

**Corridor 138-143
Region 3 Review**

Corridor 138-143

Baggs Corridor

Corridor Rationale

Input regarding alignment from the National Grid and the Western Utility Group during the WWEC PEIS suggested following this route. There are no planned transmission or pipeline projects within the corridor and no pending or recently authorized major ROWs within or intersecting the corridor at this time.

Corridor location (Region 3 portion):

Colorado (Moffat Co.)
 BLM: Little Snake Field Office
 Regional Review Region(s): Region 3 and Region 4

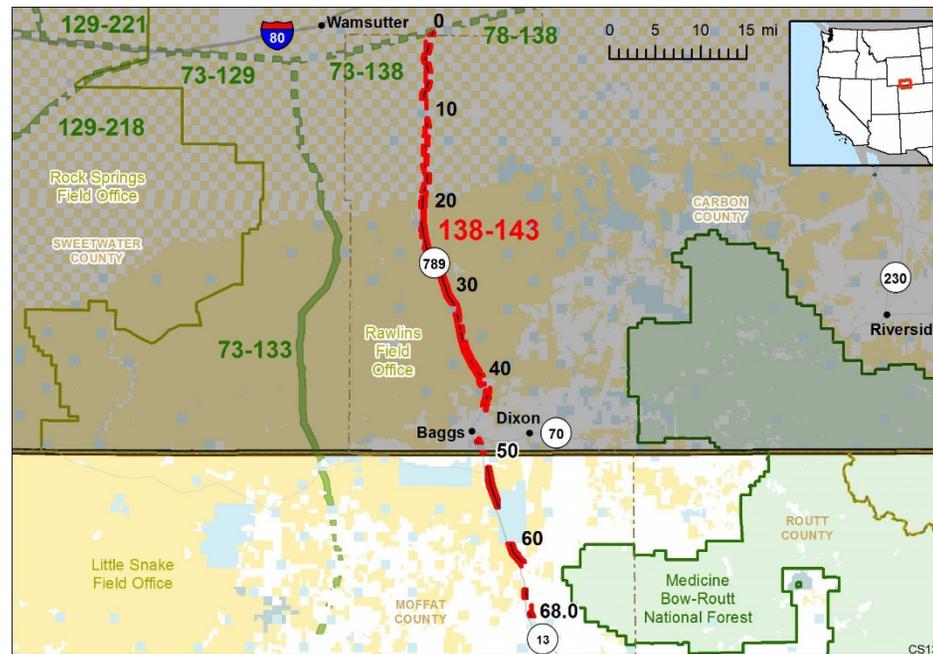
Corridor width, length (Region 3 portion):

Width 3,500 ft
 10 miles of designated corridor
 18.9 mile-posted route, including gaps

Sec 368 energy corridor restrictions: (Y)

- corridor is designated electric-only

Corridor of concern (N)



Corridor history:

- Locally designated corridor prior to 2009 (N)
- Existing infrastructure (Y)
 - Highways:
 - Colorado Hwy 13 (MP 52 to MP 66)
- Energy potential near the corridor (N)
- Corridor changes since 2009 (N)

Figure 1. Corridor 138-143

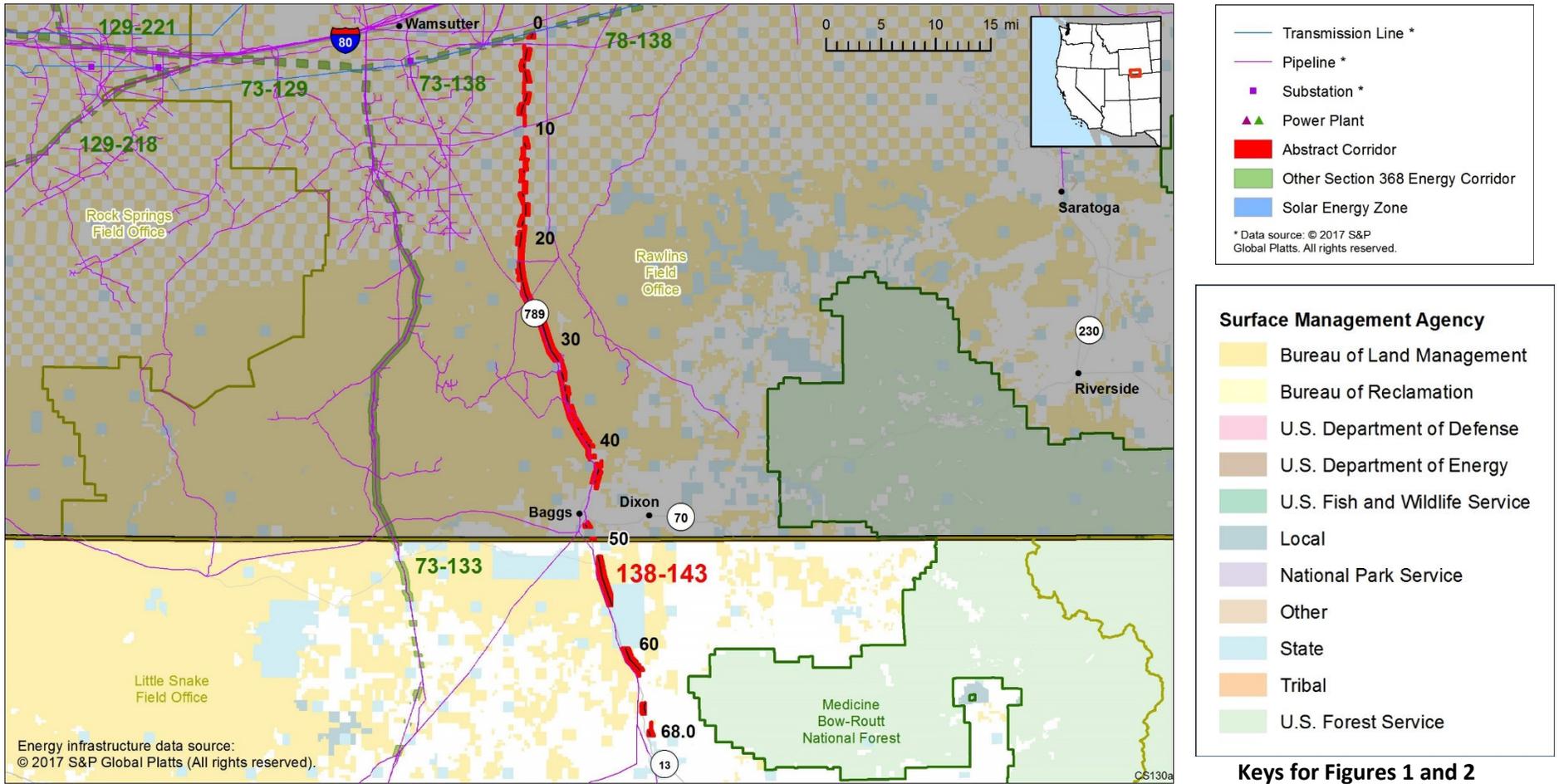


Figure 2. Corridor 138-143 and nearby electric transmission lines and pipelines (grayed out area outside of Region 3)

Conflict Map Analysis

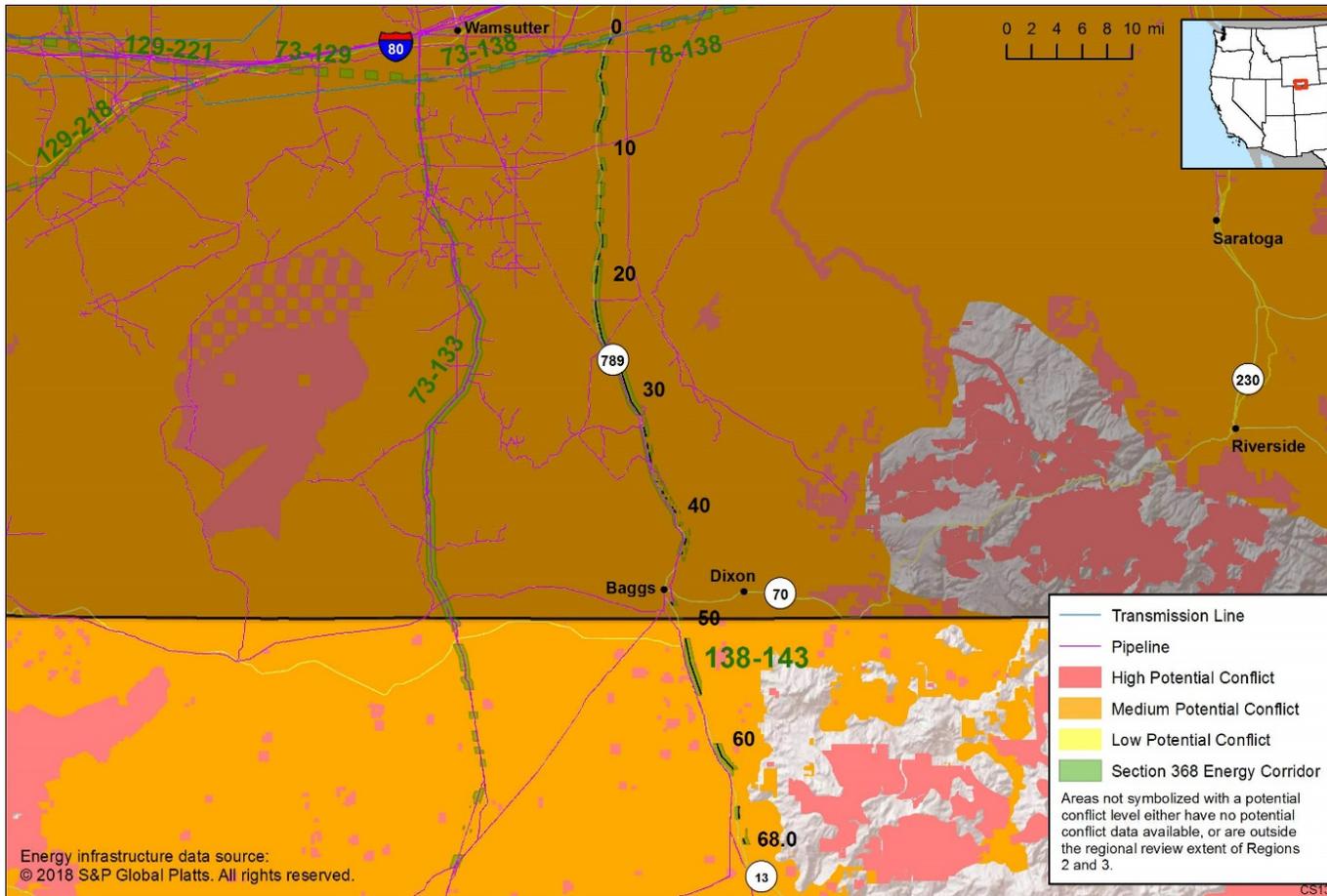


Figure 3. Map of Conflict Areas in Vicinity of Corridor 138-143

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/>)

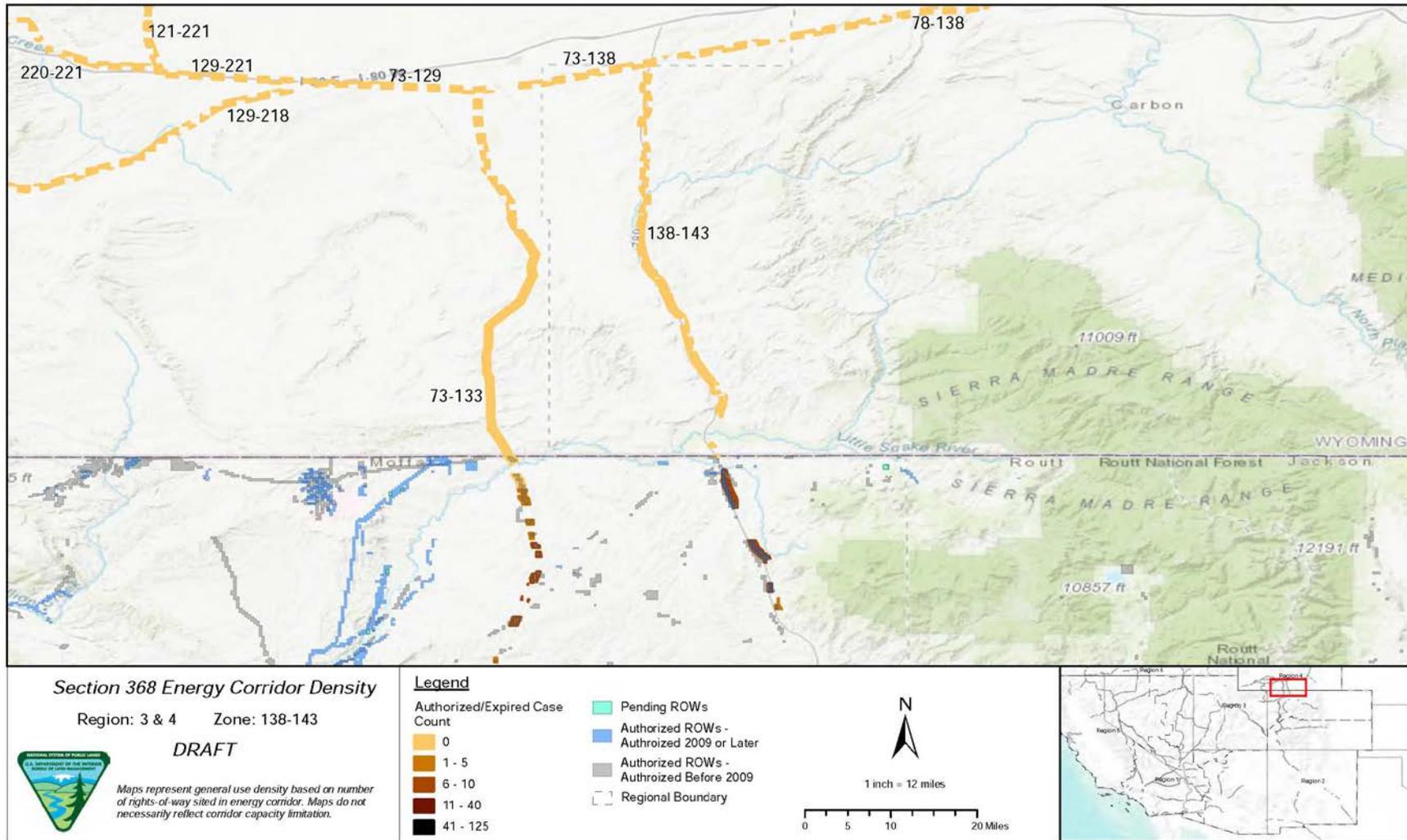


Figure 4. Corridor 138-143, Corridor Density Map

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 grey; 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.

General Stakeholder Feedback on Corridor Utility

Stakeholders did not provide specific input on corridor utility.

Corridor Review Table

The table below captures details of the Agencies' review of the energy corridor. Consideration of the general corridor siting principles of the 2012 Settlement Agreement framed each corridor review, to identify potential improvements to maximize corridor utility and minimize impacts on the environment. Initial Agency analysis is provided to facilitate further discussion during stakeholder workshops.

CORRIDOR 138-143 REVIEW TABLE							
ID	Agency	Agency Jurisdiction	County	Primary Issue	Corridor Location (by Milepost [MP])	Source	Agency Review and Analysis ^{1,2}
ENVIRONMENTAL RESOURCE ISSUES							
<i>Ecology</i>							
138-143 .001	BLM	Little Snake FO	Moffat, CO	GRSG (BLM sensitive species)	Not specified.	RFI: re-route or exclude new infrastructure ROWs and avoid all new energy infrastructure development within GRSG PACs (31% overlap). Use full mitigation hierarchy to avoid, minimize, and compensate for impacts within 4 mi of important GRSG breeding areas. 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.	The NWCO GRSG ARMPA: -Manage areas within PHMA as avoidance areas for BLM ROW permits. -Manage areas within GHMA as avoidance areas for major transmission lines greater than 100 kV and pipelines greater than 24 in. and minor BLM ROW permits. -PHMA and GHMA are designated as avoidance areas for high-voltage transmission line ROWs: ROWs may be issued after documenting that the ROWs would not adversely affect GRSG populations -Any new projects within PHMA would be subject to the 3% disturbance cap. Within existing designated utility corridors, the 3% disturbance cap may be exceeded at the project scale if the site -specific NEPA analysis indicates that a net conservation gain to the species will be achieved.
				GRSG PHMA	MP 50 to MP 63 and MP 66.4 to MP 68	GIS Analysis: GRSG PHMA intersects corridor.	
				GRSG GHMA	MP 49 to MP 50 and MP 62 to MP 67	GIS Analysis: GRSG GHMA intersects corridor.	
						Comment on abstract: supports PHMAs and GHMAs ROW	This corridor location within the current designation of GRSG PHMA and

CORRIDOR 138-143 REVIEW TABLE							
ID	Agency	Agency Jurisdiction	County	Primary Issue	Corridor Location (by Milepost [MP])	Source	Agency Review and Analysis ^{1, 2}
						Avoidance Areas. Recommend that these identified corridors be re-routed to avoid PHMA and GHMA. In areas where existing transmission lines are present, recommend disturbance be within the existing infrastructure footprint. If avoidance or co-location is not possible, recommend burying the transmission line and instituting compensatory mitigation.	GHMA is not easily resolved or avoided by corridor-level planning because alternate routes would still require siting through the current designated areas. Projects within this corridor should be evaluated for impacts on GRSG and habitats and measures are to be included to avoid, minimize, and mitigate impacts. All new proposed ROW locations will be open for consideration on a case-by-case basis, with stipulations identified during activity level environmental reviews. (3)
Visual Resources							
138-143 .002	BLM	Little Snake FO	Moffat, CO	VRM Class III	Entire length of corridor	GIS Analysis: VRM Class III areas intersect corridor.	VRM Class III allows for moderate change to the characteristic landscape, although minimizing visual contrast remains a requirement. Management activities may attract the attention of the casual observer, but shall not dominate the view. (1)
Land Use Concerns							
Other noted land use concerns							
138-143 .003	BLM	Little Snake FO	Moffat, CO	NSO Area	MP 53 and MP 60 to MP 61	GIS Analysis: NSO areas intersect corridor.	NSOs protect certain resources in the Little Snake FO depending on the area. Since an NSO would prohibit surface occupancy, potential consideration for corridor revision for aboveground infrastructure may be needed. (3)

¹ Projects proposed in the corridor would be reviewed during their ROW application review process and would adhere to Federal laws, regulations, and policy.

² (1) = confirm existing corridor best meets siting principles; (2) = identify opportunities to improve corridor placement or IOPs; (3) = acknowledge concern not easily resolved or avoided by corridor-level planning.

Abstract Acronyms and Abbreviations

ARMPA = Approved Resource Management Plan Amendment; BLM = Bureau of Land Management; CHAT = Crucial Habitat Assessment Tool; FO = Field Office; GHMA = General Habitat Management Area; GIS = geographic information system; GRSG = Greater Sage-grouse; MP = milepost; NEPA = National Environmental Policy Act; NSO = No Surface Occupancy; NWCO = Northwest Colorado; PAC = Priority Area for Conservation; PEIS = Programmatic Environmental Impact Statement; PHMA = Priority

Habitat Management Area; RFI = request for information; ROW = right-of-way; USFS = U.S. Forest Service; VRM = Visual Resource Management; WGA = Western Governors' Association; WWEC = West-wide Energy Corridor.

Corridor 138-143
Region 4 Review

Corridor 138-143

Baggs Corridor

Corridor Purpose and Rationale

The corridor provides a north-south pathway for interstate energy from Wyoming into Colorado. Input regarding alignment from the National Grid 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 (Region 4 portion):

Wyoming (Carbon and Sweetwater Co.)
 BLM: Rawlins Field Office
 Regional Review Regions: Region 3 and Region 4

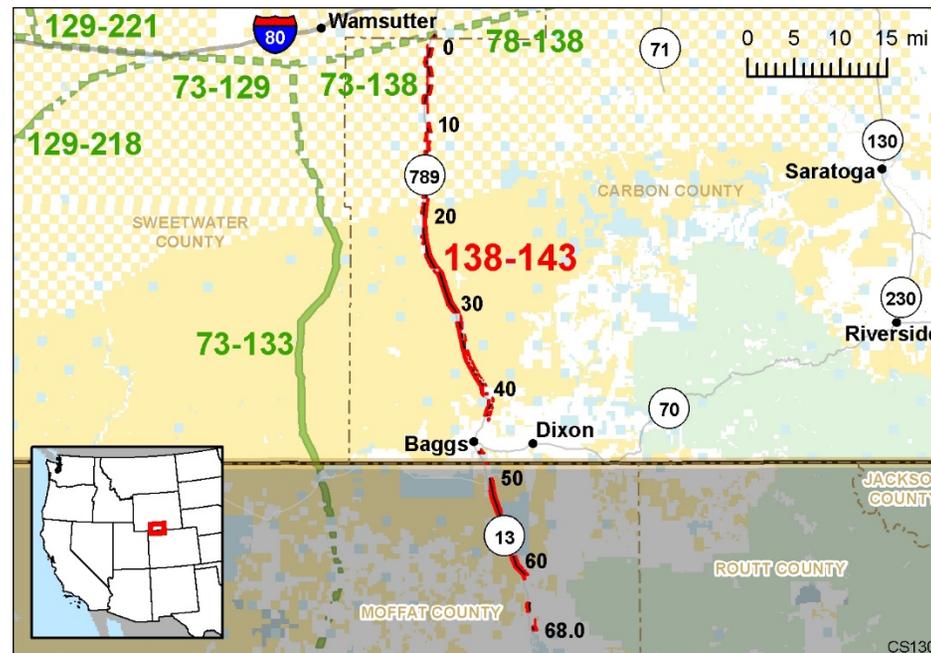
Corridor width, length (Region 4 portion):

Width 3,500 ft
 23 miles of designated corridor
 49 miles of posted route, including gaps

Designated Use:

- corridor is multi-modal

Corridor of concern (N)



Corridor history:

- Locally designated prior to 2009 (N)
- Existing infrastructure (Y)
 - Rocky Mountain pipeline extends within and adjacent to the corridor.
 - A natural gas pipeline extends within and adjacent to a portion of the corridor.
 - Highway 789 is within the entire corridor.
- Energy potential near the corridor (N)
- Corridor changes since 2009 (N)

Figure 1. Corridor 138-143



Figure 2. Corridor 138-143 and nearby electric transmission lines and pipelines

Conflict Map Analysis

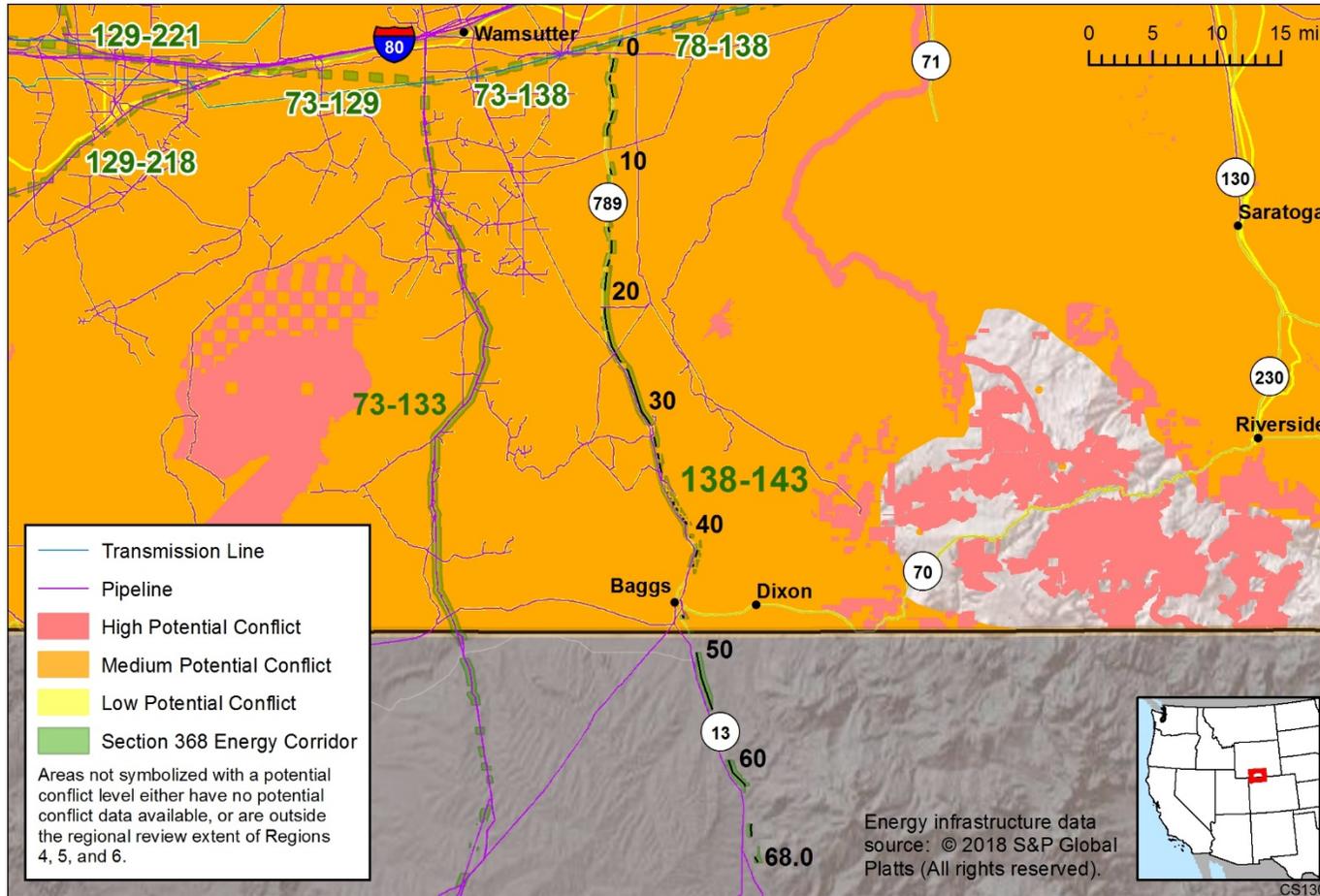


Figure 3. Map of Conflict Areas in Vicinity of Corridor 138-143

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.

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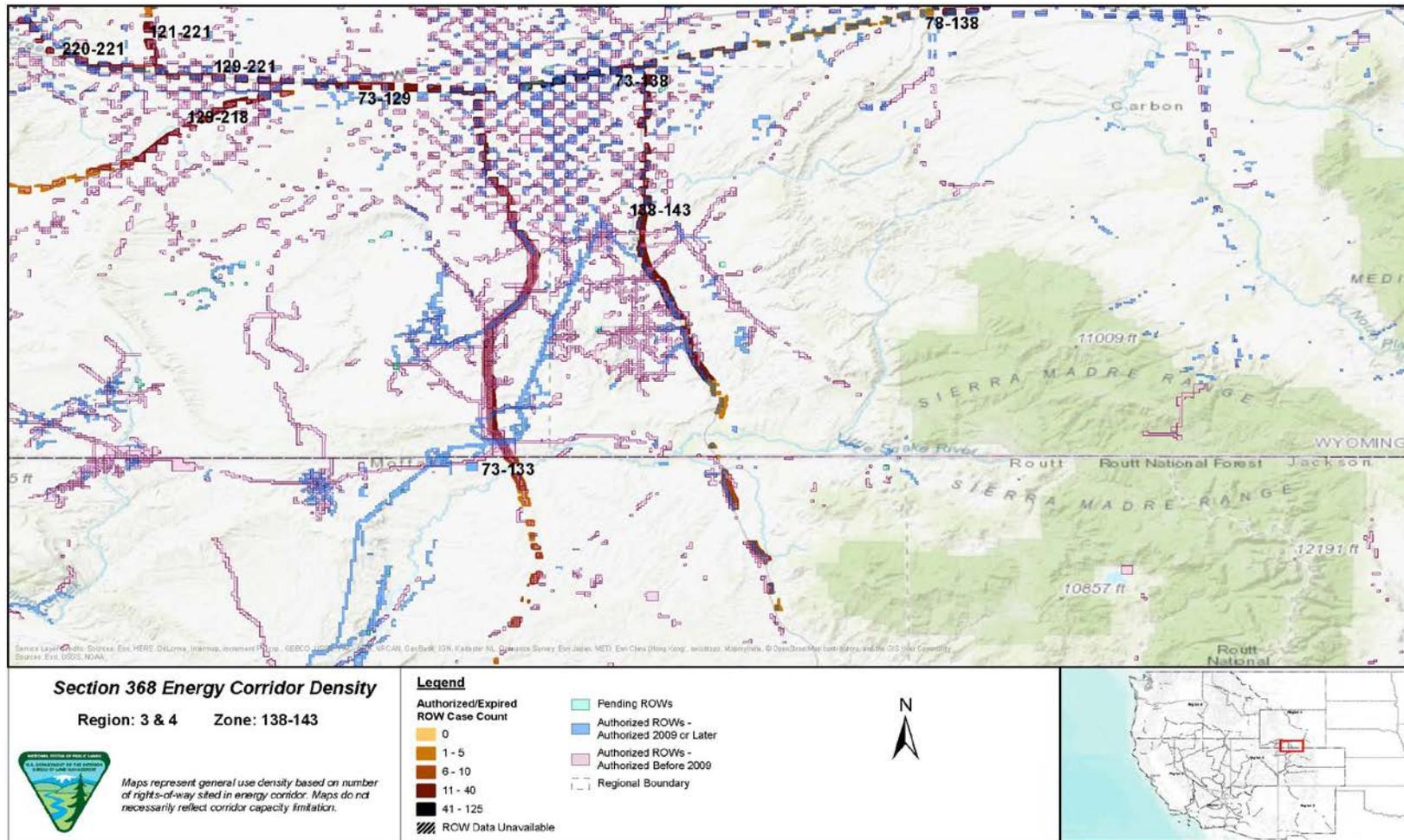


Figure 4. Corridor 138-143, Corridor Density Map

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 138-143 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: Rawlins Field Office</i> <i>Agency Land Use Plan: Rawlins RMP (2008)</i>			
Upper Muddy Creek/Grizzly WHMA and the corridor intersect – The RMP identifies this WHMA as an avoidance area.	MP 10 to MP 12	Wyoming Highway 789 is within the corridor.	ROW avoidance areas are not compatible with the corridor's purpose as a preferred location for infrastructure. However, the conflict with the WHMA is minimal considering the existing infrastructure (state highway) and that the corridor only intersects the far western edge of the WHMA. A slight shift of the corridor to the west could avoid the WHMA, but this could be somewhat problematic due to the checkerboard pattern of BLM-administered lands in the area.
Historic Trails Management Area intersects and is adjacent to the corridor - The RMP identifies the Historic Trails Management Area as an avoidance area and its management goals are to preserve and protect the historic trails.	MP 15 and MP 30 to MP 43		ROW avoidance areas are not compatible with the corridor's purpose as a preferred location for infrastructure. However, the corridor is collocated with a pipeline, somewhat minimizing disturbance to the area. Additional underground development could minimize visual impacts.
Four Trails Feasibility Study Trail and the corridor intersect – The RMP states that actions resulting in linear crossings of the trails will occur in previously disturbed areas and will be managed in accordance with BMPs.	MP 15 (Overland Trail) and MP 32 (Cherokee Trail)	State Route 789 is located within the corridor. The Rocky Mountain oil pipeline is adjacent to the corridor at MP 32. Public Law 111-11 (2009) directs the Secretary of the Interior to revise the original feasibility studies of the Oregon, Mormon Pioneer, California,	The corridor intersections here appear to best meet the siting principles. While the corridor cannot be re-routed to avoid the Study Trail, the corridor is collocated with existing infrastructure (state highway and oil pipeline) and the Study Trail crosses the corridor approximately perpendicularly (minimizing impacts). Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the

CORRIDOR 138-143 REVIEW

<p>POTENTIAL COMPATIBILITY ISSUES or CONCERNS TO EXAMINE</p>	<p>MILEPOST (MP)¹</p>	<p>STAKEHOLDER INPUT and OTHER RELEVANT INFORMATION</p>	<p>POTENTIAL RESOLUTIONS BASED ON SITING PRINCIPLE ANALYSIS²</p>
		<p>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>energy corridor.</p>
<p>Muddy Creek Wild and Scenic Study River intersects and is adjacent to the corridor - Appropriate management prescriptions for maintaining or enhancing the outstandingly remarkable values and classifications of waterway segments meeting suitability criteria will be part of the RMP process.</p>	<p>MP 16, MP 23, MP 26, MP 31 to MP 44</p>	<p>Wyoming Highway 789 is within the corridor.</p>	<p>The corridor intersections at MP 16 and MP 26 appear to best meet the siting principles as intersection of the corridor and the Study River are perpendicular and the corridor is collocated with existing infrastructure (state highway). At MP 23 and MP 31 to MP 44, the corridor is also collocated with the state highway. At MP 23, future infrastructure could be located along the eastern portion of the corridor, or the corridor could be slightly shifted to the east to avoid the Study River. At MP 31 to MP 43, future infrastructure could be located along the western portion of the corridor or the corridor could be shifted slightly to the west in order to avoid the Study River.</p> <p>An existing IOP requires proposed projects to mitigate disturbance to Wild and Scenic Rivers and Study Rivers and their vicinity.</p>
<p>BLM Jurisdiction: Rawlins Field Office Agency Land Use Plan: Wyoming GRSG 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 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.</p>	<p>MP 0 to MP 7</p>		<p>ROW avoidance areas are not compatible with the corridor’s purpose as a preferred location for infrastructure. However, the corridor is collocated with existing pipelines and Highway 78. The PHMA encompasses a broad area surrounding the corridor which cannot be avoided.</p>
<p>GRSG GHMA and the corridor intersect - The ROD/ARMPA indicates that collocating new</p>	<p>MP 7 to MP 49</p>		<p>The location appears to best meet the siting principles because collocation is preferred and the corridor is</p>

CORRIDOR 138-143 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
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.			collocated with existing pipelines and highway. The GHMA encompasses a broad area surrounding the corridor which cannot be avoided.

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:

- Consider one alternate route instead of two parallel corridors, Corridor 73-133 and Corridor 138-143 (comment on abstract).
- Relocate the corridor from MP 0 to MP 20 by shifting the corridor 2 mi. east to fall within Western Transmission Corp corridor. Relocate the corridor by shifting the corridor to follow the Western Transmission Corp pipeline SW to WVEC corridor (comment on abstract).

Analysis: Corridors 73-133 and 138-143 both follow existing infrastructure. Corridor 73-133 is designated underground only and the Region 3 portion of Corridor 138-143 is designated electric only, allowing for both pipeline and transmission line energy transport between Colorado and Wyoming. The Agencies could consider upgrading the 3,500-ft Wamsutter-Powder Rim locally designated utility corridor along the authorized TransWest Express route to a Section 368 energy corridor (electric-only).

Jurisdictional Concerns:

- Corridor skirts the town of Baggs.

Analysis: The Agencies could consider potential adjustments to the corridor to avoid the town of Baggs, although any potential alternate routes would not collocate with existing infrastructure.

Abstract Acronyms and Abbreviations

ARMPA = Approved Resource Management Plan Amendment; BLM = Bureau of Land Management; BMP = best management practices; 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; 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; WHMA = wildlife habitat management area; WWEC = West-wide Energy Corridor.