

# Corridor 55-240

Evanston to Granger Corridor

## Corridor Purpose and Rationale

The corridor provides an east-west pathway across southwestern Wyoming. The corridor connects to multiple Section 368 energy corridors to the east, providing a continuous corridor network across southern Wyoming to Cheyenne across BLM- and USFS-administered lands. Input regarding alignment from multiple organizations<sup>1</sup> 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.

### Corridor location:

Wyoming (Sweetwater and Uinta Co.)  
 BLM: Kemmerer Field Office  
 Regional Review Region: Region 4

### Corridor width, length:

Width 3,500 ft  
 25 miles of designated corridor  
 52 miles of posted route, including gaps

### Designated Use:

- corridor is multi-modal

### Corridor of concern (N)

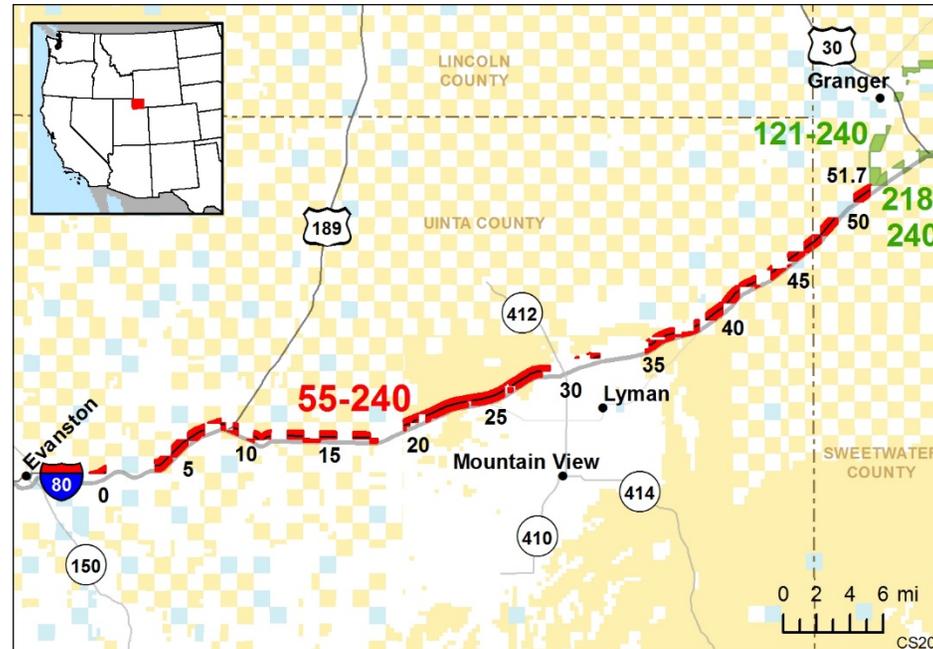


Figure 1. Corridor 55-240

### Corridor history:

- Locally designated prior to 2009 (N)
- Existing infrastructure (Y)
  - Multiple natural gas, crude oil and refined product pipelines follow a portion of the corridor.
  - Highway I-80 follows the length of the corridor.
- Energy potential near the corridor (Y)
  - 3 wind power plants are within 5 mi.
  - 10 substations are within 5 mi of the corridor
- Corridor changes since 2009 (N)

<sup>1</sup> American Wind Energy Association, Frontier Line, Idaho Power Company, National Grid, PacifiCorp, Rocky Mountain Area Transmission Study, Trans West, Western Interconnect Transmission Paths, Western Utility Group, and Wyoming Natural Gas Pipeline Authority

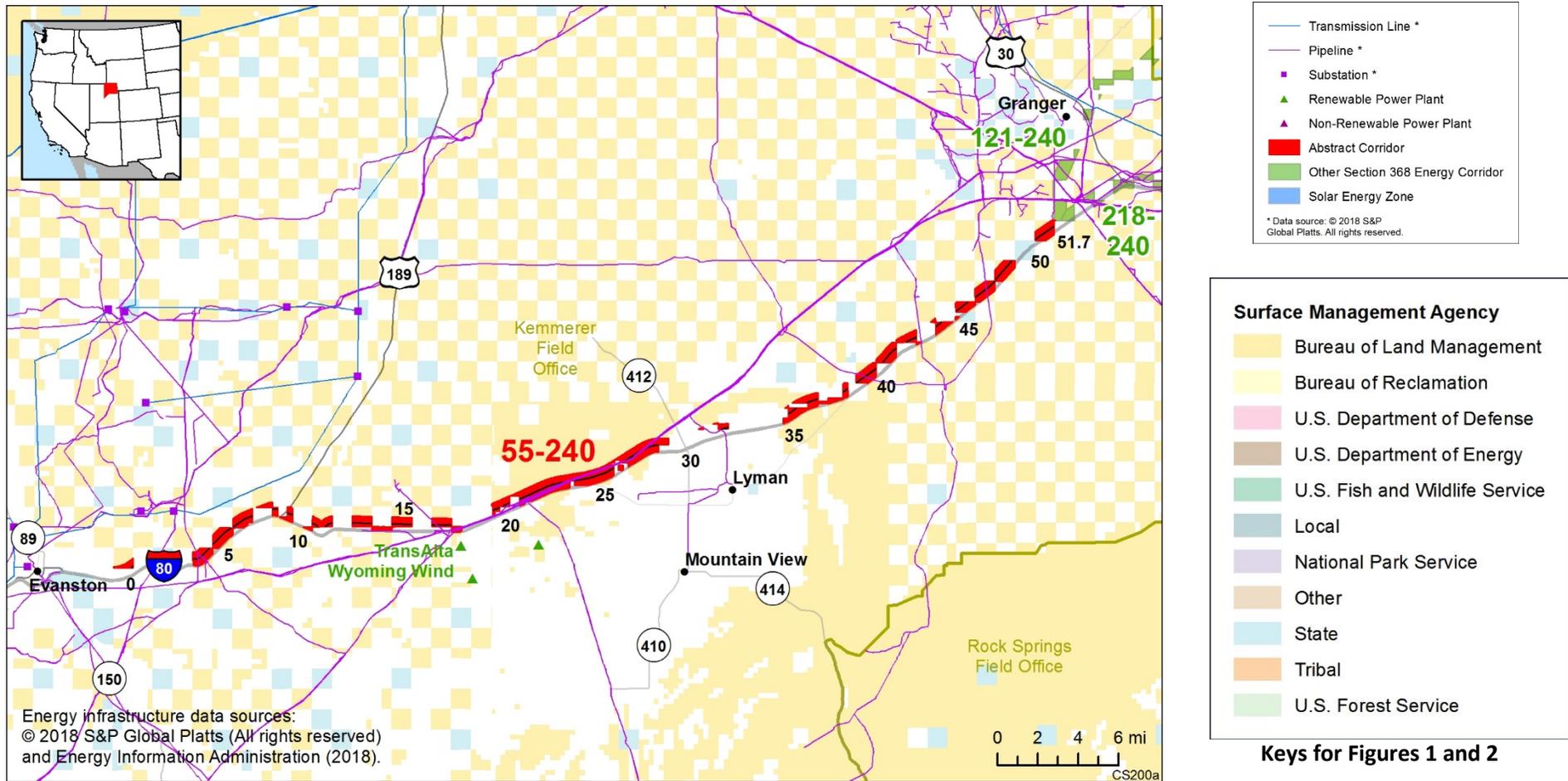
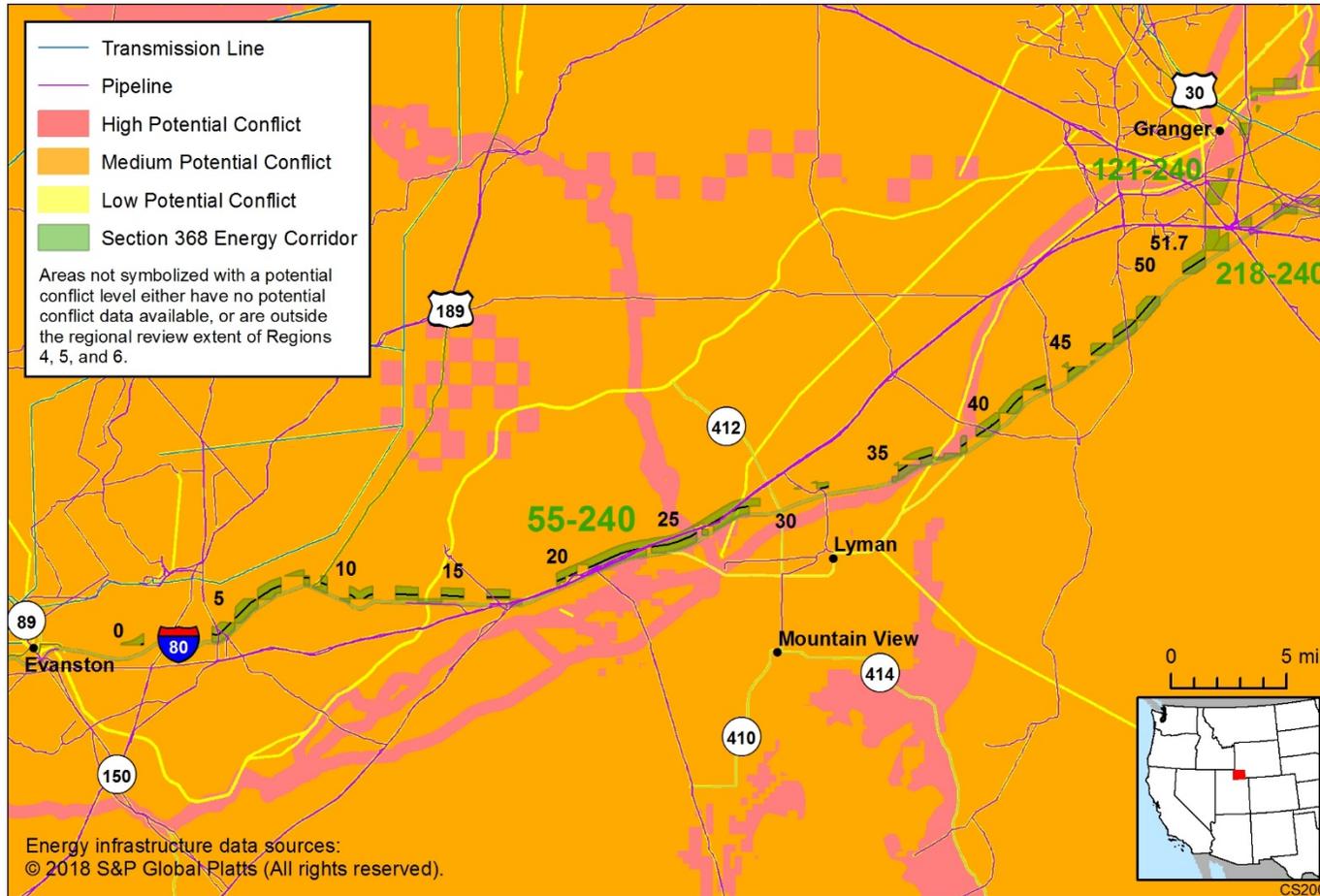


Figure 2. Corridor 55-240 and nearby electric transmission lines and pipelines

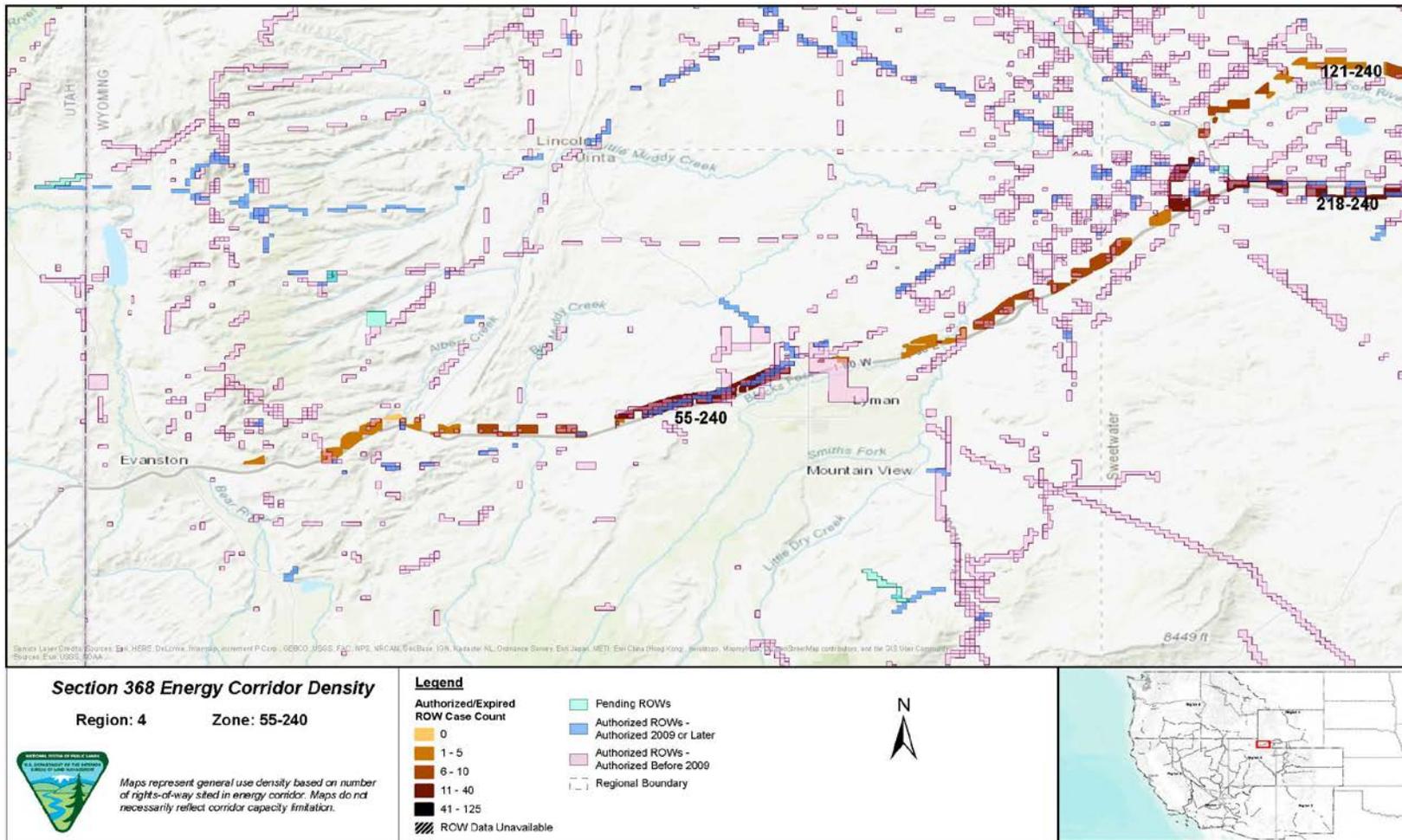
## Conflict Map Analysis



**Figure 3. Map of Conflict Areas in Vicinity of Corridor 55-240**

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](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 55-240, 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 55-240 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>
<i>BLM Jurisdiction: Kemmerer Field Office</i> <i>Agency Land Use Plan: Kemmerer RMP (2010)</i>			
California NHT/Oregon NHT and the corridor intersect – 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 pipelines and I-80 occur in the immediate area of the NHTs and corridor - the corridor is identified in the RMP.	MP 26	<p>At this location the corridor is collocated with an oil pipeline and a natural gas pipeline. The intersection with the trail at this location is tangential (the corridor does not run parallel to the NHT).</p> <p>The National Trails System Act, as cited in the Comprehensive Plan for the California NHT (1999)<sup>3</sup>, 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>The corridor location appears to best meet the siting principles because the intersection of the corridor with the NHT at MP 26 is at an angle (minimizing impact on trail values).</p> <p>Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.</p>

**CORRIDOR 55-240 REVIEW**

<b>POTENTIAL COMPATIBILITY ISSUES or CONCERNS TO EXAMINE</b>	<b>MILEPOST (MP)<sup>1</sup></b>	<b>STAKEHOLDER INPUT and OTHER RELEVANT INFORMATION</b>	<b>POTENTIAL RESOLUTIONS BASED ON SITING PRINCIPLE ANALYSIS<sup>2</sup></b>
<p>California NHT/Oregon NHT/Mormon Pioneer NHT/Pony Express NHT and the corridor intersect – 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 pipelines and I-80 occur in the immediate area of the NHTs and corridor - the corridor is located within a corridor identified in the RMP (Map 13).</p>	<p>MP 35 to MP 39</p>	<p>There is no energy infrastructure in the corridor at this location; I-80 runs along the corridor’s southern boundary.</p> <p>The NHT runs parallel to the southern boundary of the corridor between MP 35 and MP 36, then is within the southern corridor boundary between MP 36 and MP 37, and there is a small intersection with the northern boundary of the corridor at MP 38.5.</p> <p>The National Trails System Act, as cited in the Comprehensive Plan for the California NHT (1999)<sup>3</sup>, 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 are federal lands available on the north side of the corridor, so it would be possible to shift the corridor somewhat between MP 35 and MP 39 to avoid the NHT.</p> <p>Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.</p>
<p>Four Trails Feasibility Study Trail and the corridor intersect – The RMP does not reference the Four Trails Feasibility Study; however, the Study Trail is located within a corridor identified in the RMP.</p>	<p>MP 36 to MP 38</p>	<p>There is no energy infrastructure in the corridor at this location; I-80 runs along the corridor’s southern boundary. The Study Trail runs parallel to the southern boundary of the corridor between MP 35 and 36, then is within the southern corridor boundary between MP 36 and MP 37, and there is a small intersection with</p>	<p>There are federal lands available on the north side of the corridor, so it would be possible to shift the corridor somewhat between MP 36 and MP 39 to avoid the Feasibility 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>

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<b>POTENTIAL COMPATIBILITY ISSUES or CONCERNS TO EXAMINE</b>	<b>MILEPOST (MP)<sup>1</sup></b>	<b>STAKEHOLDER INPUT and OTHER RELEVANT INFORMATION</b>	<b>POTENTIAL RESOLUTIONS BASED ON SITING PRINCIPLE ANALYSIS<sup>2</sup></b>
		<p>the northern boundary of the corridor at MP 38.5.</p> <p>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><b>BLM Jurisdiction:</b> Kemmerer Field Office  <b>Agency Land Use Plan:</b> Wyoming GRSG ROD and ARMPA – March 2019</p>			
<p>GRSG GHMA and the corridor intersect - The 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 52 (entire corridor)</p>	<p>RFI comment: use full mitigation hierarchy to avoid, minimize, and compensate for impacts within four miles of important GRSG breeding areas.</p>	<p>The location appears to best meet the siting principles because collocation is preferred and the corridor is collocated with the highway. The GHMA encompasses a broad area on both sides of the corridor which cannot be avoided.</p>

<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.

<sup>3</sup> 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, shown below. The information below is provided to facilitate further discussion during stakeholder review.

### **Jurisdictional Concerns:**

- The existing wind farm on Bridger Butte which is adjacent to the Interstate 80 creates a pinch point within the corridor.

*Analysis:* The Agencies could consider potential adjustments to the corridor north of Interstate 80 to avoid the wind farm and still locate on BLM-administered lands.

## Abstract Acronyms and Abbreviations

ARMPA = Approved Resource Management Plan Amendment; BLM = Bureau of Land Management; 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; 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; WWEC = West-wide Energy Corridor.