

Corridor 218-240

South Green River Corridor

Corridor Purpose and Rationale

The corridor provides an east-west pathway for energy transport south of Green River, Wyoming. The corridor connects to multiple Section 368 energy corridors, creating a continuous corridor network in southern Wyoming across BLM- and USFS-administered lands. Input regarding alignment from multiple organizations¹ during the WVEC PEIS suggested following this route. There are no major pending ROWs for transmission line or pipeline projects within the corridor at this time. The corridor has an existing underground pipeline ROW that pre-dates Section 368 energy corridor designation. The Wyoming Pipeline Corridor Initiative (WPCI) is proposed to follow a portion of 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. There is potential for future development within the corridor, subject to possible limitations from Interstate 80 and other infrastructure congestion.

Corridor location:

Wyoming (Sweetwater Co.)
BLM: Kemmerer and Rock Springs FO
USFS: Ashley NF
Regional Review Region: Region 4

Corridor width, length:

Width 3,500 ft on BLM land; 1,500 on USFS land.
15 miles of designated corridor
37 miles of posted route, including gaps

Designate Use:

- corridor is multi-modal on BLM land
- corridor is underground only on USFS land.

Corridor of concern (N)



Corridor history:

- Locally designated prior to 2009 (N)
- Existing infrastructure (Y)
 - Rocky Mt pipeline follows most of the corridor.
 - Multiple natural gas pipelines follow portions of the corridor.
 - Highway 374
- Energy potential near the corridor (Y)
 - Coal power plant is 4 mi north of MP 25.
 - 11 substations are within 5 mi.
- 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 1. Corridor 218-240

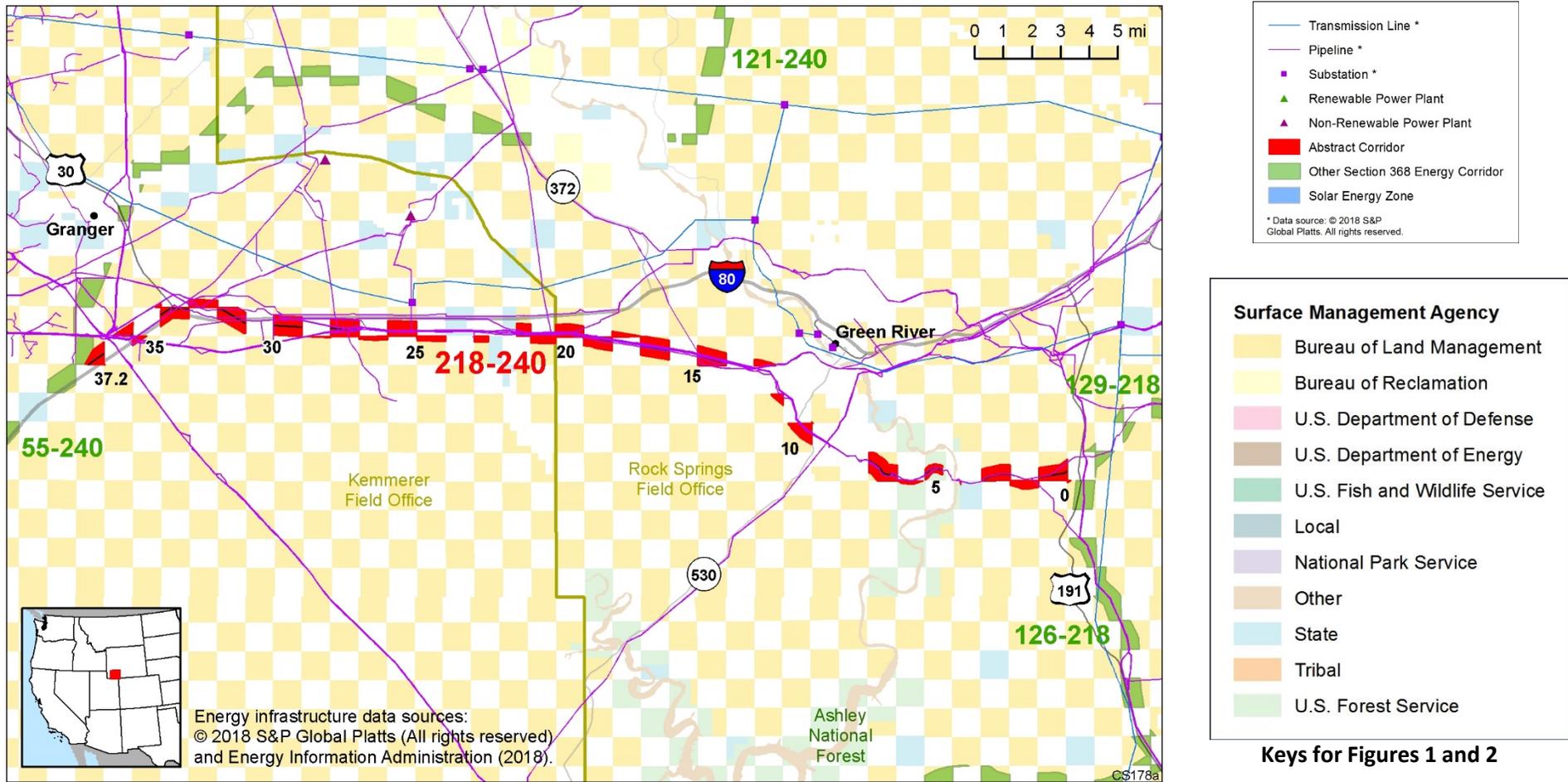


Figure 2. Corridor 218-240 and nearby electric transmission lines and pipelines

Conflict Map Analysis

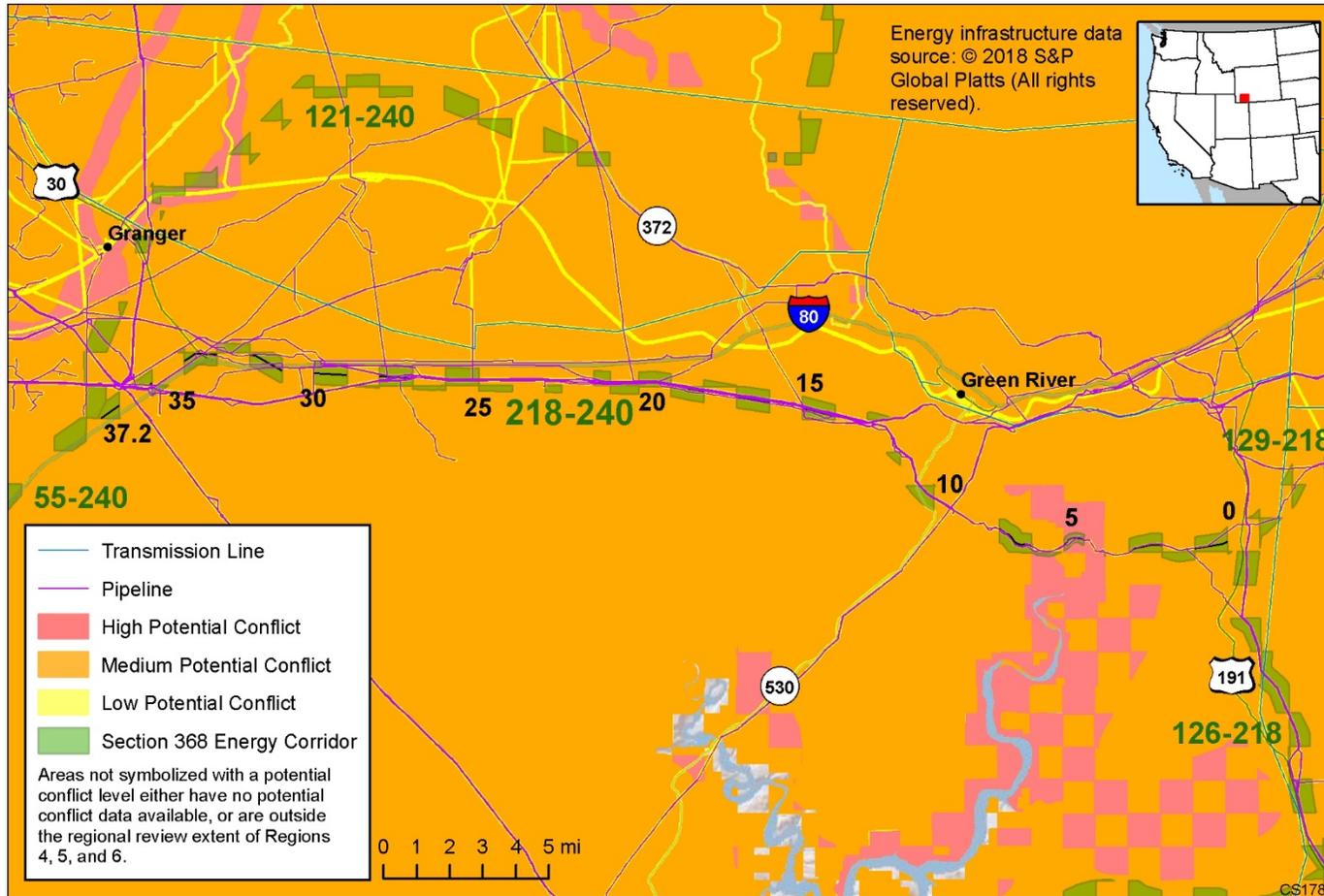


Figure 3. Map of Conflict Areas in Vicinity of Corridor 218-240

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/>)

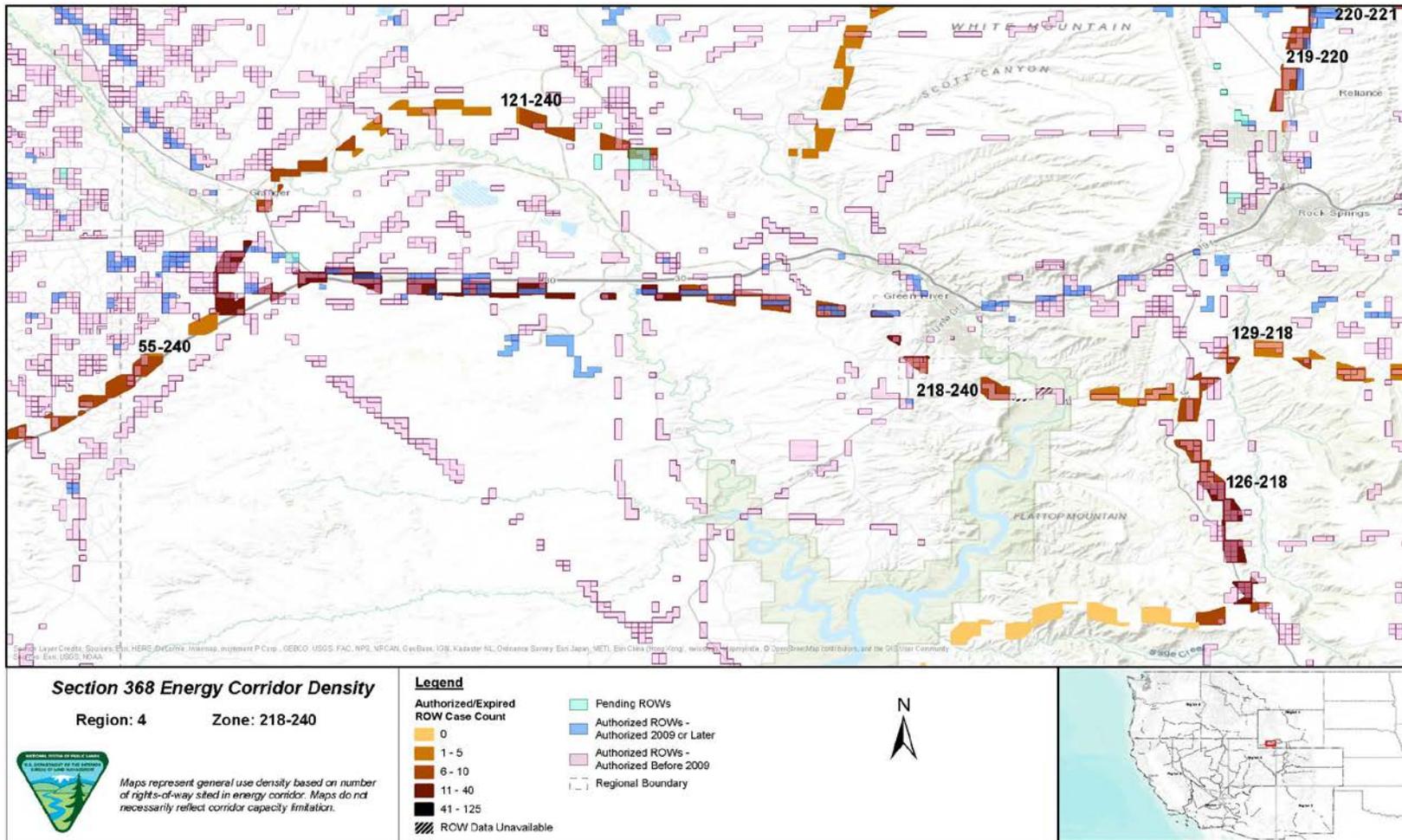


Figure 4. Corridor 218-240, Corridor Density Map

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 218-240 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>			
VRM Class II area and the corridor intersect – The RMP states that management actions must be designed to blend into and retain the existing character of the natural landscape. The objective of VRM Class II designation is to retain the existing character of the landscape.	MP 3	<p>The area of VRM Class II designation is very small, and the intersection with the corridor is also a very small area at the edge of the corridor. An NGL refined product pipeline is present at this location.</p> <p>Comment on abstract: Rock Springs BLM planning area is undergoing a Resource Management Plan (RMP) revision that is not mentioned in the Abstract. The plan is at an important stage where the old plans should not be the reference document; rather the siting of these corridors should include new plan components.</p>	<p>Areas within the VRM Class II designation may not be compatible with future overhead transmission line development in this area of the corridor that does not have existing infrastructure. The very small corridor segment where the corridor and the VRM Class II area intersect could be considered for deletion or the corridor slightly shifted to the north to avoid the VRM Class II area. Alternatively, the Agencies could consider a change in the VRM class designation. There is also adequate room to foreseeably add energy infrastructure while avoiding the VRM Class II area.</p> <p>The Green River RMP is currently undergoing a plan revision but the planning area is currently being managed under the 1997 plan. If a project is proposed within the corridor in the future, it would need to adhere to the management prescriptions in the RMP that is current at the time when the application is submitted.</p>
Four Trails Feasibility Study Trail and the corridor intersect and follows the centerline – 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 13 to MP 20	<p>The Rocky Mountain oil pipeline and several natural gas pipelines are within the corridor between MP 13 and MP 20.</p> <p>The Act (Public Law 111-11; 2009) directs the Secretary of the Interior to revise the</p>	<p>There are no management prescriptions preventing development within the corridor and the corridor is collocated with existing underground pipelines. Future infrastructure could be located along the southern edge of the corridor to avoid the Study Trail. Shifting of the corridor to the south could avoid the trail in some</p>

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		<p>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>locations, but this could be somewhat problematic due to the checkerboard pattern of BLM-administered lands in the area.</p> <p>Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.</p>
<p>USFS Jurisdiction: Ashley National Forest Agency Land Use Plan: Ashley NF LMP (1986) and Plan Amendments</p>			
<p>ROS: Roaded Natural and the corridor intersect – Areas under this ROS class may have resource modification and utilization practices evident, but harmonized with the natural environment. Conventional motorized use is provided for construction standards and design of facilities.</p>	<p>MP 4 to MP 6</p>	<p>Comment on abstract: corridor overlaps with USFS IRA 401036 in Ashley National Forest for 128 acres at MP 5.</p> <p>Comment on abstract: corridor overlaps with USFS IRA 401035 in Ashley National Forest for 39 acres at MP 6.</p>	<p>In this area, the corridor is designated underground only. The Roaded Natural area encompasses a broad area both north and south of the corridor which likely cannot be avoided. The corridor is collocated with existing pipelines.</p>
<p>Roadless Area and the corridor intersect.</p>	<p>MP 4 and MP 5 to MP 6</p>	<p>Comment on abstract: corridor overlaps with USFS IRA 401036 in Ashley National Forest for 128 acres at MP 5.</p> <p>Comment on abstract: corridor overlaps with USFS IRA 401035 in Ashley National Forest for 39 acres at MP 6.</p> <p>The Roadless Area Conservation Rule (2001) prohibits road construction, reconstruction, and timber harvest in inventoried roadless areas.</p>	<p>In this area the corridor is designated underground only. The Roadless area encompasses a broad area both north and south of the corridor which likely cannot be avoided. The corridor is collocated with existing pipelines.</p> <p>Because management prescriptions prevent new roads in roadless areas, it is possible that the opportunity to expand or shift the corridor would be more limited.</p> <p>Agencies could consider a coordination IOP related to Roadless Areas to help minimize conflicts with the Roadless Rule.</p>
<p>Flaming Gorge NRA and the corridor intersect – The LMP includes a no surface occupancy restriction for oil and gas development in the NRA; it is identified as an exclusion area south of the Pacific Northwest Pipeline reservoir bridge and an avoidance area north of the bridge.</p>	<p>MP 4 to MP 6</p>	<p>Flaming Gorge NRA Management Plan includes direction to maintain scenic qualities, permit no uses that significantly degrade or destroy the aesthetic backdrop values, and permit no</p>	<p>Within the Flaming Gorge NRA, this corridor is designated underground only.</p> <p>ROW exclusion and avoidance areas are not compatible with the corridor’s purpose as a preferred location for infrastructure. However, the corridor currently follows</p>

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Proposals for linear energy-related ROWs within the NRA would be considered on a case-by-case basis. The LMP discourages new overhead utility lines unless within or directly adjacent to existing cleared ROWs, and suggests placing overhead utility lines underground.		<p>new road or trail construction except to remove insect infected timber.</p> <p>Comment on abstract: in addition major recreational attributes, the NRA receives high sediment loads and experiences high salinity levels displaced into the reservoir from natural and manmade activities, including significant oil and gas activities. The presence of multiple springs and groundwater recharge areas associated with this area suggest that deeper regions of shallow groundwater may be encountered with increased disturbance and development.</p>	existing pipelines, and the intersection of the corridor is perpendicular to the NRA, which minimizes the intersection. The NRA encompasses a broad area north and south of the corridor which likely cannot be avoided.
VQO– The VQO category Retention and the corridor intersect - In areas under this VQO category, management practices should not be evident to the casual observer.	MP 4 to MP 6		In this area the corridor is designated underground only. The VQO area encompasses a broad area both north and south of the corridor which likely cannot be avoided. The corridor is collocated with existing pipelines.
<p>BLM Jurisdiction: Kemmerer Field Office Agency Land Use Plan: Kemmerer RMP (2010)</p>			
Other than the GRSG GHMA and PHMA intersections discussed below, no issues related to resource intersections with the corridor in the Kemmerer Field Office have been identified.			
<p>BLM Jurisdiction: Kemmerer Field Office Agency Land Use Plan: Wyoming GRSG ROD and ARMPA – March 2019</p>			
GRSG 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 0 to MP 3, MP 7 to MP 22, and MP 24 to MP 37	RFI Comment: re-route or exclude new infrastructure ROWs and avoid all new energy infrastructure development within GRSG PACs (7% overlap). Use full mitigation hierarchy to avoid, minimize, and compensate for impacts within four miles of important GRSG breeding areas.	There may be a limitation for use of this corridor for transmission lines because from MP 4 to MP 6 in the Flaming Gorge NRA the corridor is designated underground only. The portion of the corridor on BLM-administered lands is multi-modal and the location appears to best meet the siting principles because the corridor is collocated with existing pipelines. The GHMA encompasses a broad area surrounding the corridor which cannot be avoided.

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<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 18 to MP 23</p>	<p>RFI comment: re-route or exclude new infrastructure ROWs and avoid all new energy infrastructure development within GRSG PACs (7% overlap). Use full mitigation hierarchy to avoid, minimize, and compensate for impacts within four miles of important GRSG breeding areas.</p>	<p>ROW avoidance areas are not compatible with the corridor’s purpose as a preferred location for infrastructure. At MP 18 to MP 23, there may be an opportunity to shift the corridor to the north to avoid the PHMA (e.g., the existing infrastructure would be on the south edge of the corridor). This would reduce, but possibly not eliminate, disturbance of PHMA.</p>
<p>USFS Jurisdiction: Ashley National Forest Agency Land Use Plan: GRSG ROD for Idaho and Southwest Montana, Nevada, Utah; Attachment D – GRSG Wyoming Plan Amendment (2015)</p>			
<p>GRSG GHMA and the corridor intersect – The 2015 ROD stated that restrictions on development in GHMA are less stringent than PHMA and can accommodate a limited amount of disturbance. An October 2018 USFS Draft EIS addressing planning issues for GRSG included Wyoming NFs, so changes to GRSG management prescriptions in the Ashley NF may be associated with the forthcoming ROD.</p>	<p>MP 4 to MP 6</p>	<p>This portion of the corridor is designated underground only.</p>	<p>The corridor is collocated with existing pipelines. The GHMA encompasses a broad area surrounding the corridor which cannot be avoided.</p> <p>This portion of the corridor on the Ashley NF is a pinch point and may limit future development.</p>

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.

Ecology:

- Colorado River cutthroat trout is a sensitive species recognized by the 2006 Conservation Agreement and updated 2013 Conservation Assessment for Colorado River cutthroat signed by the Wyoming BLM, Washington Game and Fish Department, USFS, US Fish and Wildlife Colorado, and Wyoming Trout Unlimited (comment on abstract).
- Greater Little Mountain Area, a unique high desert landscape home to numerous big game species, native Colorado River cutthroat trout, wild recreational trout, and numerous federal and state sensitive and threatened and endangered species, and species of greatest conservation need. With the ongoing plan revision for the Rock Springs RMP, the GLMA has been singled out as an area in need of special management considerations (comment on abstract).
- The Green River is a major blue ribbon trout fishing destination, a significant tourism draw and source of river recreation, and contains both wild and native trout habitat. The Abstract states that No Concerns exist for this route of the corridor. We disagree and urge the Agencies to include a more thorough analysis that mentions the watershed crossings, the level of ecological impacts likely to occur and to consider the ongoing draft management plans that are to be released in the near future for both the BLM and the USFS (comment on abstract).

Analysis: Existing IOPs and BMPs would be required, although several existing pipelines currently follow the proposed corridor and the corridor intersects the Green River at a perpendicular angle which minimizes potential impact. Section 7 consultation with USFWS would be commensurate with agency determination of potential affect to threatened or endangered species. The Agencies could consider an IOP for habitat connectivity so that transmission projects within Section 368 energy corridors are sited and designed in a manner that minimizes impacts on habitat connectivity.

Public Access Concerns:

- Flaming Gorge - Green River Basin Scenic Byway intersects the corridor at MP 10.

Analysis: The Wyoming Department of Transportation administers the Scenic Byway, and future development in the corridor would require coordination with this agency.

Mineral Leasing Concerns:

- Trona leasing and associated subsidence issues.

Analysis: Conflicts with trona leasing has the potential to limit future development within the corridor. High potential leasing areas should be avoided for corridor siting.

Abstract Acronyms and Abbreviations

ARMPA = Approved Resource Management Plan; BLM = Bureau of Land Management; BMP = best management practice; EIS = environmental impact statement; GHMA = general habitat management area; GIS = geographic information system; GLMA = Greater Little Mountain Area; GRSG = Greater Sage-grouse; IOP = interagency operating procedure; LMP = land management plan; MP = milepost; NF = National Forest; NGL = natural gas liquids; NRA = National Recreation Area; 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; ROS = recreation opportunity spectrum; ROW = right-of-way; USFS = U.S. Forest Service; USFWS = U.S. Fish and Wildlife Service; VQO = visual quality objective; VRM = visual resource management; WPCI = Wyoming Pipeline Corridor Initiative; WWEC = West-wide Energy Corridor.