Agency Land Use Plan: Green River RMP (1997)</i>			
Four Trails Feasibility Study Trail and the corridor intersect - The RMP does not include the Four Trails Feasibility Study Trail since it pre-dates the 2009 legislation designating the Study Trail (Public Law 111-11).	MP 3, MP 25 to MP 29	<p>This corridor does not include existing energy infrastructure; segment from MP 30 to MP 32 parallels a railroad.</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 being studied or for which the trail was recommended as suitable.</p> <p>Comment on abstract: shift the corridor from MP 0 to MP 11 to allow for collocation and to lessen the impacts to the Four Trails Feasibility Study area and the California NHT.</p>	<p>The corridor follows existing infrastructure from MP 0 to MP 4 and follows the proposed WPCI corridor route from MP 4 to MP 17. The current path between MP 0 and MP 11 puts the corridor further away from the Four Trails Feasibility Study trail than it would be following existing infrastructure, thereby minimizing impacts.</p> <p>While the corridor cannot be re-routed to avoid the Study Trail in all these locations there may be some locations where the corridor could be shifted to avoid the trail. For example, the segment between MP 25 and MP 32 could be shifted to federal lands to the south. However, this could impact the southern branch of the Study Trail.</p> <p>Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.</p>
VRM Class II area and the corridor intersect - The objective of VRM Class II designation is to retain the existing character of the landscape.	MP 11 to MP 12		Areas with the VRM Class II designation may not be compatible with future overhead transmission line development in areas of the corridor that do not have

CORRIDOR 121-240 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
			existing infrastructure. This corridor segment is not collocated with infrastructure and could be considered for deletion. Alternatively, the Agencies could consider a change in the VRM class designation.
<p>BLM Jurisdiction: Kemmerer Field Office Agency Land Use Plan: Kemmerer RMP (2010)</p>			
<p>Oregon NHT/Mormon Pioneer NHT/Pony Express NHT and the corridor intersect and are adjacent – The RMP states that: utility corridors are not designated where they are in conflict with NHT management objectives; surface-disturbing activities within NHTs need to retain the existing character of the landscape in federal sections so developments do not dominate settings to detract from the feeling or sense of the historic period of use; and that a number of transmission lines, pipelines, railroads, and US 30 occur in the immediate area of the NHTs and the corridor. The corridor is located within a corridor identified in the RMP (Map 13).</p>	<p>MP 29 to MP 32</p>	<p>This corridor is not collocated with existing energy infrastructure. Between MP 25 and MP 32 the corridor generally follows the route of the northern branch of the Four Trails Feasibility Study Trail. The NHT runs along the southern boundary of the corridor between MP 29 and MP 32.</p> <p>The National Trails System Act, as cited in the Comprehensive Plan for the California NHT (1999)³, states that the Secretary of the Interior or the Secretary of Agriculture may grant easements and rights-of-way upon, over, under, across, or along any component of the national trails system in accordance with the laws applicable to the national forest system, provided that any conditions contained in such easements and rights-of-way are related to the policy and purposes of this Act.</p>	<p>There may be some locations where the corridor could be shifted to avoid the NHT. For example, the segment between MP 25 and MP 32 could be shifted to federal lands to the south. However, this could impact the southern branch of the NHT.</p> <p>Agencies could consider new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.</p>
<p>BLM Jurisdiction: Rock Springs Field Office, Kemmerer Field Office Agency Land Use Plan: Wyoming GRSR ROD and ARMPA – March 2019</p>			
<p>GRSG PHMA (ROW avoidance area) and the corridor intersect - The 2019 ROD/ARMPA indicates that collocating new infrastructure within existing ROWs and maintaining and upgrading ROWs is preferred</p>	<p>MP 0 to MP 11</p>	<p>RFI comment: re-route or exclude new infrastructure ROWs and avoid all new energy infrastructure development within GRSR PACs (45%</p>	<p>ROW avoidance areas are not compatible with the corridor’s purpose as a preferred location for infrastructure. The PHMA encompasses a broad area around the corridor which cannot be avoided. While</p>

CORRIDOR 121-240 REVIEW

POTENTIAL COMPATIBILITY ISSUES or CONCERNS TO EXAMINE	MILEPOST (MP)¹	STAKEHOLDER INPUT and OTHER RELEVANT INFORMATION	POTENTIAL RESOLUTIONS BASED ON SITING PRINCIPLE ANALYSIS²
over the creation of new ROWs or the construction of new facilities in all management areas. Existing designated corridors, including Section 368 energy corridors, will remain open in all habitat management areas.		overlap). Use full mitigation hierarchy to avoid, minimize, and compensate for impacts within four miles of important GRSB breeding areas.	there is no opportunity to avoid PHMA habitat, there may be opportunities to shift the corridor and collocate with existing infrastructure. Also, shifts in the corridor could lessen the impacts to the Four Trails Feasibility Study area and the California NHT.
GRSB GHMA and the corridor intersect - The 2019 ROD/ARMPA indicates that collocating new infrastructure within existing ROWs and maintaining and upgrading ROWs is preferred over the creation of new ROWs or the construction of new facilities in all management areas. Existing designated corridors, including Section 368 energy corridors, will remain open in all habitat management areas.	MP 11 to MP 39	RFI comment: re-route or exclude new infrastructure ROWs and avoid all new energy infrastructure development within GRSB PACs (45% overlap). Use full mitigation hierarchy to avoid, minimize, and compensate for impacts within four miles of important GRSB breeding areas.	The GHMA encompasses a broad area around the corridor which cannot be avoided. However, there may be opportunities to shift the corridor and collocate with existing infrastructure.

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.

³ Full Title: Comprehensive Management and Use Plan / Final Environmental Impact Statement - California National Historic Trail and Pony Express National Historic Trail. Management and Use Plan Update/Final Environmental Impact Statement - Oregon National Historic Trail and Mormon Pioneer National Historic Trail.

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:

- Relocate the corridor from MP 25 to MP 35 by shifting the corridor to the south then southwest to utilize existing pipeline corridor (comment on abstract).
- Relocate the corridor from MP 35 to MP 37 by shifting the corridor east to collocate corridor with a gas pipeline corridor (comment on abstract).

Analysis: The corridor could be re-routed to collocate with existing pipelines.

Ecology:

- Consult closely with state fish and game agencies and WGA to implement the full mitigation hierarchy of avoidance, minimization, and compensation for CHAT resources at "Very High" risk (RFI comment).

Analysis: Existing IOPs would be required. Mitigation measures will occur at the project-specific level pursuant to BLM policy.

Abstract Acronyms and Abbreviations

ARMPA = Approved Resource Management Plan; BLM = Bureau of Land Management; BMP = best management practice; CHAT = Crucial Habitat Assessment Tool; FO = field office; GHMA = general habitat management area; GIS = geographic information system; GRSG = Greater Sage-grouse; IOP = interagency operating procedure; MP = milepost; NHT = National Historic Trail; NST = National Scenic Trail; PAC = priority area for conservation; PEIS = Programmatic Environmental Impact Statement; PHMA = priority habitat management area; RFI = request for information; RMP = resource management plan; ROD = Record of Decision; ROW = right-of-way; USFS = U.S. Forest Service; VRM = visual resource management; WGA = Western Governors' Association; WWEC = West-wide Energy Corridor.