

# Corridor 78-85

Laramie Corridor

## Corridor Purpose and Rationale

The corridor provides a north-south pathway for energy transport in Wyoming. There are limited federal lands, but the corridor connects multiple Section 368 energy corridors to the north, creating a continuous corridor network in southeastern Wyoming across BLM- and USFS-administered lands. Input regarding alignment from multiple organizations<sup>1</sup> during the WWEC PEIS suggested following this route. There are wind development projects in the area for a portion of the corridor, but no planned projects within the corridor at this time.

### Corridor location:

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

### Corridor width, length:

Width 3,500 ft  
7 miles of designated corridor  
42 miles of posted route, including gaps

### Designated Use:

- corridor is multi-modal

### Corridor of concern (N)

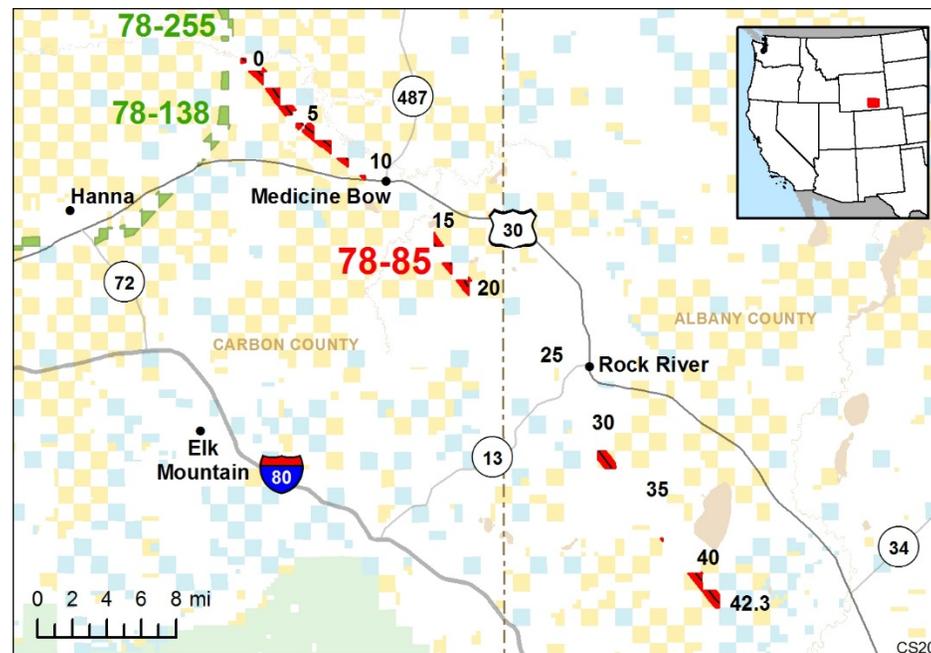


Figure 1. Corridor 78-85

### Corridor history:

- Locally designated prior to 2009 (N)
- Existing infrastructure (Y)
  - The corridor is centered on two 115-kV electric transmission lines for its full length.
- Energy potential near the corridor (Y)
  - 4 wind power plants within 4 mi.
  - 9 substations within 5 mi of corridor.
- Corridor changes since 2009 (Y)

<sup>1</sup> American Wind Energy Association, PacifiCorp, Rocky Mountain Area Transmission Study, Western Interconnect Transmission Paths, Western Utility Group, and Wyoming Natural Gas Pipeline Authority

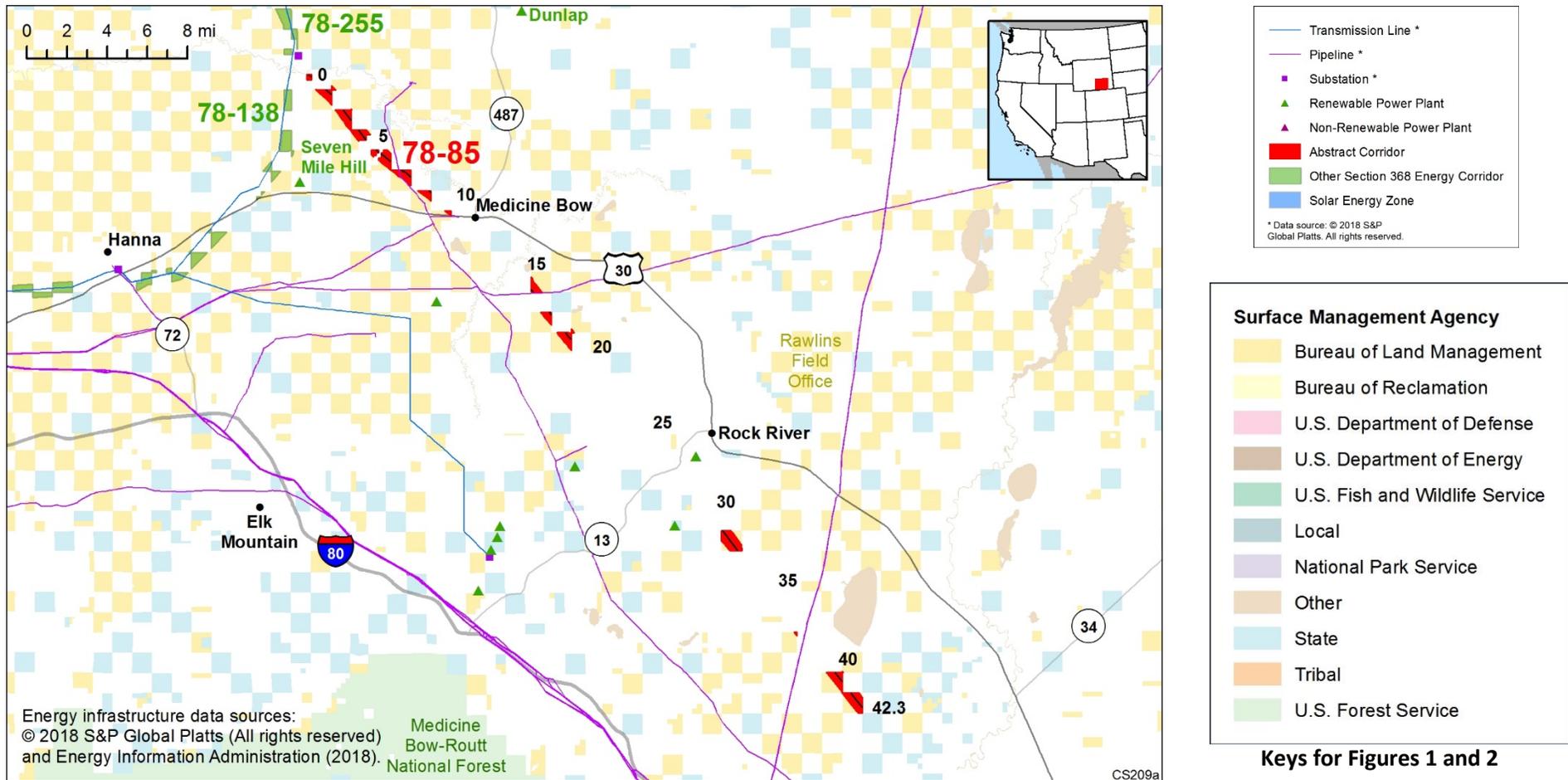
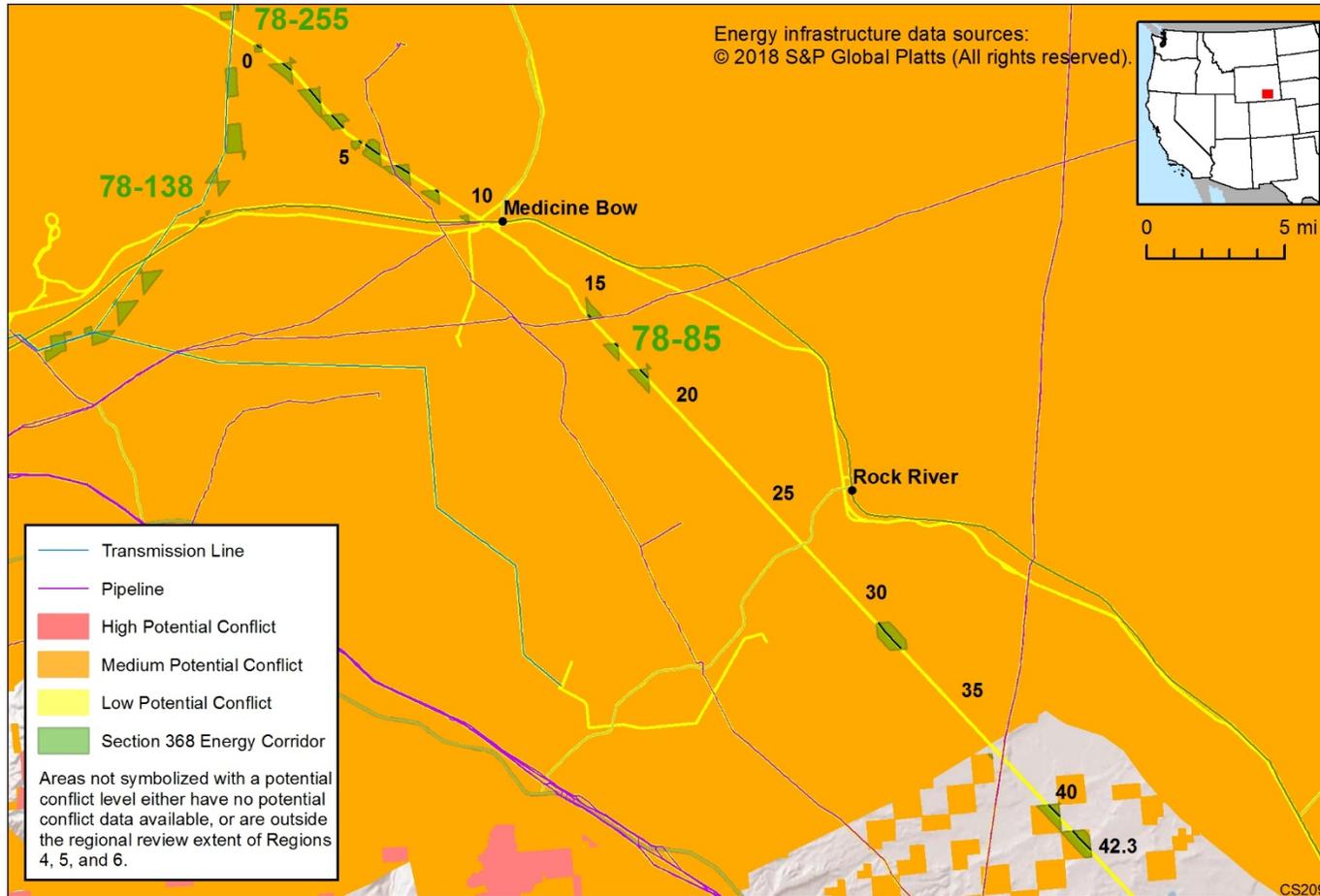


Figure 2. Corridor 78-85 and nearby electric transmission lines and pipelines

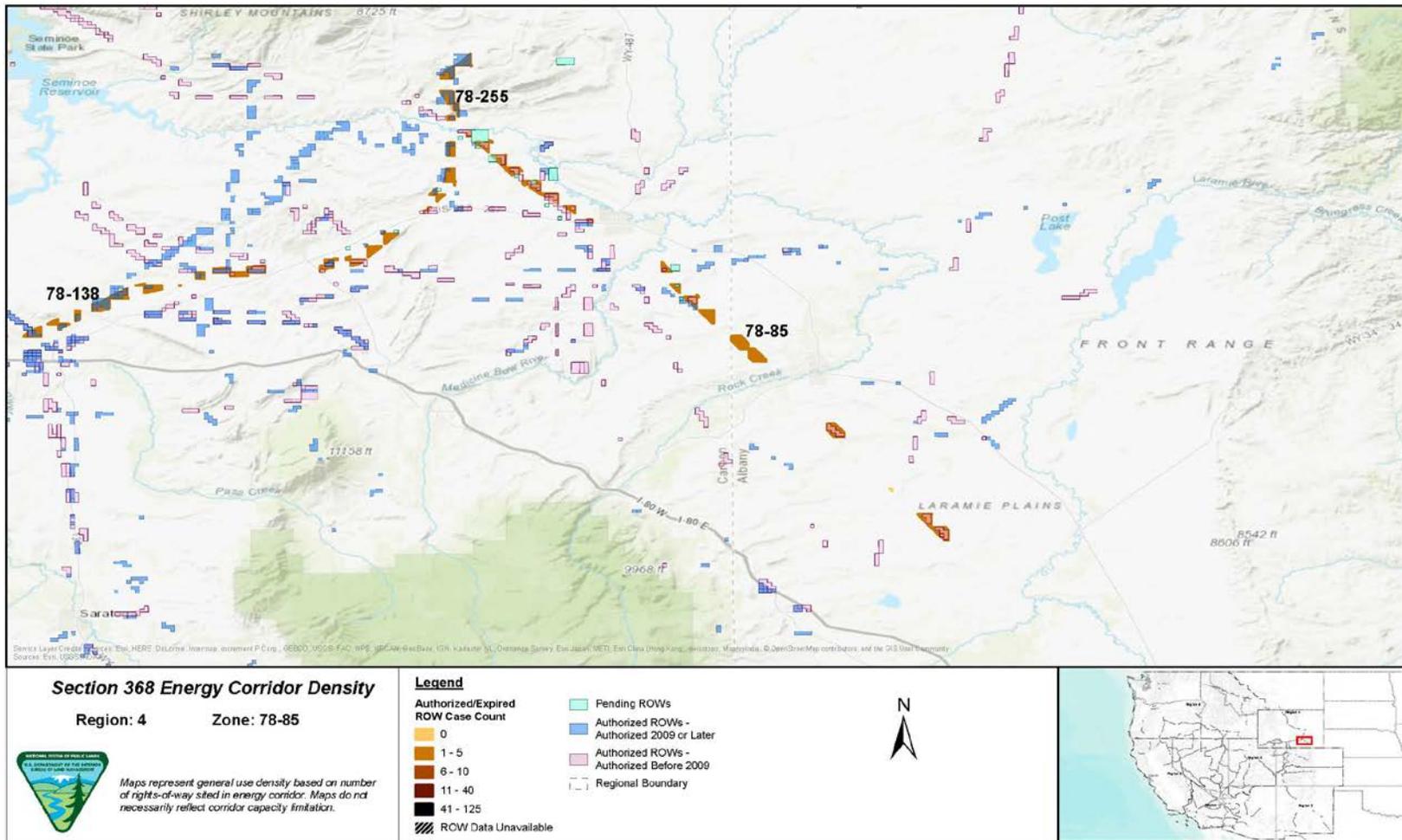
## Conflict Map Analysis



**Figure 3. Map of Conflict Areas in Vicinity of Corridor 78-85**

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](http://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 78-85, 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 78-85 REVIEW			
POTENTIAL COMPATIBILITY ISSUES or CONCERNS TO EXAMINE	MILEPOST (MP) <sup>1</sup>	STAKEHOLDER INPUT and OTHER RELEVANT INFORMATION	POTENTIAL RESOLUTIONS BASED ON SITING PRINCIPLE ANALYSIS <sup>2</sup>
<b>BLM Jurisdiction: Rawlins Field Office</b> <b>Agency Land Use Plan: Rawlins RMP (2008)</b>			
Other than the GRSG GHMA intersection discussed below, no issues related to resource intersections with the corridor in the Rawlins FO have been identified.			
<b>BLM Jurisdiction: Rawlins Field Office</b> <b>Agency Land Use Plan: Wyoming GRSG ROD and ARMPA – March 2019</b>			
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 22 and MP 31 to MP 33	RFI comment: use full mitigation hierarchy to avoid, minimize, and compensate for impacts within four miles of important GRSG breeding areas.	The location appears to best meet the siting principles because collocation is preferred and the corridor is collocated with an existing transmission line. The GHMA encompasses a broad area on both sides of the corridor that cannot be avoided.

<sup>1</sup> Mileposts are rounded to the nearest mile.

<sup>2</sup> 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 provided a preliminary general analysis. The information below is provided to facilitate further discussion during stakeholder review.

### **Cultural Resources:**

- Cultural resources could be a concern in the Rawlins FO.

*Analysis:* Section 106 of the NHPA requires federal agencies to consider the effects of an undertaking on cultural resources.

### **Military and Civilian Aviation:**

- MTR – IR and the corridor intersect from MP 31 to MP 32.

*Analysis:* Adherence to existing IOP regarding coordination with DoD would be required. Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.

## Abstract Acronyms and Abbreviations

ARMPA = Approved Resource Management Plan; BLM = Bureau of Land Management; DoD = Department of Defense; FO = field office; GHMA = general habitat management area; GIS = geographic information system; GRSG = Greater Sage-grouse; IOP = interagency operating procedure; IR = instrument route; MP = milepost; MTR = Military Training Route; NHPA = National historic Preservation Act; PEIS = Programmatic Environmental Impact Statement; RFI = request for information; RMP = resource management plan; ROD = Record of Decision; ROW = right-of-way; USFS = U.S. Forest Service; WWEC = West-wide Energy Corridor.